

Chapter 10 – Commitments to Future Action



407 TRANSITWAY – WEST OF BRANT STREET TO WEST OF HURONTARIO STREET
MINISTRY OF TRANSPORTATION - CENTRAL REGION

TABLE OF CONTENTS

10.COMMITMENTS TO FUTURE ACTION	10-1
10.1.Permits and Approvals	10-1
10.2.Consultation	10-1
10.3. Commitments for Pre-Construction, Construction and Operation Phases of Implementation	10-1
10.4.Impact Assessment Act	10-10
10.5.Addendum Process	10-10

10. COMMITMENTS TO FUTURE ACTION

During the Transit Project Assessment Process (TPAP), MTO has worked closely with Stakeholders to address and resolve issues or concerns identified. The following sections present MTO's commitments to future action as part of project implementation.

10.1. Permits and Approvals

Prior to construction, MTO will secure necessary permits and approvals for the implementation of the 407 Transitway including, but not limited to:

- Railway crossing agreements and pipeline crossing agreements, as required;
- Hydro One agreement to permit construction of Transitway facilities within the hydro corridor;
- Ontario ESA and Canada SARA permits, as required;
- Fish and Wildlife Scientific Collector's permits for salvage, as required;
- *Fisheries Act* Authorization, as required;
- Environmental Activity and Sector Registry (EASR – under certain criteria) or *Ontario Water Resources Act* Permit(s) to Take Water from MECP as required for any pumping of water for road construction above 50,000 litres per day;
- Municipal permits; and,
- Any other permits and approvals from MECP, as required.

None of the watercourses crossed by the Transitway are scheduled under the *Navigation Protection Act*; therefore, approval under the Act will not be required. MTO will consult with municipalities and secure any necessary permits if required prior to construction.

10.2. Consultation

MTO will continue consultation and coordination with Indigenous and Métis Communities, external agencies, the public, adjacent property owners and any applicable Stakeholders during the design and construction phases of the project. Additional consultation will include:

- Alderville First Nation;
- Chippewas of Georgina Island First Nation;
- Chippewas of Rama First Nation;
- Hiawartha First Nation;
- Curve Lake First Nation;
- Beausoleil First Nation;
- Mississaugas of Scugog Island;
- Mississaugas of the New Credit;

- Coordinator for the Williams Treaties;
- Six Nations of the Grand River Territory;
- Huron-Wendat Nation;
- Haudenosaunee Development Institute;
- Métis Nation of Ontario;
- City of Brampton, City of Mississauga, Town of Oakville, City of Burlington, Halton Region and Peel Region;
- Elected Officials;
- Fire, OPP, Police and Emergency Services;
- 407 ETR;
- Utility Companies (including Hydro One Networks Inc.);
- Canadian National Railway;
- Canadian Pacific Railway;
- Infrastructure Ontario;
- Metrolinx/GO Transit/Hurontario LRT;
- Brampton Transit (Zum);
- Mississauga Rapid Transit (MiWay);
- Toronto Transit Commission;
- Fisheries and Oceans Canada (DFO);
- Ministry of Natural Resources and Forestry (MNRF);
- Ministry of Heritage, Sport, Tourism and Culture Industries;
- Ministry of Indigenous Relations and Reconciliation;
- Ministry of Municipal Affairs and Housing;
- Conservation Halton (CH);
- Credit Valley Conservation (CVC);
- Ministry of the Environment, Conservation and Parks (MECP); and,
- Other federal and provincial agencies, as required.

10.3. Commitments for Pre-Construction, Construction and Operation Phases of Implementation

Table 10.1 provides a summary of the commitments outlined in different chapters of this Report. The table outlines the commitments resulting from proposed mitigation measures to address negative effects of the Transitway, as well as commitments to future consultation with MECP, other external agencies, applicable Stakeholders and property owners. The table is separated by category and

environmental factor, including the general or specific commitment and during which phase of the project it will be implemented. This table will be the basis for an Environmental Compliance Plan which will be developed to ensure that the commitments to mitigation are completed throughout the pre-construction, construction and operation phases of the project and that such mitigation is effective.

