

LAND USE & SOCIO-ECONOMIC EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

FINAL

Ontario Northland

Northlander Passenger Rail

Timmins-Porcupine Station Transit and Rail Project Assessment Process

December 6, 2024

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 **GANNETT
FLEMING**

Authorization

Role	Name	Signature	Date
Author	Alexia Miljus, ENV SP Environmental Planner		November 29, 2024
GF Reviewer	Amber Saltarelli, MCIP, RPP, PMP Environmental Lead		December 6, 2024
GF Approver	Jessica Graham, Deputy Project Director		December 6, 2024

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EXECUTIVE SUMMARY

Introduction

As part of the Northlander Passenger Rail (NPR) program, and as identified via the Updated Initial Business Case (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.

Report Purpose

Gannett Fleming was contracted by Ontario Northland, to conduct a Land Use & Socio-Economic Assessment as part of the Environmental Assessment for the proposed Timmins-Porcupine Station. The Study Area for the TRPAP is defined as the area where the station components are proposed to be constructed plus a conservative 50 metre buffer area for completing technical and environmental studies. Refer to **Figure 2**.

Existing Conditions

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.). 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.

Below is a brief summary of the existing conditions within the Study Area:

- 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;
- There are three (3) sensitive facilities located within 1 km of the Study Area. They are:
 - Porcupine United Church located at 122 Queen Street;
 - Whitney Volunteer Fire Hall located adjacent to 110 Dixon Street; and,
 - Ecole Catholique St. Jude located at 225 Dixon 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;
- The Study Area is within the Mineral Development designation, per the Official Plan Schedule B;
- The Study Area is within 1 km of a Mine Hazard feature, per Official Plan Schedule C;
- Nearby future developments include the Connecting Link Program Segment 14: Porcupine River Bridge and Porcupine River Bridge to ONR Crossing; and,
- Under the City of Timmins Zoning By-Law 2011-7100, the Study Area is zoned Residential First Density (NA-R1) and Institutional (NA-IN).

Potential Impacts, Mitigation Measures & Monitoring, Activities

The proposed works to be completed for the new Timmins-Porcupine Station are anticipated to be short term in duration, relating largely to noise/vibration, air quality, temporary traffic effects (i.e., road closures), 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 potential effects on local access and travel patterns as much as possible. These effects are anticipated to cease once construction has finished.

Recommended mitigation measures include:

- Continue to consult and coordinate with City of Timmins (as applicable) to obtain property encroachment permits during detailed design, as applicable.
- Consult with the local snowmobile club to determine any required mitigation or offset measures as it relates to the snowmobile trail route.
- 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.

Commitments to Future Work

The following section summarizes commitments that Ontario Northland will adhere to post TRPAP, as part of detailed design and construction.

- City of Timmins Engagement
 - Coordination and engagement with the City of Timmins shall continue as design and construction planning progress to address municipal interests, as applicable.
- Property
 - 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.
 - 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.

- 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, an amendment to site plan control will be required.
- 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.
- 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. 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.

1.0 INTRODUCTION

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 motor coach services connecting Northern Ontario to urban centres including Toronto, Ottawa and Winnipeg, and passenger rail services connecting Cochrane to Moosonee and communities of the James Bay Coast. Rail freight services are also provided throughout Northeastern Ontario and Northwestern Quebec.

Ontario Northland carries large volumes of goods great distances and is a reliable partner linking businesses to the global supply chain. The Government of Ontario has issued direction to Ontario Northland to reinstate passenger rail service between Toronto (Union Station) and Northeastern Ontario via the Northlander Passenger Rail (NPR) (the Project). The design will be based on Option 2 in the Updated Initial Business Case (UIBC) prepared to assess the relative merits and costs of the project and includes passenger train service that begins at Union Station and terminates in Timmins, with a rail connection from Timmins to Cochrane.

The rail corridor between Toronto and Timmins (with a connection to Cochrane) is approximately 740 km long and consists of five (5) main railway subdivisions owned by: Metrolinx, Ontario Northland, and Canadian National Railway (CN). CN is a Class 1 railway that operates freight rail services that connect to other Class 1 railways to ship goods across North America. Passenger rail operators in the corridor include GO Transit, which operates the Richmond Hill commuter rail service. Ontario Northland operates freight service from North Bay to Cochrane, mixed passenger/freight rail service between Cochrane and Moosonee, as well as operation of the Cochrane Station Inn at the departure point for the Polar Bear Express.

A key plan of the rail corridor is illustrated in **Figure 1**.



Figure 1: Northlander Passenger Rail Key Map

2.0 PROJECT DESCRIPTION

2.1 Ontario Regulation 231/08: Transit and Rail Project Assessment Process (TRPAP)

The proposed Timmins-Porcupine Station is subject to *Ontario Regulation 231/08: Transit and Rail Project Assessment Process (February 16, 2024)*.

2.2 TRPAP 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 the TRPAP will need to be revisited and updated, as required. These updated/additional impact assessment studies will be carried out as part of completing an Environmental Project Report (EPR) Addendum process (as per O. Reg. 231/08), which would also entail Ontario Northland carrying out additional public, stakeholder, and Indigenous Communities consultation.

Table 1 below provides a summary of the project components.

Table 1: Project Components

Project Component	Location	Description
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 Vehicles to park at the north and south ends of the platform.
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 may include: <ul style="list-style-type: none"> • 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.
Station Parking Facilities	Parking facilities will be located on the adjacent to the proposed Timmins-Porcupine Station. Station building, bus stops, and train platform are 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.
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.

Project Component	Location	Description
Track Works	Minimal track work to occur near the train station platform. New bumping post will be located east of King Street on the existing tracks.	Minimal track work will be required. Ontario Northland will install a new bumping post at the end of the alignment.
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.
Bus Storage & Maintenance Facility	The potential Bus Storage & Maintenance Facility will be located east of the station building and platform.	<p>The TRPAP has considered for the approximate area of land that may be required for the potential/future construction of a Bus Storage & Maintenance Facility. Additional impact assessment studies and consultation will need to be undertaken in the future, as/if applicable as part of an EPR Addendum process.</p> <p>Components and features of the proposed Bus Storage and Maintenance Facility may include:</p> <ul style="list-style-type: none"> • 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 m².

2.3 TRPAP Study Area

The Study Area for the TRPAP was defined on the conceptual engineering design prepared for the project plus a conservative 50m buffer area to allow for more conservative data collection and impact assessment studies. Refer to **Figure 2**.

2.4 Report Purpose

The purpose of this Land Use & Socio-Economic Report is two-fold:

- **Section 3.0**– provides a review of existing and planned land use and socio-economic features within and surrounding the Study Area; and,
- **Section 4.0**– provides an assessment of potential impacts to land use and socio-economic features, proposed mitigation measures and monitoring activities, as required.

