

407 TRANSITWAY

From East of Highway 400 to Kennedy Road

**ENVIRONMENTAL PROJECT REPORT:
ERRATA, CLARIFICATIONS AND ADDITIONS**

**MINISTRY OF TRANSPORTATION OF ONTARIO
CENTRAL REGION**

GWP: 252-96-00

FEBRUARY 17, 2011

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Table of Contents						
Updated/redone to account for all EPR changes (sections, page numbering, figure/table numbering and names, etc.)						
List of Acronyms						
1	Acronyms	Acronyms	List of Acronyms – Page 1	List of Acronyms – Page 1	ESA Endangered Species Act RAP Reclaimed asphalt pavement SARA Species at Risk Act	ESA <i>Endangered Species Act</i> (italicized) RAP Reclaimed Asphalt Pavement SARA <i>Species at Risk Act</i> (italicized) YRRTC York Region Rapid Transit Corporation
Glossary						
1	Glossary	Glossary	2	2	Water table	Water Table
All Sections						
1	All Sections	All Sections	All Sections	All Sections	YRT	YRT/Viva was used throughout the report, with the exception of section 4.3.1.2 in reference to the transit provider, York Region Transit (YRT).
Executive Summary						
1	E.1	E.1	1	1	<ul style="list-style-type: none"> Improve connectivity and integration with the regional transportation network by promoting gateway opportunities with modal interchange facilities; 	<ul style="list-style-type: none"> Improve connectivity and integration <i>with the regional transportation network by promoting gateway opportunities with modal interchange facilities;</i>
2	E.1	E.1	1	1	<ul style="list-style-type: none"> Enhance the Ability to increase capacity to meet additional travel demand; and, 	<ul style="list-style-type: none"> Enhance the <i>ability</i> to increase capacity to meet additional travel demand; and,
3	E.2	E.2	1	1	The 407 Transitway study was carried out under the new Transit Project Assessment Process (TPAP). The new Transit Project Regulation process was approved by the Government of Ontario in June 2008.	The 407 Transitway study was carried out under the new Transit Project Assessment Process (TPAP). The new <i>TPAP</i> was approved by the Government of Ontario in June 2008.
4	E.2	E.2	1	1	The TRG includes representatives from 407 ETR, York Region, City of Vaughn, Town of Richmond Hill and Markham,...	The TRG includes representatives from 407 ETR, York Region, City of Vaughn, Town of Richmond Hill and Markham,...
5	E.9	E.9	5	7	Assessment and Mitigation of Impacts	The following has been added to the second paragraph: Table 7-2 "Footprints Impacts" of the EPR lists the private properties being affected, the proposed mitigation measures and monitoring recommendations. Appendix O of the EPR includes drawings illustrating the approximate property requirements of the Transitway along its entire route.
6	Figure E-5	Figure E-5	6	6	Figure.	Figure quality improved.
Section 1: Introduction						
1	Figure 1-1	Figure 1-1	1	1	Figure 1-1: Key Plan of the Study Area	Figure 1-1: <i>Study Area</i>
2	1.3.3	1.3.3.	7	7	1.3.3 Related Transportation Plans/Studies/Project	1.3.3 Related Transportation Plans/Studies/Projects
3	1.3.3.2	1.3.3.2	7	7	GO Transit's vision is to be the preferred choice for interregional travel in the GGH. The Metrolinx Regional Transportation Plan (2008) and GO2020 (2008)) refers to a...	GO Transit's vision is to be the preferred choice for interregional travel in the GGH. The Metrolinx Regional Transportation Plan (2008) and GO2020 (2008) refers to a...

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Section 2: Transportation Need and Travel Demand						
1	Figure 2-1	Figure 2-1	1	1	Figure 2-1: Role of 407 Transitway within the GTA	Figure 2-1: Role of 407 Transitway <i>W</i> thin the GTA
2	2.4.1	2.4.1	6	6	Figures 2-5(a) (b) provides schematics of...	Figures 2-5(a) and (b) provides schematics of...
Section 3: Consultation Process						
1	Table 3-3	Table 3-3	23	24	Comment 7.13 p accidentally omitted.	Comment 7.13p added: Comment reads: p. Plates: An index key plan figure for these 33 plates would be useful; station locations should include proposed access/egress roadways, etc. Response reads: p. Agreed. A key plan was added to the updated EPR (dated February 2011). Station locations include the proposed access/egress roadways (dated December 23, 2010).
2	Table 3-3	Table 3-3	27	26	Comment 8.2b, Response: ...case scenario, an elongated/cascading facility (refer to our enhanced swale locations along the Transitway as indicated in Appendix A of the Drainage Report? that will be approximately...	Comment 8.2b, Response: ...case scenario, an elongated/cascading facility (refer to our enhanced swale locations along the Transitway as indicated in Appendix A of the Drainage Report that will be approximately...
3	Table 3-3	Table 3-3	31	31	Comment 10.11, Response: Agreed. The water crossing structures sub-section under Section 6.3 has been modified to read... " Waterway crossing: A crossing structure used where the Transitway will pass over a waterway (river, creek, tributary).	Page 31, Comment 10.11: Agreed. The water crossing structures sub-section under Section 6.3 has been modified to read: " Waterway crossing: A crossing structure used where the Transitway will pass over a waterway (river, creek, tributary).
4	Table 3-3	Table 3-3	33	33	Comment 10.14c, Response: Agreed. Commitment was added to review mitigation and compensation with the potential of achieving ecological gain during the Detailed Design Stage..	Page 33, Comment 10.14: Agreed. Commitment was added to review mitigation and compensation with the potential of achieving ecological gain during the Detailed Design Stage.
5	Table 3-3	Table 3-3	34	33	Comment 10.15e, Response: Agreed. During detailed design, further studies and in consultation with MNR will be conducted for this project.	Comment 10.15e: Agreed. During detailed design, further studies in consultation with MNR will be conducted for this project.
6	Table 3-3	Table 3-3	NA	41		Appendix A and B, referred to in Table 3-3, were added. Appendix A is referenced in comment 8.2b response. Appendix B is referred to comment 10.18k response.
7	3.4.2	3.4.2	42	42	Meetings with landowners were held on October 21, 2009 and December 1, 2009 to discuss the study and received any comments.	Meetings with landowners were held on October 21, 2009 and December 1, 2009 to discuss the study and <i>receive</i> any comments.
8	3.4.4	3.4.4	43	44	Public Information Centre #2 ...better connectivity. All comments received are presented in Appendix A . A summary of comments and issues raised by the public and responses provided is provided in Table 3-4 .	Public Information Centre #2 ...better connectivity. All comments received are presented in Appendix A . A summary of comments and issues raised by the public and responses provided is <i>presented</i> in Table 3-4 .
9	3.4.4	3.4.4	45	46	<i>Endangered Species Act</i> <i>Species at Risk Act</i>	<i>Endangered Species Act (ESA)</i> <i>Species at Risk Act (SARA)</i>