The following reports will be prepared as part of project implementation:

- An Erosion and Sediment Control Plan (including an erosion monitoring and sediment removal program) which complies with the *Environmental Guide for Erosion and Sediment Control During Construction of Highway Projects* (MTO 2007), Ontario Provincial Standards and Halton Conservation and Credit Valley Conservation guidelines;
- A Designated Substances Survey and Excess Materials Management Plan (including management for any excess and/or contaminated materials);
- Any required management considerations for forest edge, riparian and valleyland areas to ensure proposed mitigation measures have been implemented and are proving effective;
- Any additional Environmental Reports/Surveys required (e.g., undertaking targeted Species at Risk (SAR) surveys) in support of acquiring provincial/federal permits;
- A Detailed Planting Plan (including Detailed Landscape Planting Layout Drawings and consideration of plantings at the station sites);
- Any required Phase I and II Environmental Site Assessments (and other limited subsurface environmental investigations) for impacted sites with potential contamination issues;
- An updated Stage 2 Archaeological Assessment/Report (to include those areas not completed during the TPAP), and any required Stage 3 or Stage 4 Site Specific Archaeological Assessment Reports (including the Stage 3 Site Specific Archaeological Assessment Reports for sites AkGv-121 and AkGv-350);
- A revised and updated Ridership Report reflecting changes related to land use, transportation, travel patterns, etc. to assess if the Preliminary Design of the 407 Transitway facilities requires modifications and/or adjustments.
- A Traffic/Construction Management Plan for implementation during construction to minimize impact and maintain public access and circulation, to be prepared by the contractor; and,
- An Emergency Response Plan to be prepared by the contractor.

TABLE 10.1: COMMITMENTS SUMMARY

ENVIRONMENTAL FACTOR	COMMITMENT	PHASE	AGENCIES TO BE CONSULTED
GENERAL			
General	During the TPAP, MTO has worked closely with external agencies and the public to address and resolve issues or concerns identified. MTO is seeking approval for the Final Project Description as outlined in Chapter 5 . If, in the future, changes are proposed to the Final Project Description, consultation will be undertaken with MECP with regard to the process to be followed under Section 15 of <i>Ontario Regulation 231/08 Transit Projects and Metrolinx Undertakings</i> .	Between TPAP approval and Pre-Construction	MECP
	MTO will continue consultation and coordination with municipalities, applicable external agencies (such as MECP, CH, CVC, MNRF, Hydro One and others), and Indigenous and Métis Communities during the Pre-Construction and Construction phases of the project. Specific issues that will be addressed are outlined below.	Pre-Construction and Construction	Municipalities, External Agencies, Indigenous and Métis communities, and other applicable Stakeholders
NATURAL ENVIRONMENT			
Contaminated Waste and Property	Further assessment for potential contamination and/or waste materials will take place prior to construction on a case by case basis, specifically during property acquisition. All required additional investigations/studies (i.e. Phase I ESAs, limited subsurface environmental investigations, and Phase II ESAs) related to contaminated property/waste will be conducted prior to construction, where warranted. If excavation is required in areas identified to be 'highly likely' to have waste or contamination, intrusive environmental investigations (i.e. Phase II Environmental Site Assessments) will be conducted. The investigations will be conducted in accordance with provincial regulatory requirements to assess the environmental site conditions, disposal requirements for soil as well as health and safety requirements.	Pre-Construction	MECP
	Should impacts to soil and/or groundwater and/or issues of potential environmental concern be identified during subsequent, more detailed phases of work, additional assessment should be conducted and appropriate steps will be taken following MTO's <i>Environmental Reference for Highway Design</i> (2013).	Pre-Construction	MECP
	A Designated Substances Survey and Excess Materials Management Plan will be developed prior to construction and will include management for any excess (and contaminated) materials.	Pre-Construction	MECP
Hydrogeology/Geotechnical	Hydrogeological conditions within the study area will vary locally and are subject to confirmation with actual site specific investigations by a qualified hydrogeologist prior to construction, as necessary, including (but not limited to) boreholes, monitoring wells, test pits, groundwater hydraulic testing, and chemical analysis. The potential impacts of the construction works on groundwater resources (including the groundwater recharge/flow system and suspected areas of high water table) will be reassessed (as warranted) based on this more detailed site specific hydrogeological data prior to construction. Further investigation/monitoring should be completed and appropriate mitigation measures should be incorporated into the design prior to construction, as required.	Pre-Construction	Conservation Halton and Credit Valley Conservation
	The need for and effectiveness of implementing permeable pavements or other Low Impact Development (LID) infiltration techniques will be reassessed prior to construction to reduce the groundwater recharge lost to impermeable surfaces.	Pre-Construction	Conservation Halton and Credit Valley Conservation
	An EASR registration or Permit(s) to Take Water for construction will be applied for/secured as necessary.	Pre-Construction	MECP
	During the pre-construction phase, prior to implementation, any impact to riparian storage and hydrogeomorphology will be further investigated and corresponding mitigation measures (if applicable) will be defined following consultation with applicable agencies.	Pre-Construction	MECP, Conservation Halton and Credit Valley Conservation, Municipalities
	Prior to the Implementation Phase, detailed field hydrogeologic data will be obtained for all water crossings. Findings and impacts to the 407 Transitway (if any) will be discussed with CH and other applicable agencies.	Pre-Construction	MECP, Conservation Halton and Credit Valley Conservation, Municipalities
	In cases where nearby wells are in the vicinity of the construction area, monitoring of groundwater flow and quality will be conducted to ensure potential sources of contamination do not affect existing wells during construction and operation of the 407 Transitway	Pre-Construction	MECP, Conservation Halton and Credit Valley Conservation, Municipalities
	Prior to and during the Implementation Phase, aspects that will be addressed and discussed with all applicable agencies include: <ul style="list-style-type: none"> Vegetation removal techniques. Ground conditions, detailed geotechnical analysis and appropriate remedial actions and construction methods where applicable. Slope stability and erosion hazard assessment, where required, to ensure that the proposed work is not undermined by erosion hazard in the long-term or does not destabilize the valleys. The facilities will comply with the minimum safety factor of 1.50 metres. 	Pre-Construction	MECP, Conservation Halton and Credit Valley Conservation, Municipalities

