

Chapter 9 – Commitments to Future Action



407 TRANSITWAY - KENNEDY ROAD TO BROCK ROAD

MINISTRY OF TRANSPORTATION - CENTRAL REGION

9. COMMITMENTS TO FUTURE ACTION

During the TPAP, MTO has worked closely with stakeholders to address and resolve issues or concerns identified. However, not all issues can be addressed within the context of a TPAP since at this stage the design of the 407 Transitway has been prepared at a preliminary design level and further details are required to finalize detail design, planning initiatives, construction issues and permits/approvals. The following sections present MTO's commitments to future action during the Detail Design and Construction Phases.

9.1. Permits and Approvals

During Detail Design, 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 agreements to permit construction of Transitway facilities within the hydro corridor;
- Ontario ESA and Canada SARA Permits, as required;
- *Fisheries Act* Authorization, as required;
- *Ontario Water Resources Act* Permit(s) to Take Water (for locations where dewatering exceeds 50,000 liters per day);
- Municipal permits; and,
- Any other permits and approvals from MOECC, 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.

9.2. Consultation

MTO will continue consultation and coordination with First Nations and Métis, external agencies, the public, property owners and any applicable stakeholder during the during the Detail Design and Construction phases of the project. Details of specific issues that will be addressed are outlined in the tables in **Section 9.3**. Continued discussions will be held with, but not limited to:

- Alderville First Nation;
- Chippewas of Georgina Island;
- Chippewas of Rama First Nation;
- Hiawartha First Nation;
- Curve Lake First Nation;
- Beausoleil First Nation;
- Mississaugas of Scugog Island;
- Mississaugas of New Credit;
- Kawartha Nishnawbe First Nation;
- Coordinator for the Williams Treaties;
- Huron-Wendat Nation;
- Métis Nation of Ontario;

- Toronto and York Region Métis Council;
- Oshawa and Durham Region Metis Council;
- York Region, City of Markham, Durham Region, and City of Pickering;
- 407 ETR;
- Hydro One Networks Inc.;
- Infrastructure Ontario;
- Metrolinx/GO Transit;
- Toronto Transit Commission;
- Department of Fisheries and Oceans;
- Canadian Environmental Assessment Agency;
- Ministry of Natural Resources and Forestry;
- Ministry of Tourism, Culture and Sport;
- Toronto and Region Conservation Authority;
- Parks Canada;
- Ministry of the Environment and Climate Change; and,
- Other federal and provincial agencies, as required.

9.3. Detail Design, Construction and Operations Commitments

Table 9.1 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 MOECC, other external Agencies, applicable stakeholders and the public. 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 insure that the commitments to mitigation are completed throughout the design, construction and operation phases of the project and that such mitigation is effective.