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Section 4: Study Area Conditions						
1	Table 4-1	Table 4-1	2	2	Table 4-1: Watercourse crossings within the Study Area	Table 4-1: Watercourse Crossings Within the Study Area
2	Table 4-1	Table 4-1	2	2		New row added for watercourse R8-1.
3	Figure 4-1(b)	Figure 4-1(b)	4	4	Figure 4-1(b): Watercourse Crossing and Habitat	Figure updated to include R8-1 watercourse.
4	4.1.5	4.1.5	5	5	Under Rouge River 3 rd paragraph, first sentence read: Watercourse/drainage features...	Under Rouge River 3 rd paragraph, first sentence revised to read: Watercourse/drainage <i>feature</i> (R8-1)...
5	4.1.9	4.1.9	10	10	Last paragraph: The existing conditions at the nine noise sensitive area do not exceed the 65 dBA. There are two noise sensitive areas that have greater than 65 dBA in the future scenario without the 407 Transitway. The two areas are in the northeast quadrant of Dufferin Street and Highway 7 (68.1 dBA) and in the northeast corner of Warden Avenue and Highway 407 (65.7 dBA). Therefore, the 407 Transitway is predicted to comply with the MTO requirements with no need for additional mitigation.	Last paragraph: The existing conditions at the nine noise sensitive area do not exceed the 65 dBA. There are <i>three</i> noise sensitive areas <i>within the study area that are predicted to experience</i> greater than 65 dBA in the future scenario without the 407 Transitway. <i>Two of the noise sensitive</i> areas are in the northeast quadrant of Dufferin Street and Highway 7 (68.1 dBA) and <i>one</i> in the northeast corner of Warden Avenue and Highway 407 (65.7 dBA).
6	Table 4-2	Table 4-2	13, 14	13, 14	Table 4-2: Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) within the 407 Transitway Study Corridor	Table 4-2: Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) Within the 407 Transitway Study Corridor
7	4.2.3	4.2.3	15	15	Additional areas requiring further assessment are: ...	New sentence added to the beginning of the paragraph: <i>The Stage 1 Archaeological Assessment field review determined that although parts of the study corridor have been previously disturbed by typical road construction and commercial development, portions of the study area have remained undisturbed require a Stage 1 Archaeological Assessment. Additional areas requiring further assessment are:...</i>
8	4.3.1.2	4.3.1.2	18	18	5. Viva Green: (third bullet) · Service along McCowan Road during peak periods.	5. Viva Green: third bullet removed. ·
Section 5: Identification of Alternatives and Evaluation Process						
1	Figure 5-2	Figure 5-2	1	1	Figure 5-2: Key Plan of the Study Area	Figure 5-2: Study Area
2	Figure 5-2	Figure 5-2	1	1	Figure located in first column, bottom of page.	Figure relocated, to end of first column, bottom of page, below text reference.
3	5.1.3	5.1.3	2	2	First paragraph, last line: Lastly, identification of unnecessary costs from the base case concept for 407 Transitway were made.	First Paragraph, additional text added after last line: <i>The base case was the conceptual design of the technically preferred planning alternative of the 407 Transitway at the start of the workshop (October, 2008), approximately 60% completed at the time of the workshop.</i>
4	5.1.3	5.1.3	2	2	Second paragraph, second bullet: · reduce runningway width to have a single operational shoulders;	Second paragraph, second bullet: · reduce runningway width to have a single operational shoulder;
5	5.1.3	5.1.3	2	3	NA	Paragraph Added: <i>The base case was the preliminary design of the technically preferred alternative of the 407 Transitway at the start of the workshop (May, 2010), approximately 70% completed at the time of the workshop.</i>
6	Table 5-1	Table 5-1	4-6	4-6	Table 5-1: TECHNOLOGY CHARACTERISTICS	Table 5-1: Technology Characteristics