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	<ul style="list-style-type: none"> Design of all structures including bridges, culverts and retaining walls as well as embankment and cut slopes will be based on detailed geotechnical investigation, ensuring standard safety and duration. Detailed cross-sections along the alignment in adequate intervals, illustrating ground conditions and the proposed grade with respect to the existing ground. Revised grading will also be provided on plan view. Adequate solutions and construction techniques where construction of the Transitway facilities, including construction accesses, may alter or disturb existing slopes and valleys, to ensure that current stabilization remains in the long-term. Trenchless installation will be designed by a specialty consultant or contractor using the geotechnical information and recommendations. The adequate cover from the bottom of the watercourse will be determined as per the design. The cross-sections and site plan showing the alignment and entry and exit pits/shafts and the cover from the bottom of the watercourse and other infrastructures will also be submitted in support of the proposed undertaking. The design will ensure that the proposed trenchless installation does not cause the inadvertent return of drilling fluid (frac-out) or excess settlement on the ground along the alignment. Further, the shafts or pits required for the proposed trenchless installation will be properly stabilized by means of shoring or other techniques. A hydrogeological analysis will be conducted and provided to MECP for review during Detail Design where there may be construction dewatering under flowing artesian conditions, or where there are nearby wells, and where deep excavations, or tunnelling are required. Mitigation strategy, including contingency plan will be developed for cases where potential impacts are predicted. In vulnerable areas that may not be identifiable through high-level studies, additional detailed studies may be conducted, such as door-to-door well surveys to identify shallow dug wells which may not have been included in the MECP Water Well Records (WWR). Where there is potential for well interference, it will be confirmed that there is a suitable alternative water supply available. 		
Surface Water/Stormwater Management	<p>Prior to the Implementation Phase, detailed as-built topographic surveys of the existing ponds that are being proposed to be used by the 407 Transitway will be prepared. This task will confirm if the capacity of each individual pond is sufficient to accommodate the controlled peak flow rates from the proposed 407 Transitway runningway areas. If the capacity of any of the existing ponds is determined to be insufficient, alternative methods such as flat bottom grass swales, elongated/cascading swales or others will be considered. This strategy will be coordinated with MECP and other review agencies to reach an agreeable solution.</p> <p>Prior to the Implementation Phase, LID measures such as permeable pavement and vegetated filter strips, as well as other innovations that may be available in the future to replicate the infiltration of stormwater on site, to achieve Level 1 Water Quality Protection, consistent with the MECP's Draft LID <i>Stormwater Management Guidance Manual</i> will be considered and discussed with the corresponding agencies.</p> <p>Operation and maintenance of the SWM ponds will be performed following the MECP Stormwater Management and Design Manual. The agency responsible for this work will be defined during the Detail Design phase.</p> <p>Together with Stormwater Quality Control Measures, operation of the Transitway will incorporate the use of best practices for the application of road salt on provincial roads following Halton Region and Hamilton Region Source Protection Plan Policy T-36-S.</p> <p>During the Detail Design phase, precise limits of floodplains and water channels adjacent to station facilities will be defined. Station design will be adjusted to maintain where possible minimum setback of 30m from bankfull channels of coldwater/coolwater watercourses and 15m from bankfull channels of warmwater baitfish watercourses.</p> <p>Major and Minor Systems for Corridor Drainage will be designed and evaluated following MTO Highway Drainage Design Standards with roadway cross section design during the final design/construction phase.</p> <p>Streambed regrading within the TWY4 ROW will be considered to minimize increase in upstream headwater level with a detailed geomorphology study that clarifies the impacts on sediments transportation and deposition of the proposed design.</p> <p>During the final design/construction phase, combining runoff from TWY4 ROW and transit stations will be considered where feasible without changing predevelopment boundaries to sustain permanent pool.</p> <p>During the final design/construction phase, drainage boundaries will be verified to confirm design flow rates, following MTO Design Guidelines</p> <p>Single cell structures to facilitate natural channel functions will be considered as alternatives to 2-cell structures where feasible during final design/construction phase.</p>	Pre-Construction	MECP, Conservation Halton and Credit Valley Conservation, Municipalities