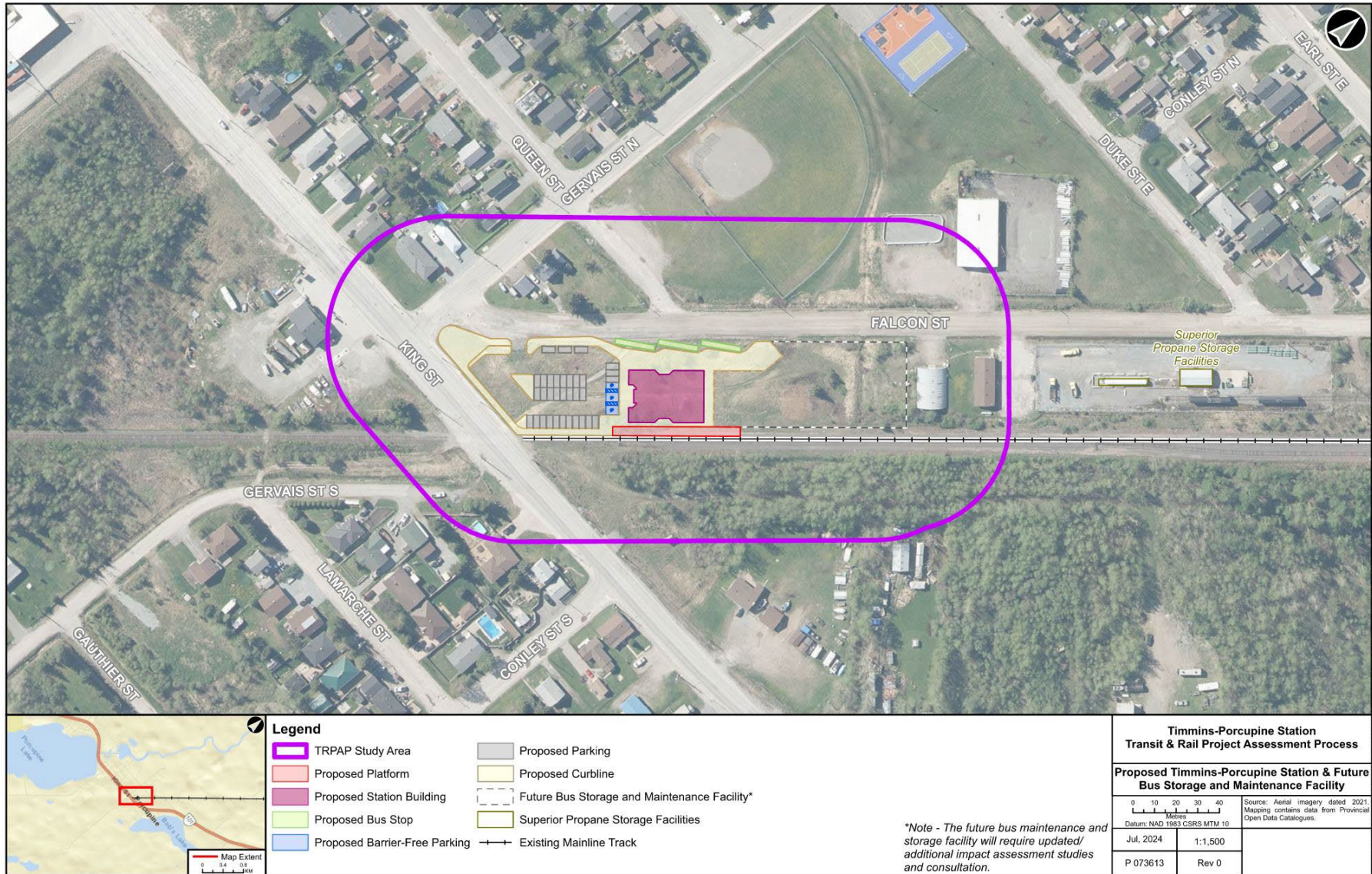


Figure 2: Timmins-Porcupine Station Study Area

2.5 Report Purpose

The purpose of this Land Use & Socio-Economic Report is two-fold:

- **Section 3.0**– provides a review of existing and planned land use and socio-economic features within and surrounding the Study Area; and,
- **Section 4.0**– provides an assessment of potential impacts to land use and socio-economic features, proposed mitigation measures and monitoring activities, as required.

3.0 EXISTING CONDITIONS

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 Methodology

3.1.1 Review of Background Information

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);
- 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 local interest. Facilities identified through The City of Timmins Community Map (i.e., municipal open data sources) were recorded and added to study area maps.

3.1.2 Review of Applicable Legislation/Guidance Documents

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

- *Environmental Assessment Act*, 1990
 - Ontario Regulation 231/08: Transit and Rail Project Assessment Process
- *Planning Act*, 1990
 - Provincial Policy Statement (2020)
- *Places to Grow Act*, 2005
 - Growth Plan for Northern Ontario (2011)

All Ontario municipalities are required to ensure planning decisions are consistent with provincial planning directive. In accordance with Section 3 of the *Planning Act*, a Provincial Policy Statement (PPS) came into effect on May 1, 2020. The purpose of the PPS is to provide policy direction on matters of provincial interest related to land use planning and development. Objectives of the PPS include:

- Building strong communities;
- Wise use and management of resources; and,
- Protecting public health and safety.

Similarly, municipal planning decisions must not conflict with the Growth Plan for Northern Ontario (2011) which provides a framework for managing growth in Northern Ontario. The Growth Plan provides the following guiding principles:

- Creating a highly productive region, with a diverse, globally competitive economy that offers a range of career opportunities for all residents;
- Developing a highly educated and skilled workforce to support an evolving knowledge-based economy and excellence in the trades;
- Partnering with Aboriginal peoples to increase educational and employment opportunities;
- Delivering a complete network of transportation, energy, communications, social and learning infrastructure to support strong, vibrant communities;
- Demonstrating leadership in sustainable growth and environmental management; and,
- Establishing innovative partnerships to maximize resources and ensure the Growth Plan achieves its ambitious vision and is fiscally sustainable.

3.1.3 Field Investigations

No land use or socio-economic field investigations were undertaken to document existing conditions within the Study Area. As described throughout **Section 3.1**, data was collected through review of background information and aerial photography, and consultation with regulatory authorities.

3.1.4 Mapping

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); and
- Land Information Ontario (LIO).

Data collected was captured within a GIS database and detailed mapping was prepared (refer to mapping included in **Section 3.2** below).

3.1.5 Consultation with 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 results of these discussions, as well as data retrieved are contained in **Table 2** below.

Table 2: Results of City of Timmins Data Collection

Contact	Date of Communications	Description of Communications
Director of Community Services & City Clerk	June 22, 2023	Submission of data request via e-mail.
Manager of Planning	June 29, 2023	Phone call to confirm receipt of data request and next steps to gather data.
Manager of Planning	June 30, 2023	Confirmation of receipt of data request and next steps to gather data via e-mail.
Manager of Planning	July 11, 2023	City provided confirmation of available GIS data via e-mail.
Manager of Planning	July 17, 2023	City compiling list of available data via e-mail.
Manager of Planning	July 18, 2023	City provided the following data via e-mail: <ul style="list-style-type: none"> • Bus Routes • Transit Stops • Snowmobile Trails • Aerial Imagery • Past construction projects

3.2 Summary of Existing Conditions

The following section provides a detailed description of the existing conditions data collected within the Study Area. Refer to **Appendix A** for maps of land use features and **Appendix B** for a map of socio-economic features in the vicinity of the proposed Timmins-Porcupine Station.

3.2.1 Existing Land Use

3.2.1.1 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**).

Since 2014, several tennis courts have been renewed/resurfaced per the recommendations in the Culture, Tourism and Recreation Master Plan (refer to **Section 3.2.2.4** for more information). 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**). Streets showing a green line in **Figure 3** represent where snowmobile access is permitted in the City of Timmins.

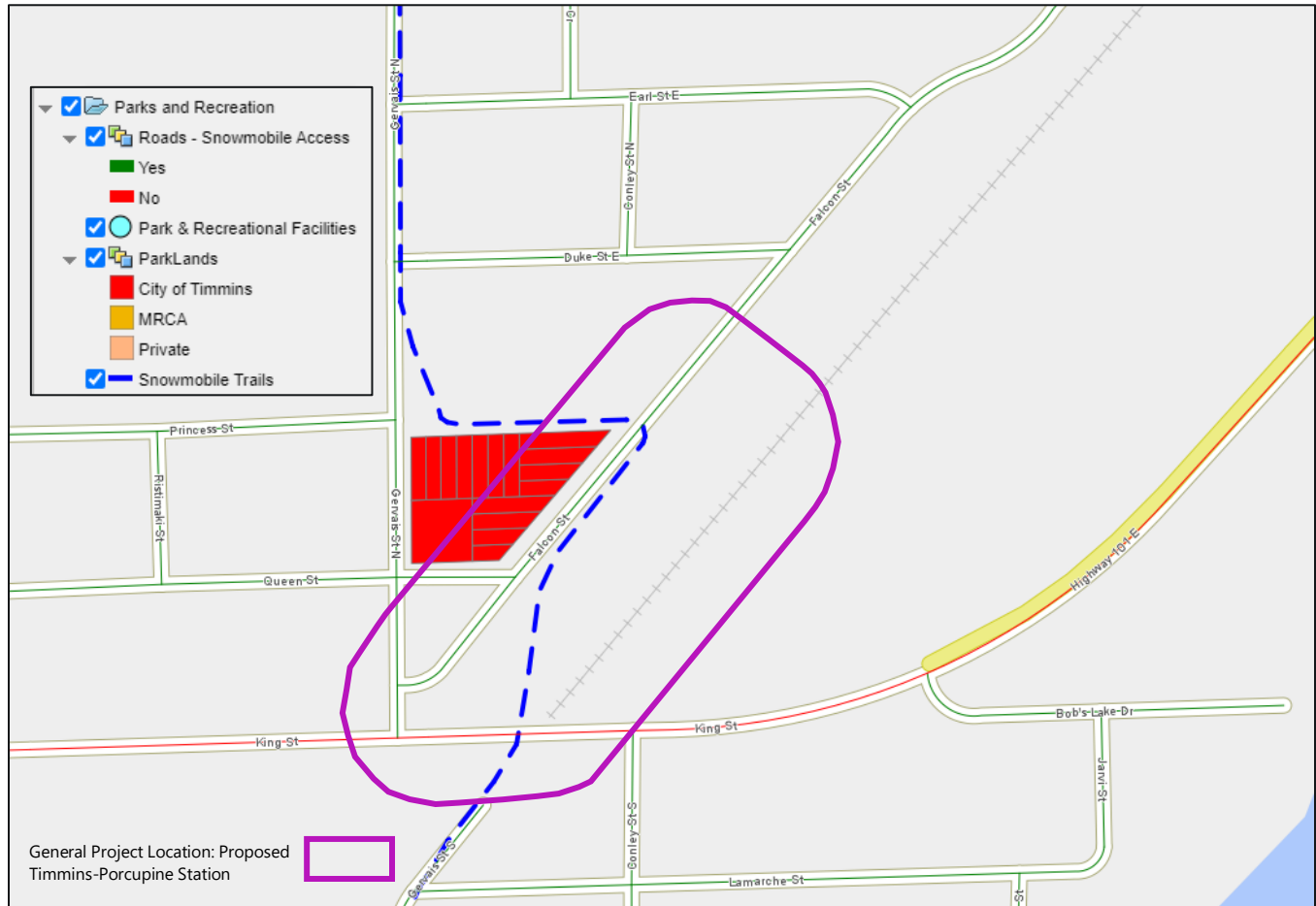


Figure 3: Excerpt of City of Timmins Community Map - Parks and Recreation

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 4**). Falcon Street is directly adjacent to the proposed Timmins-Porcupine Station.