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7	Table 5-2	Table 5-2	7	7	Table 5-2: EVALUATION OF RAPID TRANSIT TECHNOLOGY ALTERNATIVES	Table 5-2: Evaluation of Rapid Transit Technology Alternatives
8	5.3	5.3	9	9	Last paragraph before the section <u>Selection of Preferred Station Nodes</u> : This table further illustrates the justification for the selection of the seven station nodes adopted for the remainder of the Preliminary Design study and used and used as the basis for evaluation of route options and ultimately, selection of the technically preferred alignment.	Last paragraph before the section <u>Selection of Preferred Station Nodes</u> : This table further illustrates the justification for the selection of the seven station nodes adopted for the remainder of the Preliminary Design study and used as the basis for evaluation of route options and ultimately, selection of the technically preferred alignment.
9	5.3	5.3	9	9	Last sentence on page 9: As described later in Section 5 , the development of alternative station site and transitway route combinations.	Last sentence on page 9 amended to read: Section 5.4 describes the development of alternative station site and transitway route combinations.
10	5.3	5.3	12	12	Station sites were initially considered in all four quadrants of each station node. They were then analyzed in terms of the station site generation criteria presented below in Table 5-4 and, as a result, quadrants that did not meet those criteria were eliminated from further consideration.	Station sites were initially considered in all four quadrants of each station node. They were then analyzed in terms of the station site generation criteria presented below in Table 5-4 and, as a result, quadrants that did not meet those criteria were eliminated from further consideration. <i>As well, as illustrated in Table 5-4b, environmental factors and criteria were used for the assessment of the preferred station nodes.</i>
11	Table 5-4	Table 5-4a	12	13	Table 5-4: Station Site Assessment Criteria	Table 5-4a: Station Site Assessment Criteria
12	5.3	5.3	12	13	NA	Table 5-4b: Preferred Station Nodes – Environmental Objectives and Criteria Considered was added.
13	Table 5-7	Table 5-7	20	21	ALT. 1 , 125m horiz., \$xx million ALT. 2 , 125m horiz., \$xx million	<i>Alternative 1 , 125m horizontal, \$85-95 million Alternative 2, 125 m horizontal, \$110-120 million</i>
14	5.4.2.4	5.2.4.2	33	34	Vertical alignment alternatives were analysed for the required grade separations at Bayview Avenue, Highway 407 and Leslie Street. The results of this analysis are summarized below:	<i>Vertical alignment alternatives were analysed for the required grade separations at Bayview Avenue and Leslie Street. The results of this analysis are summarized below:</i>
15	5.4.2.6	5.4.2.6	47	48	NA	<i>Sub-section c) Alternative Station Layouts added</i>
16	5.5.2	5.5.2	49	51	Last sentence in section 5.5.2: tributary flood plains. Figure 5-26(b) presents the conceptual layout of a typical maintenance and storage complex.	Last sentence in section 5.5.2: tributary flood plains. Figures 5-26 (a) and (b) presents the conceptual layout of a typical maintenance and storage complex.
17	5.5.5	5.5.5	51	52	Alternative 1, Figure 5-26(a) , retains the transitway alignment in the protected ROW around the northern and western perimeter of the site and locates the BRT and LRT facilities to the south on either side of the Black Creek tributary. In the second alternative, Figure 5-26(b) , the... The conclusion from the comparison of the alternatives is that the southern alignment, alternative 2 with BRT & LRT facilities to the north is preferred in that it:	Alternative <i>A</i> , Figure 5-26(a) , retains the transitway alignment in the protected ROW around the northern and western perimeter of the site and locates the BRT and LRT facilities to the south on either side of the Black Creek tributary. <i>In Alternative B</i> , Figure 5-26(b) , the... The conclusion from the comparison of the alternatives is that the southern alignment, alternative <i>B</i> with BRT & LRT facilities to the north is preferred in that it:...
18	Figure 5-26a, b	Figure 5-26a, b	52, 53	53, 54	Figure.	Figure quality improved.
Section 6: Description of the Preferred Alternative						
1	6.2	6.2	2	2	1 st para. The final exact configurations of all stations will be determined in the Detailed Design Stage, in consultation with the other transit agencies.	The final exact configurations of all stations will be determined in the Detailed Design Stage, in consultation with <i>other agencies and other transit providers</i> .
2	Table 6-2	Table 6-2	2	2	Table 6-2: Station Consideration Factors and Design Principles, Passenger row 2nd bullet:	Table 6-2: Station Consideration Factors and Design Principles, Passenger row 2nd bullet:

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					<ul style="list-style-type: none"> Accessible stations and station areas that are universally accessible and that can accommodate the needs of all members of the society. 	<ul style="list-style-type: none"> Stations and station areas that are universally accessible and that can accommodate the needs of all members the society.
3	Table 6-2	Table 6-2	2	2	<p>Table 6-2: Station Consideration Factors and Design Principles, Vehicular Facilities row:</p> <ul style="list-style-type: none"> 6 bullets 	<p>Table 6-2: Station Consideration Factors and Design Principles, Vehicular Facilities row:</p> <p>7th bullet added</p> <ul style="list-style-type: none"> Off-line bus platforms will be designed to accommodate 40 and 60 foot buses. Number of bays required will be addressed in coordination with the corresponding transit agencies during detail design.
4	Table 6-2	Table 6-2	2	2	<p>Table 6-2: Station Consideration Factors and Design Principles, Community Effect row:</p> <ul style="list-style-type: none"> Facilities designed to minimise traffic and noise impacts on adjacent neighbourhoods 	<p>Table 6-2: Station Consideration Factors and Design Principles, Community Effect row:</p> <ul style="list-style-type: none"> Facilities designed to minimize traffic and noise impacts on adjacent neighbourhoods
5	6.2.1	6.2.1	4	4	<p>Design Goals for Station Facilities, 5th bullet:</p> <p>The use of alternative energy sources to power outdoor systems such as emergency phones, parking fare meters;</p>	<p>Design Goals for Station Facilities, 5th bullet:</p> <p>The use of alternative energy sources to power outdoor systems such as emergency phones <i>and</i> parking fare meters;</p>
6	6.2.2	6.2.2	4	5, 6, 7, 8	<p>The subsections were numbered as follows:</p> <p>6.2.2.1 Jane Station 6.2.3 GO Barrie (Concord) Station 6.2.4 Bathurst Station 6.2.5 Yonge Station 6.2.6 Leslie Station 6.2.7 Woodbine/Rodick Station 6.2.8 Kennedy Station 6.2.9 User Accessibility and Connections</p>	<p>The subsections are now numbered as:</p> <p>6.2.2.1 Jane Station 6.2.2.2 GO Barrie (Concord) Station 6.2.2.3 Bathurst Station 6.2.2.4 Yonge Station 6.2.2.5 Leslie Station 6.2.2.6 Woodbine/Rodick Station 6.2.2.7 Kennedy Station 6.2.3 User Accessibility and Connections</p>
7	6.2.2.1	6.2.2.1	4	4	<p>Jane Station</p> <p>Location The Jane Station is located south west of the intersection of Highway 407 and Jane Street between Highway 400 and Kennedy Road as shown in Plate 35 and Plate 36 at the end of Section 6.</p>	<p>Jane Station</p> <p>Location The Jane Station is located south west of the intersection of Highway 407 and Jane Street between Highway 400 and Kennedy Road as shown in Plate 35 and Plate 36 at the end of Section 6.</p>
8	6.2.2.1	6.2.2.1	5	5	<p>Jane Station</p> <p>Intermodal Facilities – Types and Services 2nd last para. Plate 35 and Plate 36 at the end of Section 6 provides a detailed layout of the site plan and passenger circulation movements.</p>	<p>Jane Station</p> <p>Intermodal Facilities – Types and Services Plate 35 and Plate 36 at the end of Section 6 provides a detailed layout of the site plan and passenger circulation movements.</p>
9	6.2.2.1	6.2.2.1	5	5	NA	<p>Jane Station:</p> <p>The following sub-section have been added Access/Egress to the Facility</p>
10	6.2.3	6.2.2.2	5	5	<p>GO Barrie (Concord) Station</p> <p>Location GO Barrie (Concord) Station, if constructed, will be located in a parcel of land encompassed by the GO Transit Railway to the west, Highway 7 to the north and</p>	<p>GO Barrie (Concord) Station</p> <p>Location GO Barrie (Concord) Station, if constructed, will be located in a parcel of land encompassed by the GO Transit Railway to the west, Highway 7 to the north and</p>