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Hydrology and Hydraulic Matters	During the Pre-Construction Design Phase, a detailed Meander Belt Analysis will be conducted at the major water crossings to confirm flooding and erosion impacts.	Pre-Construction	MECP, Conservation Halton and Credit Valley Conservation, Municipalities
	Prior to the Implementation Phase, adequate construction methods and detailed mitigation and control measures including feasible actions up and/or downstream to decrease any potential impact caused by the Transitway, in areas where the footprint of the 407 Transitway may affect the floodplain in extraordinary events (Regional Storm), will be discussed and coordinated with CH, CVC and any other applicable agencies.	Pre-Construction	MECP, Conservation Halton and Credit Valley Conservation, Municipalities
Fish and Fish Habitat	Ensure all best management practices (BMPs) outlined in the <i>Draft Guidance for Development Activities in Redside Dace Protected Habitat</i> (MNR 2011) are incorporated into the design prior to construction, if necessary. Continue consultation with MECP, MNRF and DFO as required (in particular regarding species at risk and any required permits for fisheries) prior to construction. Permits will be obtained as required including Ontario ESA and Canada SARA permits, <i>Fisheries Act</i> Authorization, etc.	Pre-Construction	DFO, MNRF, MECP
	Prepare and submit MTO Project Notification Forms for watercourses where there is "No Likelihood of Causing Serious Harm".	Pre-Construction	DFO
	An Erosion and Sediment Control Plan will be developed including measures to monitor and maintain erosion and sedimentation control during construction to ensure their effectiveness.	Pre-Construction	DFO, MNRF
	The design of the Transitway crossings over watercourses will be confirmed to minimize impacts and mitigation measures as per best management practices in accordance with the <i>PILOT MTO/DFO/MNRF Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings (2016)</i> and <i>MTO Environmental Guide for Fish and Fish Habitat (2009)</i> . All current crossings will be maintained and new crossings will be equal to or longer/wider than existing crossings.	Pre-Construction	DFO, MNRF
	Review potential enhancement/offsetting opportunities at impacted watercourses in the study area prior to construction, as required.	Pre-Construction	DFO, MNRF
Vegetation and Vegetation Communities, and Landscaping	A more detailed planting plan (including review of the preliminary recommended planting layout drawings and consideration of plantings at the station sites) will be developed prior to construction and once areas identified for restoration have been determined in consultation with the respective regulatory agencies to help mitigate impacts to the adjacent natural and cultural environment. The planting plan should include recommended actions to minimize the spread of non-native and invasive plant species. The Contractor will be required to provide a warranty on planted material to ensure the newly planted material survives and fulfills the intended function.	Pre-Construction	Conservation Halton and Credit Valley Conservation, MNRF, Municipalities
	All forest and wetland restoration areas required for compensation, as well as all forest edge, riparian and valleyland areas where vegetation management is required, should be revisited/identified prior to construction commencement. The compensation ratio is to be determined through further discussion with regulatory agencies, as part of implementing the project. Forest edge, riparian and valleyland management shall take place for those vegetation communities where such management is recommended.	Pre-Construction	Conservation Halton and Credit Valley Conservation, MNRF, IO, Municipalities
	If planting for butternut under the ESA 2007 is required as determined during detail design phase of this project, consideration should be given to planting pure butternut seedlings within forest restoration sites. However, such plantings must be installed in accordance with mitigation or registration/overall benefit conditions as required under the ESA 2007, to be determined during detail design. Overall, butternut seedlings should be planted in an area for optimal establishment and growth. Where wetland restoration is undertaken bio-engineering may be required on lands that require augmentation to ensure wetland function.		MNRF, MECP
	Regionally rare plants that will be impacted will be identified and, where possible, any impacted species will be salvaged through transplanting into nearby vegetation communities with suitable habitat characteristics that will afford on-going protection, where possible. Mitigation measures will be further developed prior to construction. The <i>Construction Administration and Inspection Task Manual</i> (MTO 2010) will be followed and monitoring will take place during construction.	Pre-Construction	Conservation Halton and Credit Valley Conservation, MNRF, Municipalities
	Appropriate permits under the Ontario ESA and Canada SARA will be obtained for impacts to vegetative species at risk, as required.	Pre-Construction	MNRF, MECP, Environment and Climate Change Canada
Wildlife and Wildlife Habitat	Undertake further consultation with MECP regarding wildlife species at risk that have been identified or have the potential to be located in the vicinity of the study area, any potential impacts of the proposed work on species at risk and any requirements for permitting under the Ontario ESA. Undertake further field investigations during the appropriate field season as required using MNRF/MECP protocols to determine presence/absence of wildlife species at risk and thus appropriate steps for protection and permitting.	Pre-Construction	MNRF, MECP