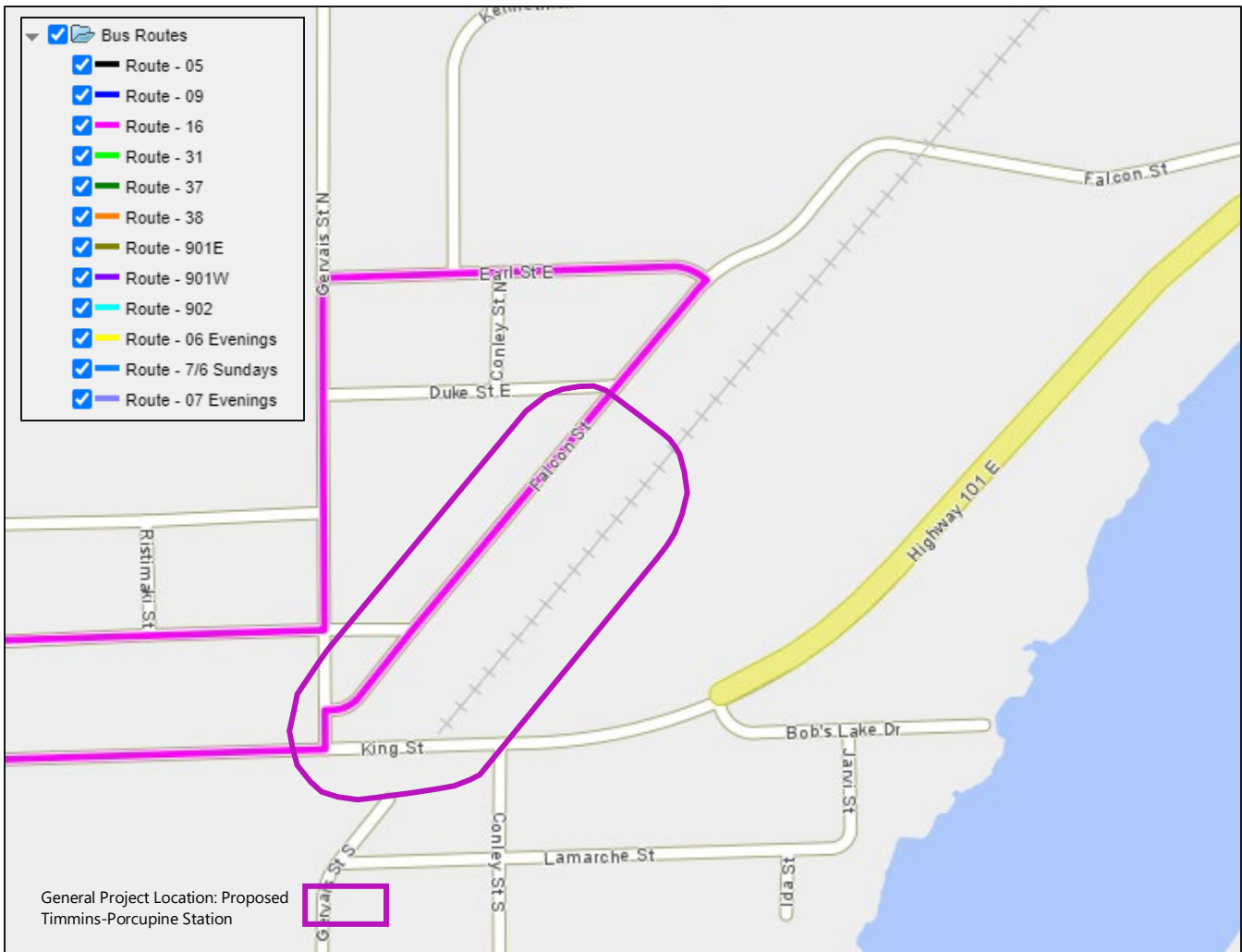


Figure 4: Excerpt of City of Timmins Community Map – Bus Routes

3.2.1.2 Sensitive Facilities

There are no hospitals, 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: 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 5
School	Ecole Catholique St. Jude	225 Dixon Street	450 metres	See blue parcels in Figure 5

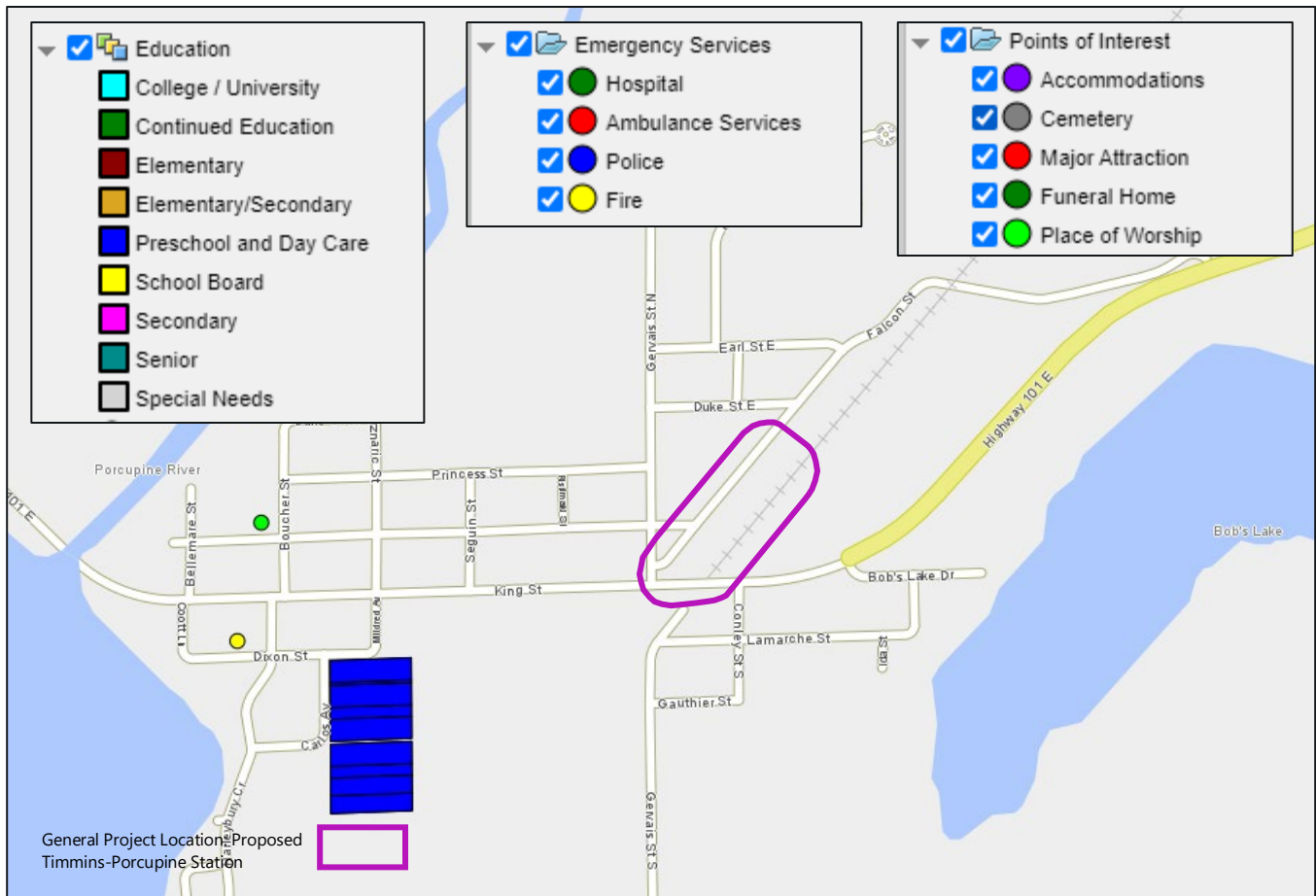


Figure 5: Excerpt of City of Timmins Community Map – Sensitive Facilities

3.2.2 Planned Land Use

3.2.2.1 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). 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. Refer to **Sections 3.2.2.2** and **3.2.2.5** for more information.