TABLE 9.1: COMMITMENTS SUMMARY

ENVIRONMENTAL FACTOR	COMMITMENT	PHASE	AGENCIES TO BE CONSULTED
General			
General	During the TPAP, MTO has worked closely with 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 MOECC with regard to the process to be followed under Section 15 of the Ontario Regulation 231/08 Transit Projects and Metrolinx Undertakings.	Between TPAP approval and Detail Design	MOECC
	MTO will continue consultation and coordination with municipalities and applicable agencies such as TRCA, Parks Canada, MNRF, Hydro One and others, during the Detail Design and Construction phases of the project. Specific issues that will be consulted include the following:	Detail Design and Construction	MOECC; external Agencies and applicable stakeholders
Natural Environment			
Physiography and Soils	If excavation is required in areas identified to be ‘highly likely’ to have waste or contamination, intrusive environmental investigations (i.e. Phase 2 Environmental Site Assessment) 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.	Detail Design	MOECC
	Site-specific erosion and sedimentation control measures to be implemented prior to construction will be identified during Detail Design following the Environmental Guide for Erosion and Sediment Control during Construction of Highway Projects (MTO 2007). An Erosion and Sediment Control Plan will be developed.	Detail Design	N/A
	MOECC’s current guidance document titled “Management of Excess Soil – A Guide for Best Management Practices” (2014) will apply to displacement of excess soil, and MOECC will be consulted during Detail Design.	Detail Design	MOECC
Contaminated Waste and Property	Monitoring plan will be undertaken in accordance with the Ontario <i>Environmental Protection Act</i> . The disposal of contaminated materials will be directed to an MOECC approved soil treatment site or waste disposal site.	Construction	MOECC
	Phase I ESAs and Phase II ESAs will be conducted during Detail Design and their proposed mitigation measures will be implemented.	Detail Design	MOECC
	The Contingency Plan will include commitment to contact MOECC’s York-Durham District Office if contaminated sites are encountered during construction.	Construction	MOECC
Discharge of Contaminants	Spills or discharges of pollutants or contaminants will be reported immediately to the MOECC’s Spills Action Centre, the municipality in which the spill occurred, and to the person in control of the substance if known and who is not already aware of the spill.	Construction	MOECC, Municipalities
Surface Water, Drainage and Stormwater Management	Complete summer maintenance and remove sediment from stormwater ponds.	Operation	N/A
	Monitor of stormwater ponds following large storm events will be undertaken.	Construction/Operation	N/A
	Cleaning of sediments in the temporary SWM ponds as needed will be completed.	Construction	N/A
	Erosion monitoring and sediment removal program will be developed and implemented.	Construction	TRCA
	Agricultural tile drainage and its treatment during construction will be considered	Detail Design and Construction	TRCA, Parks Canada
Groundwater	A reassessment of groundwater recharge with more detailed site specific hydrological data will be undertaken and appropriate mitigation measures will be incorporated into the design.	Detail Design	TRCA
	Assessment of effectiveness of groundwater recharge mitigation measures through direct investigation will be completed.	Detail Design	N/A
	A water well survey (preconstruction) will be conducted during the Detail Design stage of this project to assess any impacts to water wells. Affected water well owners will continue to have water supplies of appropriate quality and in adequate quantities. Any work done on affected wells or any replacement wells will be done pursuant to O.Reg. 903, Wells (pursuant to the Ontario <i>Water Resources Act</i>). Water levels will be monitored in selected wells during positive dewatering activities.	Detail Design/Construction	TRCA, MOECC
	An investigation on foundations for all new bridges planned for the 407 Transitway will also be conducted. A strategy for mitigating potential impacts to groundwater will be developed, where warranted.	Detail Design	TRCA

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ENVIRONMENTAL FACTOR	COMMITMENT	PHASE	AGENCIES TO BE CONSULTED
	Site specific testing to assess the need for and suitability of enhanced filtration will be considered.	Detail Design	TRCA
	Wetland and watercourse monitoring will be undertaken during dewatering activities.	Construction	TRCA
Hydrogeology	Potential impacts will be re-assessed along with more detailed site specific hydrogeological data at the Detail Design stage of the project and appropriate mitigation measures incorporated into the design.	Detail Design	TRCA, MNRF
Fish and Aquatic Habitat	Will obtain appropriate permits and fisheries act authorization.	Detail Design	DFO
	Will Undertake meander belt width analysis.	Detail Design	TRCA
	Work will be done “in the dry” to the extent possible.	Construction	N/A
	Works will be subject to the best management practices (BMPs) outlined in the Draft Guidance for Development Activities in Redside Dace Protected Habitat (MNR 2011). In-water works to be conducted within the Redside Dace timing window (July 1- September 15). If activities such as infrastructure installation, road and bridge construction, groundwater dewatering, construction and operation of stormwater management facilities, and activities such as the establishment and maintenance of sediment and erosion control measures occur within or adjacent to watercourses regulated as habitat of Redside Dace, they will be subject to review under <i>Endangered Species Act</i> . Guidance for Development Activities in Redside Dace Protected Habitat (2016) and SWM Pond Thermal Mitigation for Redside Dace Version 1.1 (2014) will be adhered.	Construction	MNRF, TRCA
	Works are to follow all conditions of the MTO Best Management Practices Manual for Fisheries Clear Span Bridges (MTO 2015).	Construction	N/A
	Follow standard mitigation and best management practices for surface water quality.	Construction	N/A
	Form and function of realigned channels shall be maintained.	Construction	N/A
	Natural channel design shall be incorporated into any realigned channels.	Detail Design /Construction	TRCA
	Maintaining riparian vegetation to the extent possible will help to stabilize the watercourse banks, provide shading/cover for the watercourse, filter contaminants, and improve wildlife habitat and aesthetics. The Contractor will be responsible for vegetation management. 1. Prior to construction, trees/shrubs to be retained will be clearly identified in the field by the installation of tree/shrub protection barrier in accordance with OPSS 801 (Construction Specification for the Protection of Trees). 2. Trees/shrubs identified to remain, which become damaged by construction activities, will be repaired or replaced in accordance with MTO’s Nssp - landscaping specifications. 3. In areas where riparian vegetation removal is necessary to accommodate construction, measures to protect the local fish communities shall include the following: no clearing of matures trees providing a bank stabilization function; no felling of trees into the watercourse; minimize the amount of debris produced from entering the watercourse; and only clear the vegetation required to complete the necessary works.	Construction	N/A
	An Erosion and Sediment Control Plan will be developed.	Detail Design	TRCA
Horizontal and vertical geometry between Old Brock Road and Brock Road allows for alignment flexibility east of the Study Limit. It is recommended that Preliminary Design of Transitway Section east of Brock Road assesses various alignment options, including the use of Sideline 16 ROW, or the removal of the existing Sideline 16 culvert to minimize impacts to the hydrology and associated fish habitat in this sensitive section of Brougham Creek”.	Detail Design	MNRF, MTO, DFO, TRCA, and First Nations	
The Transitway crossing over the Little Rouge Creek and other watercourse crossings will be designed to minimize impacts and mitigations measures as per best management practices in accordance with MTO/DFO/MNR Protocol for Protecting	Detail Design	MNRF, TRCA, Parks Canada	