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	Appropriate permits under the Ontario ESA and Canada SARA will be obtained for impacts to wildlife species at risk, as required.	Pre-Construction	MNRF, MECP, Environment and Climate Change Canada
	Calculate Openness Ratio prior to construction, or once structure sizes are determined, for each of the new structures to determine whether target animal groups can use the structures for passage.	Pre-Construction	MNRF
	As part of project implementation, wildlife passage considerations should be reviewed, as required. Further analysis, at a site-specific level will be required prior to construction to determine wildlife fencing requirements and to further explore fencing type required (e.g., small animal fencing vs. large animal fencing).	Pre-Construction	MNRF
	Wildlife salvage, if required, shall occur prior to clearing and grubbing activities where possible, particularly in wetland habitats, to preserve vulnerable wildlife species (e.g., herpetofauna). All applicable permits will be obtained prior to any salvage activities.	Pre-Construction	MNRF
	In the event that disturbance, clearing or disruption of vegetation where birds may be nesting must be undertaken from April 1 to August 31, a pre-clearing nest survey will be conducting by a qualified avian biologist to identify and locate active nests of species covered by the <i>Migratory Birds Convention Act</i> .	Pre-Construction	Environment and Climate Change Canada
Air Quality	Notify residents within the immediate surrounding area of the potential for particulate emissions during construction or high wind and high temperature scenarios. During the Detail Design phase, the final design of the tunnels, including ventilation shafts will be defined, and tunnel emissions will be re-modelled to confirm emissions effects	Construction	MECP
SOCIO-ECONOMIC AND CULTURAL ENVIRONMENT			
	A Complaints Protocol will be developed prior to construction for receiving, investigating and addressing construction noise and vibration complaints from the public. For persistent complaints (and after field investigations), alternative noise and vibration control measures may be considered, where feasible.	Construction	MECP, Municipalities
Land Use/Property	Consultation with affected property owners has taken place and will continue prior to construction, as necessary. Further assessment will be conducted to refine impacts to existing and planned land uses that are in close proximity to the preferred Transitway runningway and stations, based on current conditions at the time of construction. In particular, design details in the vicinity of private properties that will be affected by the Transitway will be investigated in greater detail prior to construction to determine if possible refinements can be made to reduce or minimize impacts. If expropriation is required, the standard MTO process for acquiring properties will be followed. Acquisition of any municipal properties affected will be the subject of discussion with the appropriate municipality.	Pre-Construction	MECP, Municipalities, Property Owners
	Further assessment of the areas where designated land uses will be affected will be undertaken as part of implementing the 407 Transitway, and any amendments to the Parkway Belt West Plan and/or Official Plans will be made by the appropriate agency in consultation with MECP, the Ministry of Municipal Affairs and Housing and the municipalities.	Pre-Construction	MECP, Ministry of Municipal Affairs and Housing, Municipalities
	Temporary construction impacts to existing and planned land uses should be reviewed prior to construction, and refined where necessary.	Pre-Construction	MECP, Municipalities, Property Owners
	Any design refinements necessary at the areas designated as 'Urban River Valleys' in the Greenbelt Plan will be completed prior to construction and will address the policies of the Greenbelt Plan.	Pre-Construction	MECP, Ministry of Municipal Affairs and Housing, Municipalities
	Where portions/edges of agricultural fields are displaced by the runningway and stations, further assessment will be undertaken to determine appropriate mitigation measures. Consideration will be given to repairing any agricultural infrastructure (i.e., fences, agricultural tile drain).	Pre-Construction	Conservation Halton and Credit Valley Conservation, MNRF, Municipalities, Property Owners
	The study team will continue to work with utility and infrastructure Stakeholders (Hydro One, Enbridge, GO Transit, Canadian National Railway, Canadian Pacific Railway, among others) to co-ordinate the planning of this Transitway with the requirements and future expansion plans for utility and other infrastructure within the Parkway Belt West Plan area.	Pre-Construction	Utility and Infrastructure Stakeholders
	In locations where the Preliminary Design of the 407 Transitway is affecting existing access to properties, the Detail Design phase to be undertaken in the future prior to construction of the 407 Transitway, will ensure continued viable access, in	Pre-Construction	Property Owners