3.2.2.2 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 (see **Figure 6**).

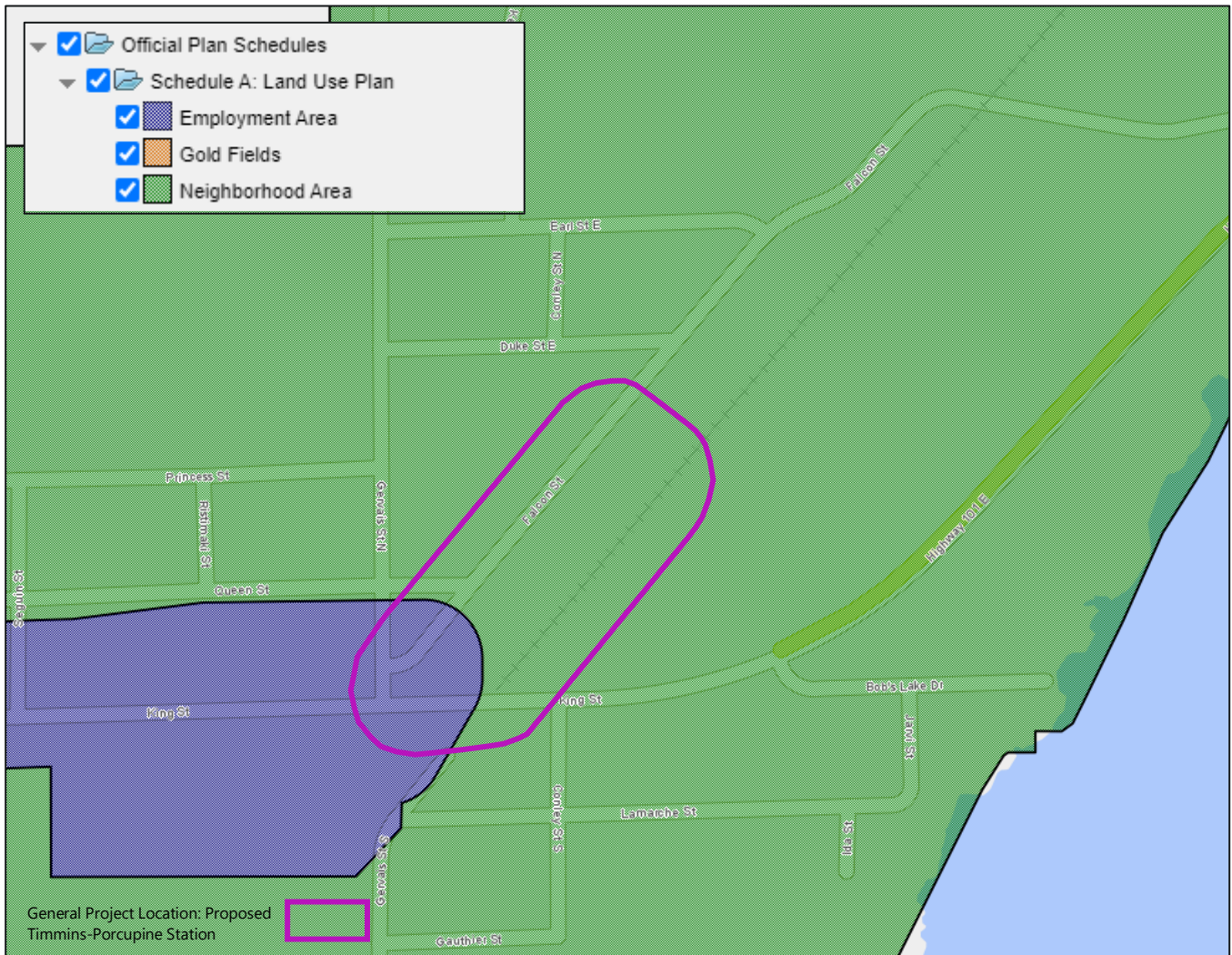


Figure 6: Excerpt of City of Timmins Community Map – Official Plan Schedule A

The proposed Timmins-Porcupine Station is within the Mineral Development designation, per the OP Schedule B (see **Figure 7**).

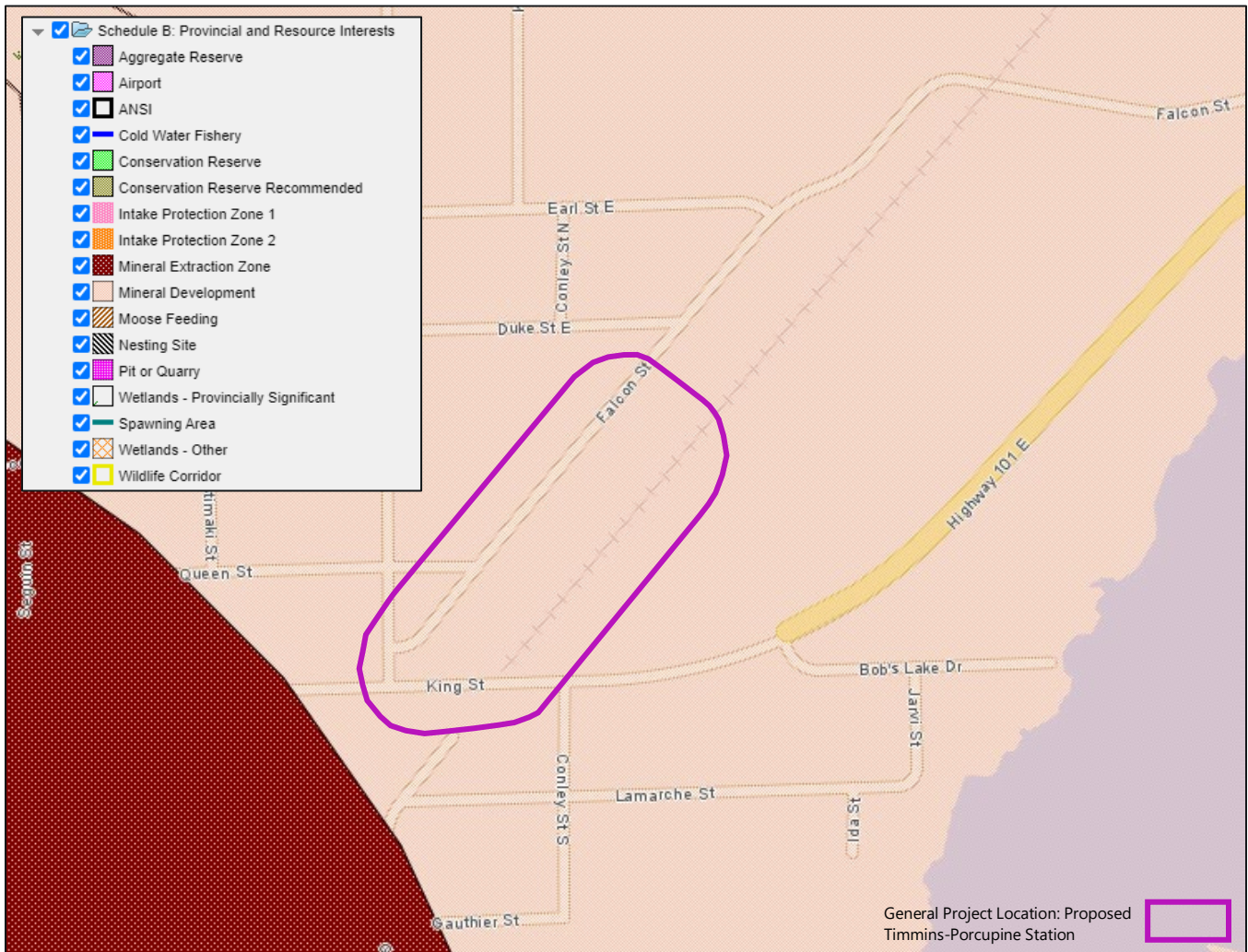


Figure 7: Excerpt of City of Timmins Community Map – Official Plan Schedule B

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 8**).