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ENVIRONMENTAL FACTOR	COMMITMENT	PHASE	AGENCIES TO BE CONSULTED
Vegetation and Vegetation Communities	Fish and Fish Habitat on Provincial Transportation Undertakings (2013) and MTO Environmental Guide for Fish and Fish Habitat (2009). Detail design will allow for maintenance of all current crossings and new crossings will be equal to or better than existing crossings.		
	Opportunities to mitigate for the urban heat island effect by implementing green infrastructure such as green roadways, permeable pavements, low impact development features and green technologies will be assessed	Detail Design	TRCA
	Compensation for the removal of wetland and forest communities will be provided. Development of detailed landscaping plans and agreement on compensation ratios for lost vegetation communities (including woodlands, wetlands, and meadow marshes) will occur through consultation with agencies.	Detail Design	TRCA, MNRF, Parks Canada, Municipalities
	A detailed butternut survey will be conducted to ensure no butternut seedlings are present within the preferred runningway and station locations.	Detail Design	MNRF
	A detailed landscape plan including compensation ratios and openness ratios will be developed once area identified for restoration have been determined.	Detail Design	TRCA, MNRF, Parks Canada, Municipalities
	The planting for forest and wetland habitat will be undertaken.	Detail Design	TRCA, MNRF, Parks Canada, Municipalities
Wildlife and Wildlife Habitat	Vegetation mitigation, compensation and landscaping are planned and further discussion with Parks Canada and IO will be conducted during Detail Design.	Detail Design	TRCA, MNRF, Parks Canada, IO
	Undertake further field investigation to determine presence/absence of wildlife.	Detail Design	N/A
	Appropriate permits for endangered species if found will be obtained. .	Detail Design	MOECC, MNRF, TRCA
	A detailed landscape plan including compensation ratios and openness ratio will be developed.	Detail Design	Municipalities, TRCA, Parks Canada, MNRF
	Efforts will be made to locate regionally rare plants that will be affected due to the proposed 407 Transitway and associated stations.	Detail Design/Construction	
	Detail design will allow for maintenance of all current crossings and new crossings will be equal to or better than existing crossings.	Detail Design	Municipalities, Parks Canada
Designated Natural Areas	Potential impacts to bobolink/eastern meadowlark habitat; will be confirmed, and an authorization under the <i>Endangered Species Act</i> (2007) will be obtained if required.	Detail Design	MNRF
	The proposed runningway will cross over the Cedar Grove Wetland Complex (PSW) and West Duffins Creek Environmentally Significant Area to minimize any direct impacts.	Detail Design	TRCA
	Maps showing zone of impact estimates in relation to natural heritage feature will be prepared	Detail Design	MOECC , TRCA
	Meander belt analysis of nearby creeks to proposed Transitway facilities will be undertaken.	Detail Design	TRCA, MNRF
Air Quality	Construction staging of the Transitway through the Rouge National Urban Park to minimize effects to the Park will be prepared.	Detail Design	Parks Canada
	Best management practices will be included in tender documents.	Detail Design/Construction	N/A
Erosion and Sediment Control	The erosion and sediment control (ESC) practices to be developed during detailed design will follow the latest MTO's reference documents including the Environmental Reference for Highway Design (MTO, June 2013), the Environmental Guide for Erosion and Sediment Control during Construction of Highway Projects (MTO, September 2015), as well as the Ontario Provincial Standards for Roads and Public Works (OPSS), and the Erosion and Sediment Control Guidelines for Urban Construction (Golden Horseshoe, Dec 2006).	Detail Design/Construction	TRCA, MNRF, Parks Canada
Socio-Economic and Cultural Environment			