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	consultation with the affected property owners. Currently, the timing for Detail Design and Construction is not known, thus the existing farm access roads are being maintained.		
Built Heritage Resources and Cultural Heritage Landscapes	Prior to construction, where technically possible, further adjustments to the design will be explored to minimize potential impacts to the cultural heritage resources.	Pre-Construction	Ministry of Heritage, Sport, Tourism, and Culture Industries, Municipalities
	Should future work require an expansion of the study area, then a qualified heritage consultant will be contacted in order to confirm the impacts of the proposed work on potential cultural heritage resources.	Pre-Construction	Ministry of Heritage, Sport, Tourism, and Culture Industries, Municipalities
	Once it has been determined that Appleby Station will be built, landscape final design will include provisions to maintain a scenic view of the Escarpment,	Pre-Construction	Ministry of Heritage, Sport, Tourism, and Culture Industries, Niagara Escarpment Commission, Municipalities
	Once it has been determined that an expansion of the Appleby Station will be implemented, a landscape detail design plan will include provisions to maintain a scenic view of the Escarpment,	Pre-Construction	Niagara Escarpment Commission
Archaeological Features	Any Stage 2 archaeological assessment work (including test pit and pedestrian surveys) required for lands retaining archaeological potential not completed during the TPAP (where permission to enter was not secured or where there were alignment changes) will be completed by a licensed archaeologist prior to construction (including Stage 2 assessment for all land located beyond 300 m of watercourses/waterbodies) to identify any sites/lands requiring further assessment (i.e. Stage 3 or Stage 4 Site Specific Archaeological Assessment). For Stage 3 or Stage 4 archaeological assessments, Indigenous Communities will be invited to participate on any Indigenous archaeological sites as per MHSTCI and MTO Guidance, where warranted.	Pre-Construction	Ministry of Heritage, Sport, Tourism, and Culture Industries, Indigenous and Métis Communities, MECP, Municipalities
	Prior to construction, the 407 Transitway must be cleared of all archaeological concerns by the Ministry of Heritage, Sport, Tourism, and Culture Industries . Should the proposed work extend beyond the current 407 Transitway footprint, further Stage 1 archaeological assessment must be conducted to determine the archaeological potential of the surrounding lands.	Pre-Construction	Ministry of Heritage, Sport, Tourism, and Culture Industries, Indigenous and Métis Communities, MECP, Municipalities
	For Stage 3 or Stage 4 archaeological assessments, Indigenous Communities will be invited to participate on any Indigenous archaeological sites as per MHSTCI and MTO Guidance, where warranted.	Pre-Construction	Ministry of Heritage, Sport, Tourism and Culture Industries Comments
TRANSPORTATION – PROPOSED INFRASTRUCTURE			
New Station Facilities	<p>Prior to construction, MTO will discuss and review with the applicable municipalities, transit agencies, utility owners and any other impacted stakeholder the following:</p> <ul style="list-style-type: none"> Final station layouts, including access and circulation roads, bus transfer facilities, active transportation paths and facilities, accessible parking, station architectural design, and amenities. Any proposed modification to municipal roads to allow access(es) to the station facilities, required as a result of updated traffic analysis Any proposed modification to municipal services and private utilities. Proposed construction methods, techniques and staging to ensure all municipal services (such as existing fields and parking areas) and private utilities remain in service during construction. Recognition of adjacent existing and future parks, active transportation routes/initiatives, valleylands, and trails in the development of station site plans. On street transit transfer needs. The station facility active transportation infrastructure needs and plans will be reviewed and discussed with the corresponding municipalities and agencies, during the Detail Design phase. Consideration of the inclusion of existing and future surrounding Parks, Active Transportation Routes/Initiatives, Valleylands, and Trails will be considered in future site plan development. 	Pre-Construction	Municipalities, Transit Agencies, Conservation Halton and Credit Valley Conservation, Utility Owners