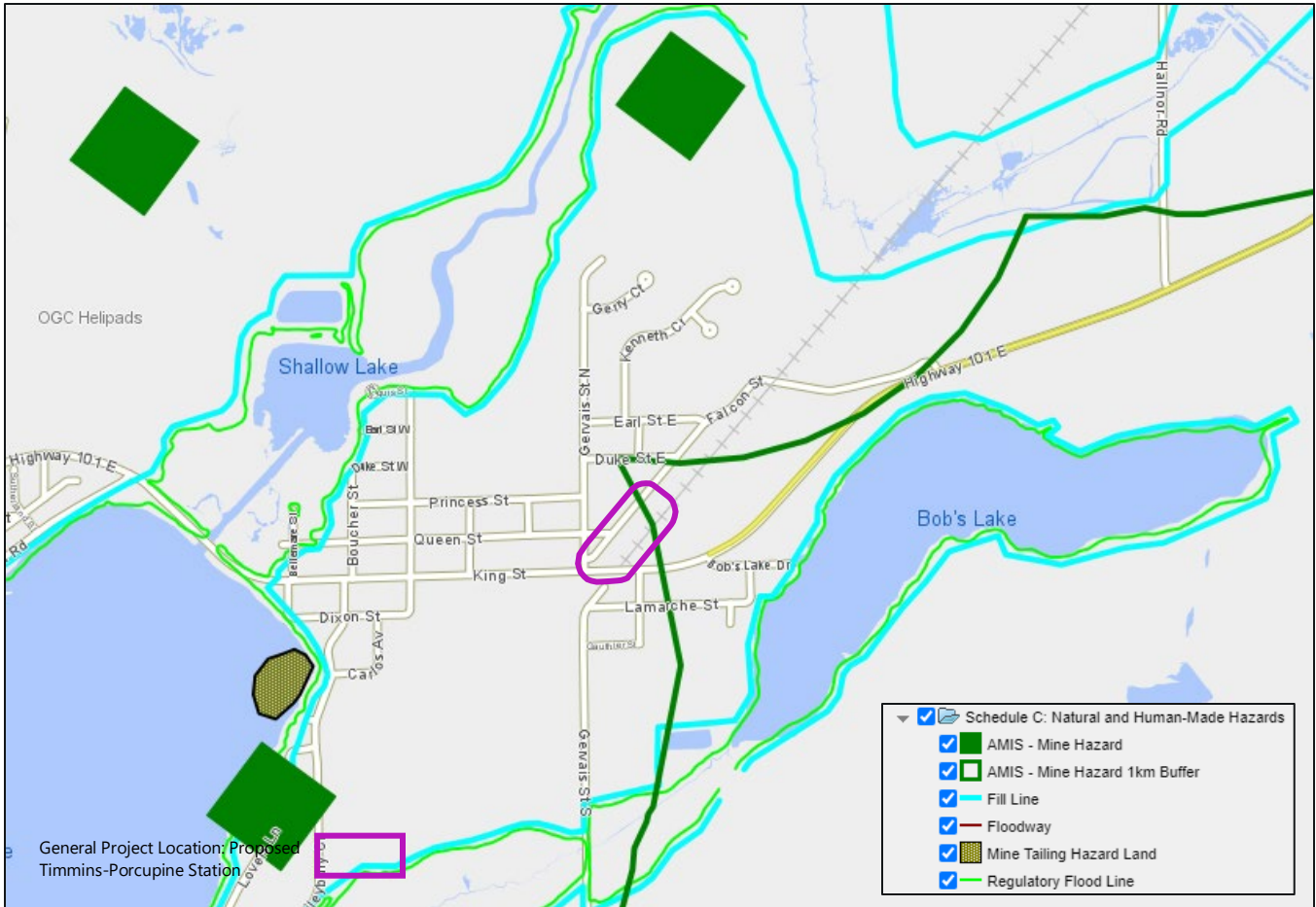


Figure 8: Excerpt of City of Timmins Community Map – Official Plan Schedule C

3.2.2.3 Future Developments

A review of the City of Timmins Capital Plans has been completed for the past five (5) years (2019-2023). **Table 4** provides an overview of future developments within the vicinity of the proposed Timmins-Porcupine Station.

Table 4: 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	Planned, Porcupine River Bridge (2027) and Porcupine River Bridge to ONR Crossing (2031)

Project Title	Year	Project Details	Project Status
		highway, and runs from Kamiskotia Road to the Porcupine ONR Crossing. <ul style="list-style-type: none"> 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. 	

3.2.2.4 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.).

3.2.2.5 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) (see **Figure 9**).

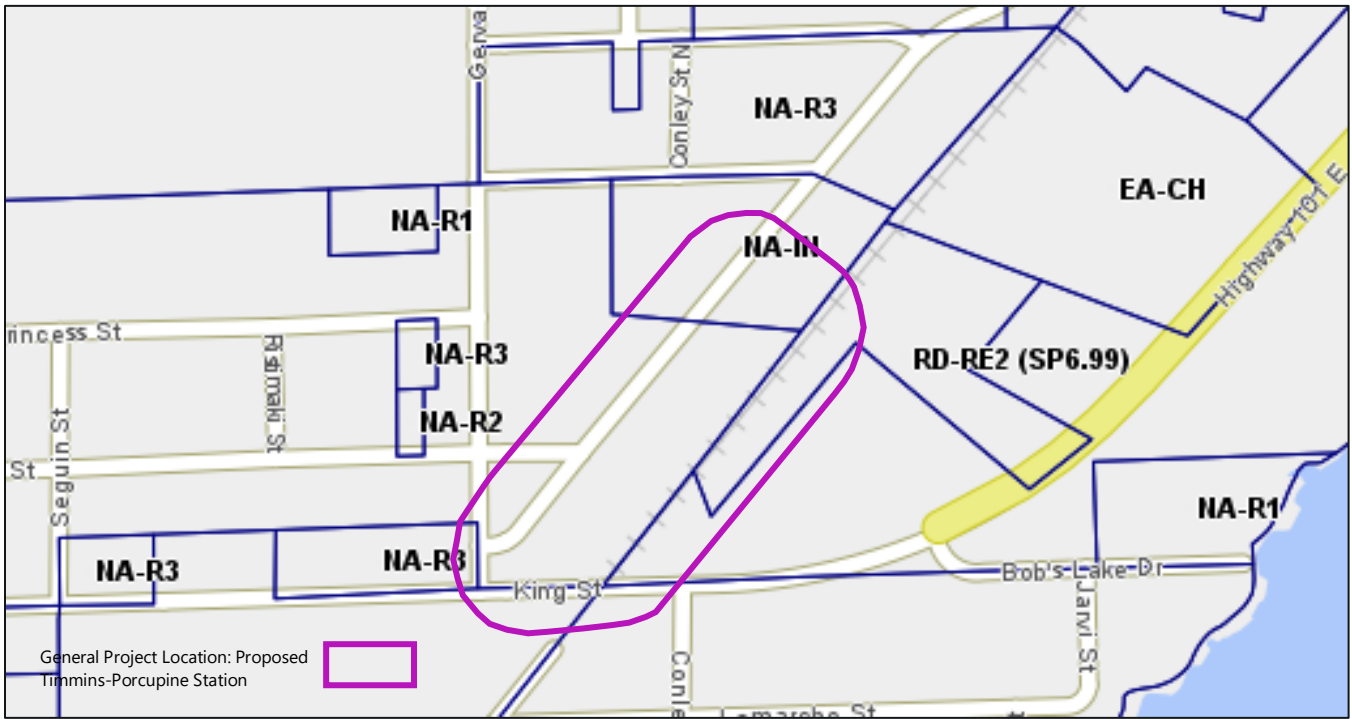


Figure 9: Excerpt of City of Timmins Community Map – Zoning By-law

4.0 IMPACT ASSESSMENT

4.1 Methodology

4.1.1 Establish Impact Assessment Criteria

The following Land Use & Socio-Economic criteria were established for the purposes of evaluating potential effects associated with the Project:

Land Use Criteria

- Potential effects on existing land use; and,
- Potential effects on planned land use.

Socio-Economic Criteria

- 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.

4.1.2 Carry Out Impact Assessment

The following steps were undertaken as part of carrying out the assessment of 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 5: Types of Potential Effects

Potential Effect	Description/Examples
Operations and Maintenance Effects	<ul style="list-style-type: none"> • Potential permanent displacement or loss of existing Land Use & Socio-Economic resources/features due to implementation and operation of the physical project infrastructure components (e.g., operation of new station).
Construction Effects	<ul style="list-style-type: none"> • Potential short-term effects on Land Use & Socio-Economic resources/features and/or sensitive facilities (e.g., disruption/disturbance) due to construction activities associated with the Project.

4.1.3 Updated Mapping

Mapping was updated to help inform the assessment of impacts and for reporting purposes.

4.1.4 Coordination with Municipal Planning

Ontario Northland is a Crown Agency of the Province of Ontario. Therefore, Ontario Northland is not bound to adhere to municipal planning policies passed under the *Planning Act*, including Official Plans, or Secondary Plans. However, Ontario Northland will consult with, and have regard for, the municipal planning policies with regard to specific projects (or components thereof) and will comply with each municipality's requests when and where reasonable and feasible.