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					Highway 407 to the south, as illustrated in Plate 37 and Plate 38 at the end of Section 6.	Highway 407 to the south, as illustrated in Plate 37 and Plate 38 at the end of Section 6. The following sub-sections have been added Access/Egress to the Facility and Property Required
11	6.2.4	6.2.2.3	5	5	Bathurst Station Transportation Function 2 nd paragraph ... The station was designed to accommodate an end entrance type platform serviced from the main entrance located on the north side of Highway 7 directly adjacent to the Parking, PPUDO and Bus facilities. ...	Bathurst Station Transportation Function 2 nd paragraph The station was designed to accommodate an end entrance type platform serviced from the main entrance located on the north side of Highway 7 directly adjacent to the Parking, PPUDO and bus facilities. ...
12	6.2.4	6.2.2.3	5	6	NA	Bathurst Station The following sub-section have been added Access/Egress to the Facility
13	6.2.4	6.2.2.3	5	6	Bathurst Station Intermodal Facility - Type & Services 2 nd sentence Plates 39 and 40 at the end of Section 6 illustrate the preliminary intermodal station concept for Bathurst Station. ...	Bathurst Station Intermodal Facility - Type & Services 2 nd sentence Plates 39 and Plate 40 at the end of Section 6 illustrate the preliminary intermodal station concept for Bathurst Station. ...
14	6.2.5	6.2.2.4	6	6	Yonge Station Location 2 nd sentence Plate 41 and Plate 42 at the end of Section 6 illustrates the anticipated	Yonge Station Location 2 nd sentence Plate 41 at the end of Section 6 illustrates the anticipated
15	6.2.5	6.2.2.4	6	6	Yonge Station Transportation Function last sentence As noted in Section 5...	Yonge Station Transportation Function last sentence As noted in Section 5.2.4.3...
16	6.2.5	6.2.2.4	6	6	Yonge Station Intermodal Facility – Types and Service Plate 41 and Plate 42 at the end of Section 6 illustrates one possible configuration	Yonge Station Intermodal Facility – Type and Service Plate 41 at the end of Section 6 illustrates one possible configuration
17	6.2.6	6.2.2.5	6-7	7	Leslie Station Intermodal Facility – Type & Services , first paragraph, last sentence: Vertical access to the street will provided directly to the street to minimize the passengers walking distance. second paragraph, last sentence: The preliminary station concept for Leslie Station is illustrated in Plates 43 and 44 at the end of Section 6.	Leslie Station Intermodal Facility – Type & Services , first paragraph, last sentence: Vertical access to the street will <i>be</i> provided directly to the street to minimize the passengers' walking distance. second paragraph, last sentence: The preliminary station concept for Leslie Station is illustrated in Plates 42 and Plate 43 at the end of Section 6.
18	6.2.6	6.2.2.5	7	7	NA	Leslie Station The following sub-section has been added;

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						<i>Access/Egress to the Facility</i>
19	6.2.7	6.2.2.6	7	7	Woodbine/Rodick Station Transportation Function In addition it is anticipated that local shuttle buses will be employed to transport passengers to the local Woodbine/Highway 404 business park.	Woodbine/Rodick Station Transportation Function In addition it is anticipated that local shuttle buses will be employed to transport passengers to the local Woodbine <i>Avenue</i> /Highway 404 business park.
20	6.2.7	6.2.2.6	7	7	Woodbine/Rodick Station Intermodal Facility – Type & Services The preliminary intermodal station concept for Woodbine/Rodick Station is illustrated in Plates 45 and 46 at the end of Section 6.	Woodbine/Rodick Station Intermodal Facility – Type & Services The preliminary intermodal station concept for Woodbine/Rodick Station is illustrated in Plates 44 and Plate 45 at the end of Section 6.
21	6.2.7	6.2.2.6	7	7	NA	Woodbine/Rodick Station The following sub-section has been added: <i>Access/Egress to the Facility</i>
22	6.2.8	6.2.2.7	7	7	Kennedy Station Intermodal Facility – Type & Services 2 nd para. Last sentence Plates 47, 48 and 49 at the end of Section 6 illustrate the preliminary intermodal station concept for the Markham Regional Centre.	Kennedy Station Intermodal Facility – Type & Services 2 nd para. Last sentence Plate 46, Plate 47 and Plate 48 at the end of Section 6 illustrate the preliminary intermodal station concept for the Markham Regional Centre.
23	6.2.8	6.2.2.7	7	8	NA	Kennedy Station The following sub-section has been added: <i>Access/Egress to the Facility</i>
24	6.2.9	6.2.3	7	8	6.2.9 User Accessibility and Connections <ul style="list-style-type: none"> • Connections to TTC, YRT/Viva , GO Bus and GO Rail as well as local shuttle buses to business parks were provided; • Pedestrian connections and circulation; and, • Bike circulation and access. 	6.2.9 User Accessibility and Connections <i>Connections to other transit service providers, as well as pedestrian and cyclist circulation are provided and include:</i> <ul style="list-style-type: none"> • Connections to TTC, YRT/Viva , GO Bus and GO Rail as well as local shuttle buses to business parks; • Pedestrian connections and circulation; and, • Bike circulation and access.
25	6.3	6.3	8	8	First paragraph: Identified are new structures and structures requiring modification and/or rehabilitation along the proposed route. ... Third paragraph: Factors such as environmental effects, capital cost, life cycle cost, durability constructability and traffic ... Fourth paragraph: There were exceptions to this however, when conflicts occurred with utilities hydro and existing or proposed physical constraints such as buildings and the preferred horizontal profile and station location.	First paragraph: <i>Locations of</i> new structures and structures requiring modification and/or rehabilitation along the proposed route <i>were identified</i> ... Third paragraph: Factors such as environmental effects, capital cost, life cycle cost, durability, constructability and traffic ... Fourth paragraph: There were exceptions to this however, when conflicts occurred with utilities, hydro and existing or proposed physical constraints such as buildings and the preferred horizontal profile and station location.
26	6.3.1	6.3.1	8	8	Major Highway crossings: A grade separation in which the transitway will pass over the core lanes of a high speed, high volume road, in case of this project, the	Major <i>highway</i> crossings: A grade separation in which the transitway will pass over the core lanes of a high speed, high volume road <i>such as a 400 series</i>