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Existing GO Lisgar Station	<ul style="list-style-type: none"> When implementation and timing of the GO Lisgar Station connection is confirmed, an updated ridership assessment will be conducted to confirm demand and station expansion needs. This work will be done in coordination with Metrolinx. Based on the updated ridership, the Detail Design of the expansion and/or reconfiguration of the GO Lisgar Station will be developed in coordination with Metrolinx. When implementation and timing of the GO Lisgar Station connection is confirmed, an updated ridership assessment will be conducted to confirm demand and station expansion needs. This work will be done in coordination with Metrolinx. Based on the updated ridership, the Detail Design of the expansion and/or reconfiguration of the Lisgar GO Station will be developed in coordination with Metrolinx and municipal transit agencies”. 	Pre-Construction	Metrolinx
Railway Crossings	<ul style="list-style-type: none"> The design of rail crossing grade separations will follow established design guidelines and standards, including sightline and clearance, to ensure all infrastructure, operations, and safety requirements are met. During the Detail Design of proposed underpasses, comprehensive and detailed geotechnical investigations will be conducted to analyze and define the construction method that ensures structural safety and avoids operation disruptions on the existing tracks. This work will be discussed and coordinated with the corresponding railway agencies during the implementation phase. 	Detail Design	Railway Agencies
Hydro One Corridor	<p>For any 407 Transitway facilities located within the Hydro Corridor, MTO will follow Hydro One guidelines and restrictions listed below, and will consult, discuss and reach agreement with Hydro One during Detail Design and Construction phases, on all pertinent matters:</p> <p><u>General:</u></p> <ul style="list-style-type: none"> Detail field investigations and final design drawings of the 407 Transitway facilities located within the Hydro Corridor, will be revised and accepted by Hydro One, prior construction. <p><u>Horizontal Clearance around Hydro One Structures</u></p> <ul style="list-style-type: none"> Hydro One requires 15 meters of clearance on all sides around its transmission structures to carry out maintenance operations. This clearance must be maintained at all times, and no storage or staging activities should occur within this area during construction A 3.0-meter radius around Hydro One structures must be left unpaved for access to tower footings if necessary. <p><u>Vertical Clearance</u></p> <ul style="list-style-type: none"> Construction equipment and personnel working underneath the Hydro One conductors must satisfy OSHA clearance requirements. A Hydro One Lines Technician will assist, if required, for an on-site meeting to provide guidance when working near energized facilities. All proposed works on the corridor are subject to adequate overhead transmission line clearance from the high voltage conductors to the proposed ground elevations. These clearances must be verified by a Hydro One Lines Technician prior to approval of any secondary land use proposal <p><u>Corridor Conditions and Access</u></p> <ul style="list-style-type: none"> No grading/excavation work is to be carried out using heavy machinery within 10 metres of the tower footings. Hydro One may permit grading/excavation work within 10 meters of the tower footings provided this work is carried out by hand or by using a Vacuum truck (VAC) system. Access to Hydro One facilities must not be obstructed at any time during construction, or after the proposed facilities are in service. The site must be kept free of all debris and equipment which could prohibit access to Hydro One facilities. Hydro One requires a minimum of 6-meter-wide route longitudinally along the corridor to access each transmission structure. The access route should not have a slope greater than 10%. If the proponent fails to maintain the required access route, they will be liable for any costs incurred by Hydro One in regaining access to perform maintenance or repairs. No fill material must be placed on the Hydro One corridor, unless approved by Hydro One. If any construction activity occurs within 10 meters of any transmission structures, the contractor must install temporary orange snow fence erected 3 meters around tower footprint. This fence must be maintained in an upright position for the duration of construction. 	Detail Design and Construction	Hydro One