While Ontario Northland is not subject to municipal land use approvals, when developing plans for new or expanded infrastructure are available, Ontario Northland coordinates with municipal staff to ensure infrastructure is constructed to meet municipal requirements to the greatest extent possible. Submissions relating to building permits and Site Plan approvals for Ontario Northland projects are made in the spirit of co-operation and to provide the Municipality with an opportunity to comment.

4.2 Operations and Maintenance Effects

4.2.1 Existing Land Use

4.2.1.1 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 trail¹ 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 (see **Figure 3** above). 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.

4.2.1.2 Sensitive Facilities

There are no sensitive facilities within 100 metres of the proposed Timmins-Porcupine Station (per **Table 3** above), and no impacts are anticipated.

4.2.2 Planned Land Use

4.2.2.1 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.

4.2.2.2 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 (see **Figure 6** above). The Neighbourhood Area generally permits residential uses, limited commercial uses, home based businesses, and limited institutional and public services. While Employment Areas

¹ The exiting snowmobile trail is owned and operated by Ontario Federation of Snowmobile Clubs.

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 interpreted 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 OP Schedule B (see **Figure 7** above). 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 OP Schedule C (see **Figure 8** above). 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.

Based on the conceptual design for the proposed Timmins-Porcupine Station at the time of writing this report, the station requires approximately 397 m² 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.

4.2.2.3 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.

4.2.2.4 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.

4.2.2.5 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) (see **Figure 9** above). 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. Additionally, the OP promotes public utilities and municipal services, infrastructure and facilities on all lands within the City of Timmins (refer to **Section 4.2.2.2**).

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;
- 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.

4.2.3 Mitigation Measures

Refer to **Section 6.0**.

4.3 Construction Effects

4.3.1 Construction Management Plans

Construction Management Plans will be developed and implemented during construction and will take into consideration applicable legislation, as appropriate.

4.3.2 Construction Staging Areas

Consultation with the City of Timmins and other affected third-party stakeholder will be undertaken by Ontario Northland during detailed design with respect to the locations of any proposed construction staging areas that fall outside of the TRPAP study area, as/if required.

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

4.3.3 Traffic Management Plans

Ontario Northland (or their Contractor) will coordinate with the City of Timmins and road authorities, as appropriate during detailed design, to develop traffic, parking, transit, snowmobile and pedestrian management strategies prior to commencement of construction to avoid/minimize interferences to traffic to the extent possible.

4.3.4 Mitigation Measures

Potential land use/socio-economic effects associated with construction are anticipated to be short term in duration, relating largely to noise/vibration, air quality, temporary traffic effects (i.e., road closures), 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 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 from surrounding residents that arise 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 residents and 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.

Refer to **Table 6** for a summary of proposed mitigation measure and monitoring activities.

5.0 SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND MONITORING ACTIVITIES

Table 6 provides a summary of the key project components/activities, potential effects, mitigation measures, and proposed monitoring activities associated with the Project.

Table 6: Summary of 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	<ul style="list-style-type: none"> Operations and Maintenance 	<ul style="list-style-type: none"> Municipal Processes Disruption to recreational amenities 	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> Construction 	<ul style="list-style-type: none"> Temporary land use and access disruption Nuisance effects from construction activities Potential temporary road closures 	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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.

6.0 PERMITS AND APPROVALS

Ontario Northland, as a Crown Agency of the Province of Ontario, is exempt from certain municipal processes and requirements. In these instances, 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, such as:

- Building permit;
- Site Plan Approval; and,
- Street Occupancy Permit (where required).
- Site Plan Control

6.1 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, an amendment to site plan control will be required.

6.2 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.

6.3 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. 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.

7.0 FUTURE WORK

The following section summarizes commitments that Ontario Northland will adhere to post TRPAP, as part of detailed design and construction. Refer to **Section 6** for a summary of permits and approvals.

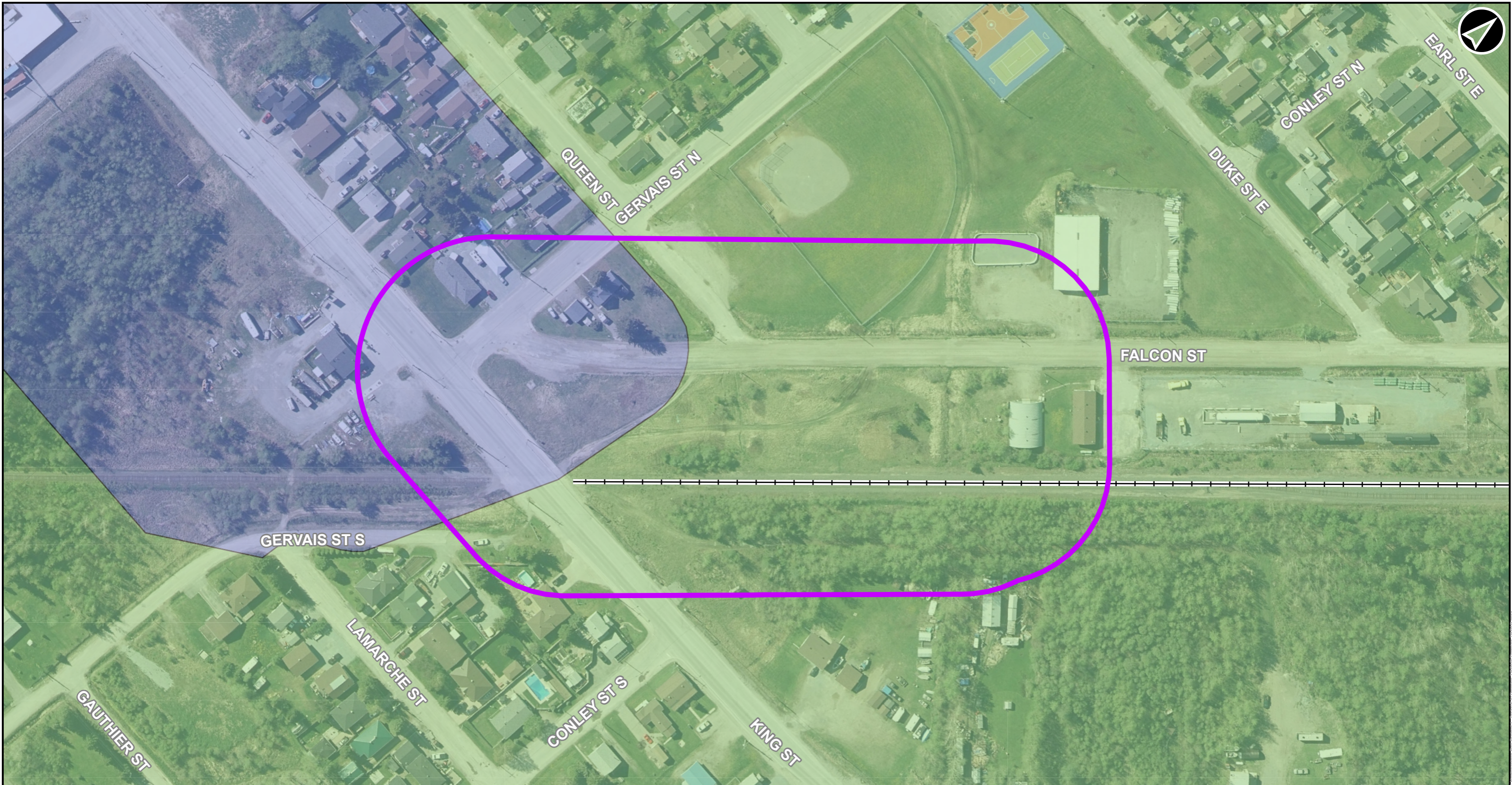
- City of Timmins Engagement
 - Coordination and engagement with the City of Timmins shall continue as design and construction planning progress to address municipal interests, as applicable.
- Property
 - Based on the detailed design, locations where temporary/permanent easements/property acquisition 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.
 - 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.