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					400 series Highways. ...	/highway. ...
27	6.3.1	6.3.1	8	9	Sentence prior to Table 6-3 : Using the crossing classifications above, the following table (Table 6-3) are the preferred structural options for each identified crossing:	Sentence prior to Table 6-3 : Using the crossing classifications above, the following table (Table 6-3) <i>presents</i> the preferred structural options for each identified crossing:
28	Table 6-3	Table 6-3	9	9	Table 6-3: Preferred Structural Options for each Identified Crossing, 6.1.40 Transitway over Highway 407 ETR East of Kennedy row: Not included in study. Considered to ensure that transitway design for the central section can be successfully integrated with the eastern and western sections of Parkway Belt West Corridor	Table 6-3: Preferred Structural Options for each Identified Crossing, 6.1.40 Transitway over Highway 407 ETR East of Kennedy row: Not included in study. Considered to ensure that transitway design for the central section can be successfully integrated with the eastern and western sections of <i>PBWP</i> .
29	6.3.2	6.3.2	9	10	6.3.2 Culverts ... Culverts for the transitway will be open footing rigid frame box structure. The structural culvert is crossing Baker Sugarbush – East Don River Tributary located west of Bathurst Street and between Highway 7 and Highway 407	6.3.2 Culverts ... Culverts for the transitway will be <i>an</i> open footing rigid frame box structure. The structural culvert is crossing Baker Sugarbush – East Don River Tributary located west of Bathurst Street and between Highway 7 and Highway 407.
30	Table 6-4	Table 6-4	10	10	Table 6-4- Stormwater Management Criteria Quantity Control Control post-development peak flows to pre-development levels for all storms up to and including the 100-year storm	Table 6-4: Stormwater Management Criteria Quantity Control <ul style="list-style-type: none"> • <i>Black Creek - Unit Release Rates</i> • <i>Don River - sites greater than 5ha apply unit release rates as defined in "Unit Flow Rates for Stormwater Control Upper Don River Watershed", sites less than 5 ha apply the 2 to 100 post to pre control,</i> • <i>Rouge River - From a watershed management perspective no quantity control is required. However local Municipalities may have requirements, should drainage be directed to municipal infrastructure.</i>
31	Table 6-5	Table 6-5	10	10	Table 6-5: Summary of Stormwater Management Ponds within the Study Limits	Table 6-5: Summary of Stormwater Management Ponds Within the Study Limits
32	6.4	6.4	10	10	First paragraph after Table 6-5: As illustrated in Table 6-5 , SWMFs have not been developed for the underground stations (Yonge Station and Kennedy Station).	First paragraph after Table 6-5: As illustrated in Table 6-5 , SWMFs have not <i>been</i> developed for the underground stations (Yonge Station and Kennedy Station).
33	6.4	6.4	13	13	NA	Bullet point No. 9 has been added stating: <i>9. NASHYD command will be used represent predevelopment conditions for the Transitway ROW, and STANDHYD will be used to represent post development conditions.</i>
34	6.5	6.5	13	13	6.5 Utility Relocation 1 st paragraph Section 4 of this EPRconstruction stage. All these cases will need to be addressed in detail during the Detail Design Stage of the transitway. 2 nd paragraph These requirements have been considered during the evaluation of alternatives and will be addressed during the detailed design phase..	6.5 Utility Relocation Section 4 of this EPR..... construction stage. All these cases will need to be addressed in detail during the Detailed Design Stage of the transitway. 2 nd paragraph These requirements have been considered during the evaluation of alternatives and will be addressed during the <i>Detailed Design Stage</i> .

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35	6.10	6.10	14	14	6.10 Operations and Maintenance Facility 1 st paragraph Both layouts, shown in Figure 5-26b , are considered parts of the 407 Transitway Central Section project and their effects have been assessed under this TPA.	6.10 Operations and Maintenance Facility 1 st paragraph Both layouts, shown in Figure 5-26 (a) and (b) , are considered parts of the 407 Transitway Central Section project and their effects have been assessed under this TPA.
36	Figure 6-5	Figure 6-5	16	16	Figure.	Figure quality improved.
37	Plate -	Plate 00	Plates	Plates	NA	New plate 00 added for Key Plan .
38	Plate 3	Plate 3	Plate 03	Plate 03		Subway box information and 900mm sanitary sewer text was added.
39	Plates 41-47	Plates 42-48	Plates	Plates	Plates 41-47	Plates 42-48
40	Plate -	Plate 41	Plates	Plates	NA	New plate for Yonge Station .
Section 7: Impact Assessment, Mitigation, and Monitoring						
1	7.1	7.1	1	1	N/A	The following has been added: <i>Major facilities and Activities of the 407 Transitway that may interact with the existing environmental conditions are:</i> <i>Footprint Impacts:</i> <ul style="list-style-type: none"> · Runningway · Bridges and culverts · Stations (including platform, PPUDO, parking, etc.) · Operations and Maintenance Facility · Stormwater management facilities <i>Construction Impacts:</i> <ul style="list-style-type: none"> · Surface excavation · Clearing and grubbing · Utility relocation · Roadwork · Soil removal and disposal · Dewatering · Erosion and sedimentation control · Heavy equipment operations and maintenance · Traffic management · Material import/stockpiling · Concrete forming <i>Operations and Maintenance Impacts:</i> <ul style="list-style-type: none"> · Bus rapid transit operation · Roadway maintenance · Stormwater management · Station maintenance · Testing of emergency equipment · Snow removal
2	7.1.1	7.1.1	2	2	Under Noise and Vibration Impact Assessment : However, it is predicted that overall ambient sound levels will be greater than 65 db(A).	Under Noise and Vibration Impact Assessment : However, it is predicted that overall ambient sound levels will be greater than 65 dBA.
3	7.2.1	7.2.1	3	3	N/A	The following paragraphs have been added:

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			6	6		<p>Contaminated Property and Waste Impacts to contaminated property and waste are discussed in Section 7.3.1.</p> <p>Designated Natural Areas The 407 Transitway will not impact any designated natural areas found in the study area. The 407 Transitway will be located away from these areas.</p> <p>Air Quality Footprint impacts to air quality do not apply. Please see Section 7.3.1 and Section 7.4.1 for air quality impacts from construction impacts and operation and maintenance impacts.</p>
4	Table 7-1	Table 7-1	6	6,9	N/A	Added new rows for: Contaminated Property and Waste and Air Quality .
5	7.2.2	7.2.2	9	NA	<u>Socio-Economic:</u> <u>Cultural Environment:</u>	Deleted the subheadings.
6	7.2.2	7.2.2	9	9	N/A	Added: Noise and Vibration Footprint impacts regarding noise and vibration do not apply. Please see Section 7.3.2 and Section 7.4.2 noise and vibration related construction impacts and operation and maintenance impacts.
7	7.2.2	7.2.2	9	9	<p>Under Archaeological Features:</p> <p>A Stage 1 Archaeological Assessment has concluded that most registered archaeological sites are cleared of archaeological concerns. The majority of the identified registered archaeological sites are far from the 407 Transitway alignment except one. The J.J. Lunau Site 1 AIGt-219 which is a Euro-Canadian homestead is likely to be impacted by the 407 Transitway.</p> <p>A Stage 2 Archaeological Assessment study will be conducted during the Detailed Design Stage of this project on the identified registered archaeological site and on undisturbed lands within the 407 Transitway footprint, if it is determined to be impacted by the project."</p>	<p>New text has been added under Archaeological Features:</p> <p><i>A Stage 1 Archaeological Assessment has concluded that most registered archaeological sites are cleared of archaeological concerns. The majority of the identified registered archaeological sites are far from the 407 Transitway alignment except one. The J.J. Lunau Site 1 AIGt-219 which is a Euro-Canadian homestead is likely to be impacted by the 407 Transitway. The Beechwood Cemetery will not be impacted by the 407 Transitway.</i></p> <p><i>Further Stage 1 Archaeological Assessment will be conducted during the Detailed Design Stage on the following areas if they are determined to be impacted by the project:</i></p> <ul style="list-style-type: none"> · west and east of Dufferin Street; · east of Yonge Street, north of Highway 7; · east of Warden Avenue; and, · west of Kennedy Road. <p><i>A Stage 2 Archaeological Assessment study will be conducted during the Detailed Design Stage of this project on the undisturbed lands within the 407 Transitway footprint, if it is determined to be impacted by the project. The identified areas are:</i></p> <ul style="list-style-type: none"> · from Highway 400 to east of Jane Street; · southeast quadrant of Highway 407 and Keele Street; · location of the proposed GO Barrie (Concord) Station; · southwest quadrant of Highway 407 and Leslie Street; and, · east of Rodick Road. <p><i>A Stage 3 Archaeological Assessment study will be conducted during the Detailed Design Stage of this project on the identified registered archaeological site, J.J.</i></p>

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						<i>Lunau Site 1 AIGt-219, if it is to be impacted.</i>
8	7.2.3	7.2.2	9	9	N/A	<p>The following paragraph has been moved from Section 7.2.3 to Section 7.2.2 under Land Use:</p> <p><i>During previous studies for the 407 Transitway, for which the project was deemed to be a prominent transportation development within the Greater Toronto Golden Horseshoe, ROW land protection was established. The Need & Justification Study for the Projection of Highway 407/Parkway Belt West Transit Corridor (1992) in particular, found that a ROW for a separate fully grade separated transitway should be protected within the Highway 407 corridor. Through those land protection studies and subsequent planning efforts, the footprint impacts anticipated for the transitway were able to be studied and minimized. Efforts to decrease the associated effects through the implementation of mitigation measures included actual refinement of the design to limit unnecessary property acquisition, where possible.</i></p>
9	7.2.3	7.2.3	9	10	The main aspect of footprint impacts, as they pertain to transportation factors, is with respect to property acquisition.	<p>The following text has been added at the end of the first paragraph:</p> <p><i>The footprint of the transitway will provide positive effects to the transportation system by encouraging transit usage and car-pooling through the presence of park and ride facilities at all stations; as well as convenient transfer opportunities between the various transit agencies, through the inclusion of bus lopping and lay-bay facilities at most stations. There will be no negative footprint effects to transportation.</i></p>
10	Table 7-2	Table 7-2	10	10-11		<p>Second and sixth row has been moved to first row (Land Use).</p> <p>Added new rows for <i>Transportation</i> and <i>Noise and Vibration</i>.</p>
11	Table 7-2	Table 7-2	10	11	NA	<p>Added paragraph, under Monitoring and Recommendations for Built Heritage and Cultural Heritage Landscape:</p> <p><i>MTO will monitor the status of these properties through its Corridor Management Office who deal with changes of ownership regarding properties. Any further required monitoring will be identified in the Cultural Heritage Resource Documentation Report.</i></p>
12	Table 7-2	Table 7-2	10	10, 11	<p>Under Archaeological Features:</p> <p>"A Stage 2 Archaeological Assessment study will be conducted during the Detailed Design Stage of this project on the identified registered archaeological site and on undisturbed lands within the 407 Transitway footprint, if it is determined to be impacted by the project.</p> <p>Stage 3 and 4 Archaeological Assessments will be conducted, as warranted."</p>	<p><i>Stage 1 and Stage 2 Archaeological Assessments will be conducted on areas identified for each Stage Archaeological Assessment as presented in Section 7.2.2.</i></p> <p><i>A Stage 3 Archaeological Assessment study will be conducted during the Detailed Design Stage of this project on the identified registered archaeological site, J.J. Lunau Site 1 AIGt-219, if it is to be impacted.</i></p> <p><i>Stage 3 and 4 Archaeological Assessments will be conducted, as warranted, depending on the results of the Stage 2 and Stage 3 Archaeological Assessment discussed above.</i></p>
13	7.3.1	7.3.1	11	14		<p>Added paragraph:</p> <p>Designated Natural Areas <i>The 407 Transitway will not impact any designated natural areas found in the</i></p>