TABLE 10.1: COMMITMENTS SUMMARY

ENVIRONMENTAL FACTOR	COMMITMENT	PHASE	AGENCIES TO BE CONSULTED
	<ul style="list-style-type: none"> All underground utilities need to be designed to allow for vehicular traffic to pass over. Type of vehicles to be accommodated includes large utility vehicles and cranes. <p><u>Stormwater Management</u></p> <ul style="list-style-type: none"> The proposal shall not interfere with the natural drainage patterns or result in standing water anywhere on the affected stretch of the Hydro One corridor. The proponent will be held liable for any damage to Hydro One facilities, as a result of flooding or standing water caused by the proposal. Any proposed catch basin on the Hydro One corridor must be located within a paved roadway. <p><u>Safety and Security</u></p> <ul style="list-style-type: none"> The proponent must meet with the Hydro One Lines Technician assigned to this project, prior to the start of construction, in order to obtain an entry permit and to discuss clearance issues. Additionally, a pre-construction meeting with the Hydro One Land Use Agent/Environmental Technician assigned to the project, is required to ensure that the proponent and/or its contractors are well aware of all safety requirements. The proponent will be responsible for maintaining security of the site and for the safety of the people working within the corridor. <p><u>Liabilities</u></p> <ul style="list-style-type: none"> The contractor will assume all liability associated with this secondary land use proposal. In the case of Hydro One emergency work, the proponent may be required to suspend their operations without notice until Hydro One crews have completed the emergency work. Any relocation, modification or repair of Hydro One facilities as a result of the proposal will be carried out by Hydro One at the proponent's expense. The Proponent is responsible for arranging all underground locates prior to digging, auguring or performing any excavation works on the Hydro One corridor. Hydro One is not responsible for any damages or injuries resulting from the effect of adverse weather conditions. This would include any damages or injuries from ice falling from structures or conductors as a result of an ice storm. Hydro One may, at its sole discretion, interrupt the proponent's occupation of the transmission corridor at any time during construction or post construction, to perform maintenance or emergency repairs. Hydro One will not be liable for any damages suffered by the proponent due to this interruption. 		
	<p><u>GO Lisgar Station Area:</u></p> <p>Additionally to the commitments listed above, in the specific case of the 407 Transitway facilities located within the Hydro Corridor in the GO Lisgar Station, MTO will comply with the following commitments during Detail Design and Construction phases:</p> <ul style="list-style-type: none"> Prior to construction, Hydro One will conduct a detailed engineering review of the underground 407 Transitway to ensure proposed facility does not negatively impact the Hydro One foundations of both existing and future assets. Any underground infrastructure will need to be capable of withstanding load from heavy construction equipment that regularly transverse Hydro One Corridors. Final design drawings of the proposed parking facility will be reviewed and accepted by Hydro One. 	Detail Design and Construction	Hydro One

TABLE 10.1: COMMITMENTS SUMMARY

ENVIRONMENTAL FACTOR	COMMITMENT	PHASE	AGENCIES TO BE CONSULTED
	General: The 407 Transitway construction specifications to be prepared as part of the procurement and bidding documents, will include specific Hydro One design and construction requirements within the Hydro Corridor. Where the Transitway is located within the Hydro Corridor, final drawings will be reviewed and accepted by Hydro One. If Hydro One technical requirements are not met, mitigation measures and/or adjustments to the Transitway design may be required.	Pre-Construction	Hydro One
407 ETR Facilities	As per the concession agreement between 407 ETR and the Province of Ontario, prior to the Implementation Phase, MTO will discuss and review with 407 ETR, all locations where the Transitway infrastructure may impact the 407 ETR infrastructure and/or operations. The following aspects will be considered: <ul style="list-style-type: none"> • Construction staging measures planned and any required financial compensation to 407 ETR, if required. • Ownership and operating and maintenance responsibilities of all structures. • Enhanced clear zone and abutment setbacks, pursuant to 407 ETR design requirements. • Structure crossings of the 407 ETR infrastructure, drainage plan and storm water management facilities, traffic impact mitigation, utility relocation, and construction staging, if applicable. 	Pre-Construction	407 ETR
Emergency Access	Prior to and during the Implementation Phase, emergency access strategies will be discussed with the corresponding municipal and provincial health, law enforcement, and public works authorities.	Pre-Construction	Municipalities
EXISTING MUNICIPAL AND PRIVATE INFRASTRUCTURE			
Utilities	Further field investigation and consultation with the utility owners will be carried out before defining or confirming the type of solution. The Detail Design phase will assess loading capacity where utilities and municipal services are located under high embankments, to define protection measures and/or special construction techniques to assure these plants are not damaged during construction or operation of the Transitway.	Detail Design	Municipalities, Utility Companies
Road Network	During the Detail Design phase, MTO will discuss and review with the applicable municipalities, transit agencies, utility owners and any other impacted Stakeholders, the proposed construction staging of all grade separations that will impact the infrastructure and operation of the existing road network	Detail Design	Municipalities, Transit Agencies and Utility Companies

10.4. Impact Assessment Act

The federal *Impact Assessment Act* does not apply to this project.

10.5. Addendum Process

Should a change to the approved project be proposed in the future, the MECP will be consulted pursuant to Section 15 (1) of the Transit Projects Regulation to define the assessment process that would apply.

MTO will prepare an addendum if significant changes to the project occur after the Statement of Completion is issued and filed in accordance with Section 15 of the Transit Projects Regulation. This will include:

- Preparation of an addendum to the EPR;
- Preparation of a Notice of Addendum to the EPR;
- Distribution of the Notice of Addendum to relevant Stakeholders and the MECP; and,
- Minor modifications to the project will be documented and maintained in the project file