8.0 REFERENCES

- City of Timmins, 2009. City of Timmins By-law No. 2009-6755. Timmins Official Plan (Updated 06-07-2019). Retrieved from <https://www.timmins.ca/cms/One.aspx?portalId=11976429&pageId=13193511>
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- City of Timmins, 2014. Culture, Tourism & Recreation Master Plan. Retrieved from <http://www.timmins2020.ca/wp-content/uploads/2014/05/CTR-Master-Plan-May-6-2014.pdf>
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- City of Timmins, 2023. Recreation Master Plan Update. Accessed February 2024. Retrieved from https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_11976345/Image/Our%20Services/Recreation%20Services/City%20of%20Timmins%20Recreation%20Master%20Plan%20Update%20-%20May%202023%20-%20Final.pdf
- Government of Ontario. (2024). *Environmental Assessment Act, R.S.O. c. E.18, (1990)*. King's Printer of Ontario.
- Government of Ontario. (2024). *O. Reg. 231/08: Transit and Rail Project Assessment Process under Environmental Assessment Act, R.S.O. 1990. c. E. 18*. King's Printer of Ontario.
- Government of Ontario. (2023). *Planning Act*. King's Printer for Ontario.
- Ministry of Municipal Affairs and Housing. (2020). *Provincial Policy Statement, 2020, Under the Planning Act*. Queen's Printer for Ontario.
- Ministry of Northern Development, Mines, Natural Resources and Forestry, 2023. Crown Land Use Policy Atlas. Timmins Porcupine Urban Area (ID: G1819). Accessed August 2023. Retrieved from <https://www.lioapplications.lrc.gov.on.ca/CLUPA/index.html?viewer=CLUPA.CLUPA&locale=en-CA>

APPENDIX A

Land Use Mapping



Legend

- TRPAP Study Area
- Existing Mainline Track

Schedule A: Land Use Plan

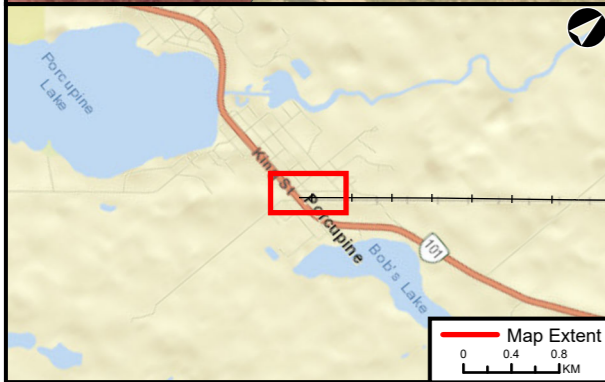
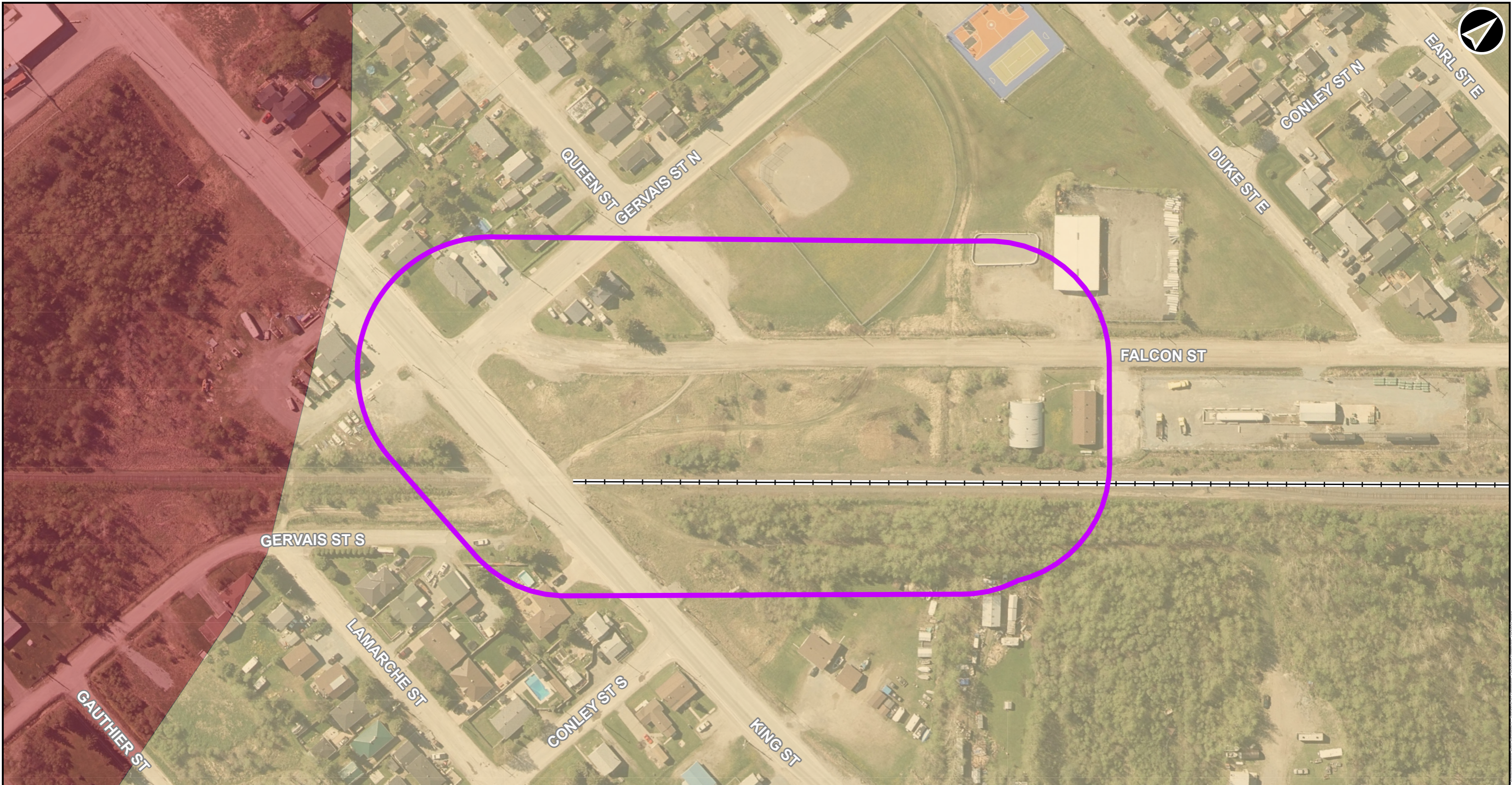
- Employment Area
- Neighbourhood Area

The Land Use Plan data presented herein is reproduced and should be used for illustrative purposes only. While efforts have been made to ensure accuracy, it should not replace original data source. Please refer to the City of Timmins Official Plan – Schedule A: Land Use Plan for the most up-to-date and authoritative information.

*Note - The future bus maintenance and storage facility will require updated/additional impact assessment studies and consultation.

Northlander Passenger Rail Existing Conditions Study Area Mapping Schedule A: Land Use Plan	
Proposed Timmins-Porcupine Station & Future Bus Storage and Maintenance Facility	
<p>Datum: NAD 1983 CSRS MTM 10</p>	Source: Aerial imagery dated 2021. Mapping contains data from Provincial Open Data Catalogues.
Dec, 2024 P 073613	1:1,500 Rev 0

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Legend

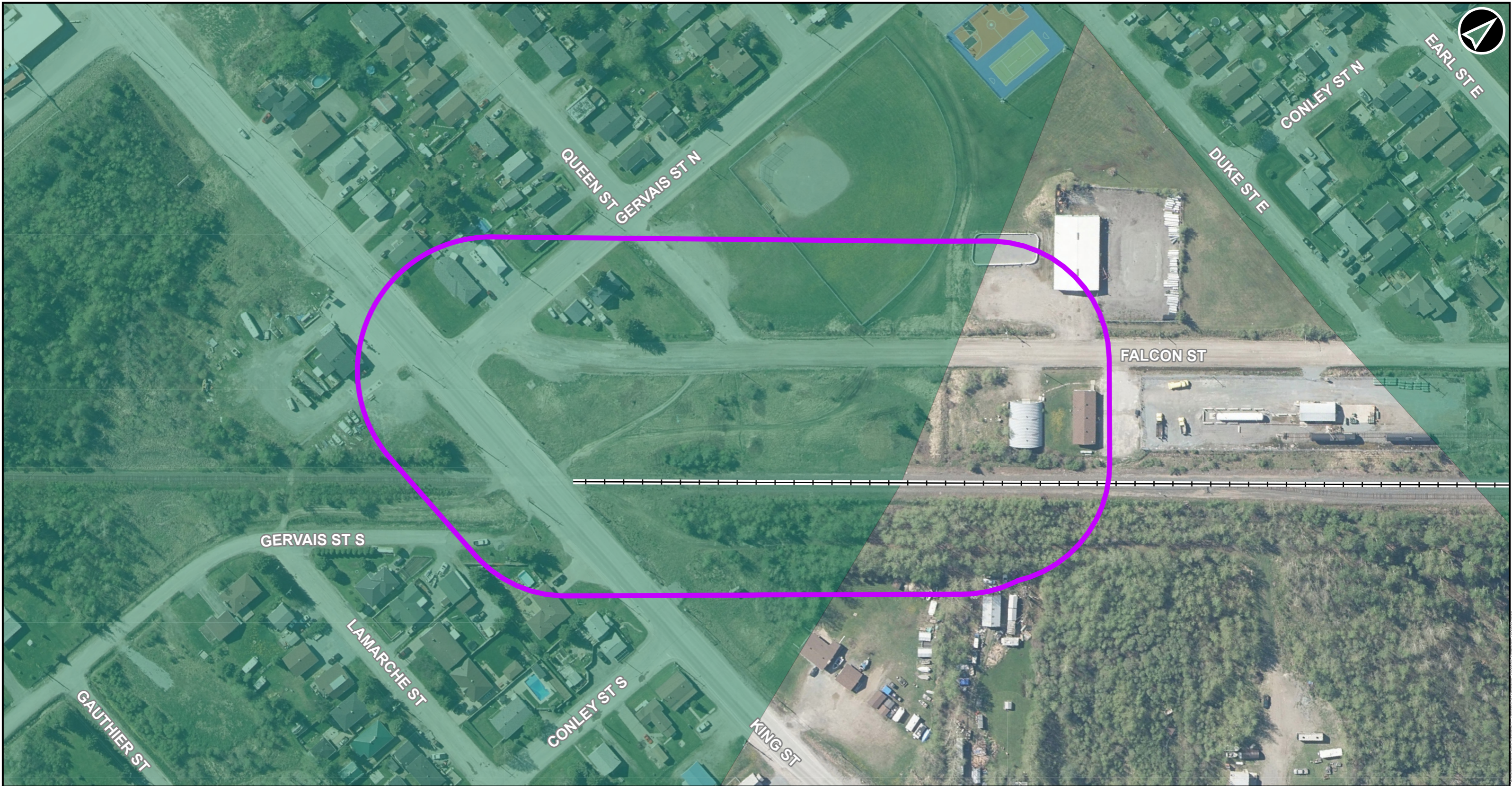
- TRPAP Study Area
- Existing Mainline Track
- Mineral Extraction Zone
- Mineral Development
- Schedule B: Provincial & Resource Interests