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						<i>study area. The 407 Transitway will be located away from these areas.</i>
14	7.3.1	7.3.2	13	17		Discussion of Noise and Vibration effects has been moved from Section 7.3.1 to Section 7.3.2:
15	Table 7-4	Table 7-4	14	17	NA	Added new row for <i>Designated Natural Areas</i> .
16	Table 7-4	Table 7-5	17	18	Noise and Vibration row in Table 7-4.	Moved <i>Noise and Vibration</i> row from Table 7-4 to Table 7-5.
17	7.3.2	7.3.2	17	18	Land Use Construction activities are not anticipated to impact land uses within the study area as most of the transitway is located within the PBWP lands.	Land Use Construction activities are not anticipated to impact land uses within the study area as most of the transitway is located within the PBWP lands. <i>Property requirements are discussed in Table 7-2.</i>
18	7.3.2	7.3.2	17	18	Under Archaeological Features : No registered archaeological site is anticipated to be impacted by the 407 Transitway except for one site, which is pending information from the Ministry of Culture. A Stage 2 Archaeological Assessment will be conducted on undisturbed lands within the zone of construction for the 407 Transitway prior to construction.	Under Archaeological Features , replace with: <i>Construction impacts to archaeological features are related to footprint impacts. See Section 7.2.2 and Table 7-5 for details.</i>
19	Table 7-5	Table 7-5	18	18	NA	Added text to row <i>Land Use</i> .
20	Table 7-5	Table 7-5	18	19	<ul style="list-style-type: none"> Should previously unknown or unassessed deeply buried archaeological resources be uncovered during development, they may be a new archaeological site and therefore subject to Section 48 (1) of the <i>Ontario Heritage Act</i>. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the <i>Ontario Heritage Act</i>. The office of the Heritage Operations Unit, Ministry of Culture (416-314-7146) should be contacted immediately. Any person discovering human remains must immediately notify the office of the Heritage Operations Unit, Ministry of Culture (416-314-7146), the police or coroner, and the Registrar of Cemeteries, Cemeteries Regulation Unit, Ministry of Government Services (416-326-8404). <p>Consultation with stakeholders, including First Nations, will be initiated in the event that archaeological resources or human remains are discovered in accordance with Ministry of Culture practices"</p>	<ul style="list-style-type: none"> Should previously unknown or unassessed deeply buried archaeological resources be uncovered during development, they may be a new archaeological site and therefore subject to Section 48 (1) of the <i>Ontario Heritage Act</i>. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the <i>Ontario Heritage Act</i>. The <i>Culture Programs Unit, Ministry of Tourism and Culture</i> (416-314-7146) should be contacted immediately. Any person discovering human remains must immediately notify the <i>Culture Programs Unit, Ministry of Tourism and Culture</i> (416-314-7146), the police or coroner, and the Registrar of Cemeteries, Cemeteries Regulation Unit, Ministry of Government Services (416-326-8404). Consultation with stakeholders, including First Nations, will be initiated in the event that archaeological resources or human remains are discovered."
21	7.4.1	7.4.1	19	20-21	N/A	The following has been added: Contaminated Property and Waste <i>No operations impacts are anticipated. Impacts to contaminated property and waste are discussed in Section 7.3.1.</i> Designated Natural Areas <i>The 407 Transitway will not impact any designated natural areas found in the study area. The 407 Transitway will be located away from these areas.</i>
22	7.4.1	7.4.2	20	23	Section 7.4.1: Noise and Vibration	Section 7.4.2.: Discussion of Noise and Vibration effects has been moved from 7.4.1 to this section

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23	Table 7-7	Table 7-7	21	22	In Wildlife and Wildlife Habitat under Proposed Mitigation Measures Built-In Positive Attributes and/or Mitigations and Significance of any Potential Residual Effects: Most of the existing wildlife corridors located at watercourse crossings and along rail line corridors will be maintained and restrictions to wildlife movement through these areas will not occur.	In Wildlife and Wildlife Habitat under Proposed Mitigation Measures Built-In Positive Attributes and/or Mitigations and Significance of any Potential Residual Effects: <i>All</i> existing wildlife corridors located at watercourse crossings and along rail line corridors will be maintained and restrictions to wildlife movement through these areas will not occur.
24	Table 7-7	Table 7-7	21	21-22	N/A	New rows for <i>Physiography and Soils</i> and <i>Vegetation and Vegetation Community</i> .
25	Table 7-7	Table 7-7	22	23	Air Quality row: Description of mitigation measures	Air Quality row: The following text has been added to the description of mitigation measures: <i>Where trees and shrubs are planted a combination of species including coniferous trees will be considered such that there is control throughout the year.</i>
26	7.4.2	7.4.2, Table 7-8	23	24	NA	The following table has been added: <i>Table 7-8: Operations and Maintenance Impacts: Potential Impacts, Mitigation and Monitoring for Socio-Economic and Cultural Environment.</i>
27	7.4.2	7.4.2	23	23-24	N/A	The following sub-sections have been added: <i>Land Use</i> <i>Noise and Vibration</i> <i>Built Heritage and Cultural Heritage Landscape</i> <i>Archaeological Features</i>
Section 8: Implementation						
1	8.2	8.2	6	6	Erosion and Sediment Control Plan In advance of the Construction Stage, a detailed plan will be prepared by the Contractor to manage erosion and the flow of sediment into storm sewers. This plan will be based on best management practices including the Guideline of Erosion and Sediment Control at Urban Construction sites.	Erosion and Sediment Control Plan In advance of the Construction Stage, a detailed plan will be prepared by the Contractor to manage erosion and the flow of sediment into storm sewers. This plan will be based on best management practices including the Guideline of Erosion and Sediment Control at Urban Construction Sites.
2	8.3	8.3	6	6	ETR Reference.	All ETR references have been changed to 407 ETR in Section 8.3, page 6.
3	8.3	8.3	6	7	Approval of this TPAP of the entire Central Section will enable the MTO, or the proponent at the time, to pursue any one or more of the above strategies, or variations of them, within the limits of this TPAP.	Approval of this TPAP of the entire Central Section will enable the MTO, or the proponent at the time, to pursue any one or more of the above strategies, or variations of them, within the limits of this TPAP. <i>Should the proponent decide to implement the entire Central Section from Jane Station (Spadina Subway) to Kennedy Road in a single phase, the construction timeframe is anticipated to be 6-7 years taking into account winter construction constraints. A shorter initial phase such as the eastern Yonge Street to Kennedy Road section would reduce the period to approximately 4 years.</i>
Section 9: Commitments to Future Action						
1	9.3	9.3	2	2	NA	Bullet point ix . Has been added, and states: <i>NASHYD command will be used represent predevelopment conditions for the Transitway ROW, and STANDHYD will be used to represent post development conditions.</i>
2	9.3	9.3	2	2	...Conduct a Stage 2 Archaeological Assessment for areas with archaeological	<i>..Conduct Stage 1 and 2 Archaeological Assessments on identified areas</i>