The Provincial & Resource Interests data presented herein is reproduced and should be used for illustrative purposes only. While efforts have been made to ensure accuracy, it should not replace original data source. Please refer to the City of Timmins Official Plan – Schedule B: Provincial & Resource Interests for the most up-to-date and authoritative information.

*Note - The future bus maintenance and storage facility will require updated/additional impact assessment studies and consultation.

Northlander Passenger Rail Existing Conditions Study Area Mapping Schedule B: Provincial & Resource Interests	
Proposed Timmins-Porcupine Station & Future Bus Storage and Maintenance Facility	
<p>Datum: NAD 1983 CSRS MTM 10</p>	<p>Source: Aerial imagery dated 2021. Mapping contains data from Provincial Open Data Catalogues.</p>
<p>Dec, 2024 P 073613</p>	<p>1:1,500 Rev 0</p>

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- Legend**
- TRPAP Study Area
 - Existing Mainline Track
 - AMIS - Mine Hazard (1km Buffer)
 - Schedule C: Natural & Human-Made Hazards

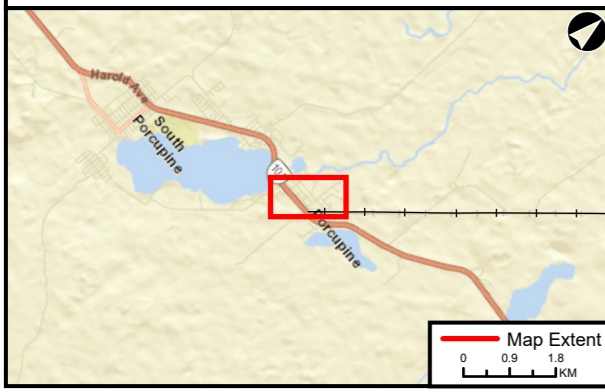
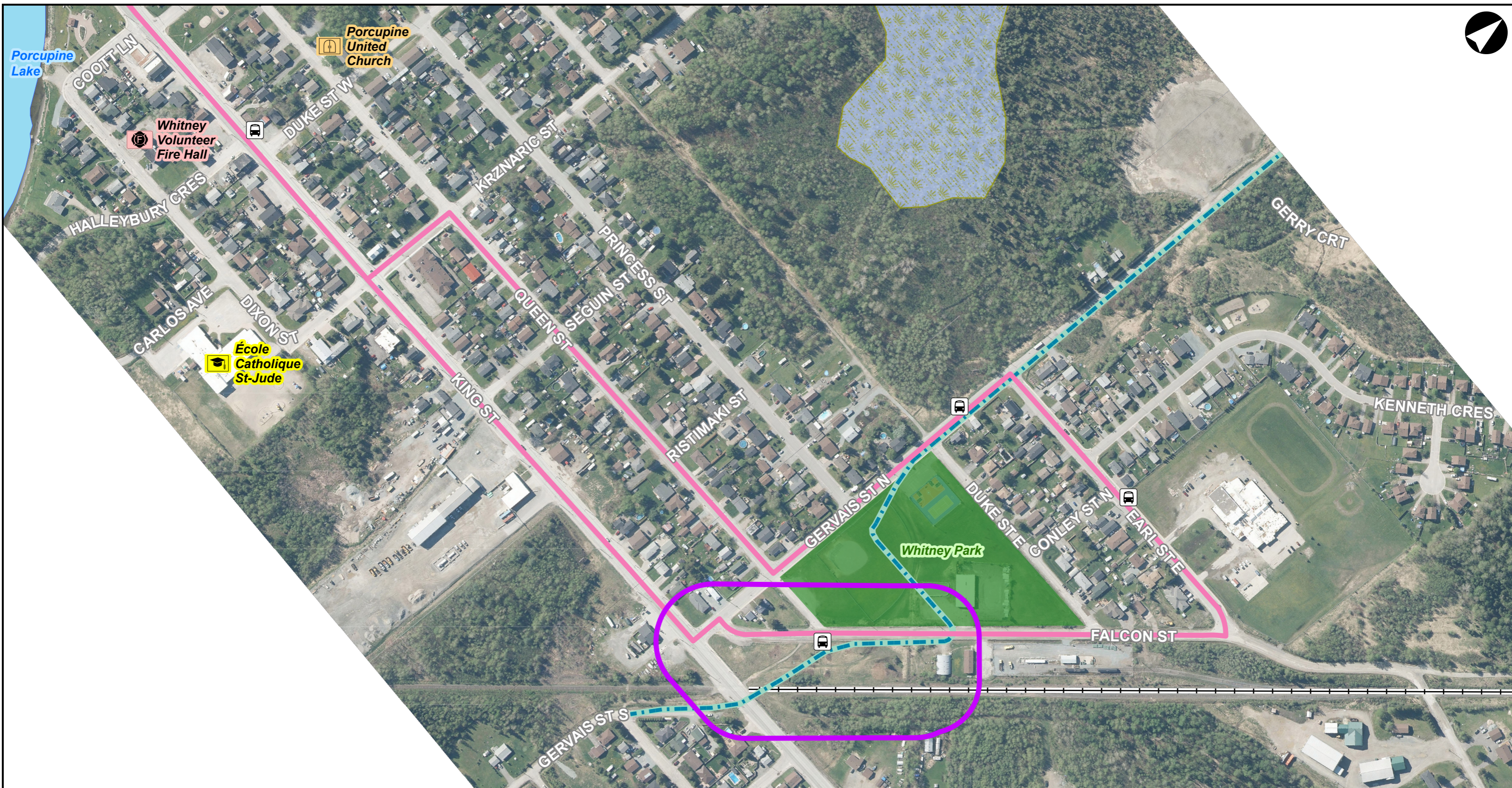
The Natural & Human-Made Hazards data presented herein is reproduced and should be used for illustrative purposes only. While efforts have been made to ensure accuracy, it should not replace original data source. Please refer to the City of Timmins Official Plan – Schedule C: Natural & Human-Made Hazards for the most up-to-date and authoritative information.

*Note - The future bus maintenance and storage facility will require updated/additional impact assessment studies and consultation.

Northlander Passenger Rail Existing Conditions Study Area Mapping Schedule C: Natural & Human-Made Hazards	
Proposed Timmins-Porcupine Station & Future Bus Storage and Maintenance Facility	
<p>0 10 20 30 40 Metres</p>	Source: Aerial imagery dated 2021. Mapping contains data from Provincial Open Data Catalogues.
Datum: NAD 1983 CSRS MTM 10	
Dec, 2024 P 073613	1:1,500 Rev 0

APPENDIX B

Socio-Economic Features Mapping



Legend

TRPAP Study Area	Existing Mainline Track	Sensitive Facility
Transit Stop	Parks	Emergency Service
Bus Route	Provincially Significant Wetland	Place of Worship
Snowmobile Trail	Waterbody	School

**Northlander Passenger Rail
Existing Conditions Study Area Mapping
Socio-Economic**

**Proposed Timmins-Porcupine Station & Future
Bus Storage and Maintenance Facility**

0 30 60 90 120
Metres
Datum: NAD 1983 CSRS MTM 10

Source: Aerial imagery dated 2021.
Mapping contains data from Provincial
Open Data Catalogues.

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GANNETT FLEMING

**Note - The future bus maintenance and storage facility will require updated/ additional impact assessment studies and consultation.*

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