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					potential;...	respectively (See Section 4.2.3) with archaeological potential that will be impacted by the transitway. Conduct a Stage 3 Archaeological Assessment on the identified registered archaeological site, J.J. Lunau Site 1 AIGt-219, if it is to be impacted by the project. Stage 3 and 4 Archaeological Assessments will be conducted, as warranted, depending on the results of the Stage 2 and Stage 3 Archaeological Assessment discussed above;...
3	9.3	9.3	2	2	Develop traffic, parking, transit, cycling and pedestrian management strategies to be included in construction contract drawings. Traffic conditions will be monitored during construction to verify that all temporary traffic accommodation measures effective;	Develop traffic, parking, transit, cycling and pedestrian management strategies to be included in construction contract drawings. Traffic conditions will be monitored during construction to verify that all temporary traffic accommodation measures are effective;
4	9.3	9.3	2	2	Bullet below has been replaced: · Conduct a feasibility study for installation of noise mitigation measures	· Assess any changes to detailed design to determine if additional noise assessment is necessary
5	9.5	9.5	2	2	MTO will prepare an addendum if significant changes to the project occur after the Notice of Completion is issued and filed in accordance with Section 15 of the Transit Projects Regulation, including:...	MTO will prepare an addendum if significant changes to the project occur after the <i>Statement</i> of Completion is issued and filed in accordance with Section 15 of the Transit Projects Regulation, including:...
Appendices						
1	Appendix F – Natural Heritage Report	Appendix F – Natural Heritage Report	9, 11	9, 11	N/A	Added new watercourse (R8-1) information in Table 1 and Figure 2b.
2	Appendix H – Noise & Vibration Impact Assessment	Appendix H – Noise & Vibration Impact Assessment	7-1, 7-2	7-1, 7-2	N/A	Added new chapter 7.0 Conceptual Noise Control (January 2011 Update).
3	Appendix H – Noise & Vibration Impact Assessment	Appendix H – Noise & Vibration Impact Assessment	7-1	8-1	Chapter 7.0 Conclusions: third bullet now reads: <i>There are four receptors, namely R2, R3, R9 and R10, where the future no-build sound levels are predicted to exceed 65 dBA. While the predicted incremental noise from the proposed 407 Transitway at each of these receptors is less than 1 dB, that is, well below the 5 dB increase permitted by the MTO Guide, the MTO will investigate the feasibility of installing noise mitigation at these receptors during the detailed design stage of the project.</i>	Chapter 8.0 Conclusions: third bullet now reads: <i>There are three receptors, namely R2, R3 and R9, where the future no-build sound levels are predicted to exceed 65 dBA. The predicted incremental noise from the proposed 407 Transitway at each of these receptors is less than 1 dB. In accordance with the MTO Environmental Guide for Noise, the feasibility of noise control measures was investigated at each of these three receptors. As this feasibility assessment stage, it appears that a 5 m high noise barrier along the 407 Transitway would not achieve a 5 dB reduction in noise at any of these three receptors.</i>
4	Appendix I – Air Quality Impact Assessment Report	Appendix I – Air Quality Impact Assessment Report	2-11, Table 2.7	2-11, Table 2.7	N/A	Added following text below Table 2.7: * NOx concentrations are compared to the NO2 AAQC. MOE Air Quality Ontario Reports do not demonstrate any NO2 exceedances from 2004-2008 at the Toronto North Station.
5	Appendix I – Air Quality Impact Assessment Report	Appendix I – Air Quality Impact Assessment Report	5-22 Figure 5.6b	5-22 Figure 5.6b	N/A	Added following text to Figure 5.6b: Note: 24-hr PM2.5 Concentrations are below 18.8 µg/m3.
6	Appendix I – Air Quality Impact Assessment Report	Appendix I – Air Quality Impact Assessment Report	A-24 Figure A.24b	A-24 Figure A.24b	N/A	Added following text to Figure A.24b: Note: 24-hr PM2.5 Concentrations are below 18.8 µg/m3.

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7	Appendix I – Air Quality Impact Assessment Report	Appendix I – Air Quality Impact Assessment Report	Page ES-2, Page 5-17, Page 5-18, Page 6-2	Page ES-2, Page 5-17, Page 5-18, Page 6-2	N/A	Following text added to all pages indicated: <i>Where trees and shrubs are planted it is recommended that a combination of species including coniferous trees is used such that there is control throughout the year.</i>
8	Appendix K – Cultural Heritage Assessment Report	Appendix K – Cultural Heritage Assessment Report	22 – Table 1	22 – Table 1	Under Site 7 : An East Don River tributary.	Text now reads: A <i>West</i> Don River tributary.
9	Appendix K – Cultural Heritage Assessment Report	Appendix K – Cultural Heritage Assessment Report	36	36	There is potential for an indirect impact to one (1) identified cultural heritage resource, namely, the East Don River Tributary (CHL 7), which will be affected by the GO Barrie (Concord) Station.	There is potential for an indirect impact to one (1) identified cultural heritage resource, namely, the <i>West</i> Don River Tributary (CHL 7), which will be affected by the GO Barrie (Concord) Station.
10	Appendix L – Stage 1 Archaeological Assessment	Appendix L – Stage 1 Archaeological Assessment	11	11	The east branch of the Don River also bisects this section of the study corridor. Should the proposed project encroach upon these undisturbed lands, a Stage 2 assessment should be conducted.	The <i>west</i> branch of the Don River also bisects this section of the study corridor. Should the proposed project encroach upon these undisturbed lands, a Stage 2 assessment should be conducted.