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ENVIRONMENTAL FACTOR	COMMITMENT	PHASE	AGENCIES TO BE CONSULTED
Noise and Vibration	<p>Temporary impacts to residences, recreational and community, commercial and industrial facilities will be mitigated through the following measures:</p> <ul style="list-style-type: none"> • Access and egress for emergency vehicles and school buses will be maintained at all times during construction; • To prevent the emission of pollutants, including dust, to the atmosphere, provisions will be made to ensure there is no unnecessary idling of vehicles. Dust suppressants should be used to combat dust, where appropriate; • Construction activities will adhere to local noise by-law regulations. Noise by-law exemptions will be obtained from the municipality where construction activities will occur within the prohibited times; • Construction activities will be staged to avoid/minimize traffic delays to residents, business owners, recreational and community facility operators/users and motorists travelling within the study area to the extent possible; • Access to the 407 ETR, regional roads and local municipal roads will be maintained at all times, or detours should be identified; and, • The local public will be kept informed of the progress of the Transitway construction and notified of any disruptions such as road closings. <p>Any noise impacts on Rouge Urban National Park users will be consulted with Parks Canada</p>	Construction	Municipalities, Public, Parks Canada
	<p>The implementation of the following measures will help to mitigate potential noise impacts during construction:</p> <ul style="list-style-type: none"> • Limit construction to the time periods allowed by the City of Markham and City of Pickering noise by-laws • Should there be a need to complete work outside of the hours allowed in the applicable noise bylaws, MTO is to seek any required exemptions and permits directly from the applicable jurisdiction, in advance of any work performed outside of the allowable time periods. If an exemption cannot be obtained, then construction will proceed in accordance with the requirements of the noise by-laws. • The Contractor is expected to comply with all applicable requirements of the contract and local noise by-laws. • Contracts shall include explicit indication that all construction equipment used on the project is to meet the sound level criteria from NPC-115 and NPC-118, and be well maintained and operating with effective muffling devices that are in good working order. • The separation distance between construction staging areas and nearby sensitive receptors will be maximized to the extent possible to reduce noise impacts. • Any temporary roads for construction vehicle access will be well maintained and free of pot-holes and ruts to avoid excessive noise from heavy vehicles travelling on uneven surfaces. • A complaints protocol is to be established for receiving, investigating and addressing construction noise complaints from the public, including a plan for how the public will be notified of their options for lodging a complaint. • A noise complaint will trigger an investigation to verify whether the noise mitigation has been implemented, including verification of construction equipment sound levels per NPC-115 and NPC-118. • In the presence of persistent complaints and subject to the results of a field investigation, alternative noise control measures may be required, where reasonably available. In selecting appropriate noise • Control and mitigation measures, consideration will be given to the technical, administrative and economic feasibility of the various alternatives. <p>The implementation of the following measures will contribute to mitigate potential vibration impacts during construction:</p> <ul style="list-style-type: none"> • For work that is to occur outside of regular hours, the Contractor will be responsible for identifying the implications of the vibration generated, and to make construction work plans available for review. • For work that has a high potential for vibration impacts (e.g., pile driving), the Contractor will be responsible for identifying the implications of the vibration generated, and to make construction work plans available for review. • Construction equipment with potential to cause off-site vibrations will be operated as far away from vibration-sensitive sites as possible. • Where possible, activities that have potential to cause off-site vibrations will be phased such that as few as possible are occurring simultaneously. 	Construction	Municipalities, Public

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ENVIRONMENTAL FACTOR	COMMITMENT	PHASE	AGENCIES TO BE CONSULTED
	<ul style="list-style-type: none"> Construction activities that have potential to cause off-site vibration during the night-time hours will be avoided. A complaints protocol will be established for this project for receiving, investigating and addressing construction vibration complaints received from the public. The Contract documents will contain a provision that any initial vibration complaint will trigger verification that any general vibration control measures agreed to are in effect; In the presence of persistent vibration complaints, the MTO and its Contractor will consider implementing a measurement program to evaluate the vibration impacts. <p>In the presence of persistent complaints and subject to the results of a field investigation, alternative vibration control measures may be required, where reasonably available. In selecting appropriate vibration control measures, consideration will be given to the technical, administrative and economic feasibility of the various alternatives.</p>		
	<p>Ninth Line Station - a berm between the station and the residential development is not a recommendation of the Noise and Vibration Impacts Assessment. However, a berm will be considered during Detail Design phase.</p>	Design	MOECC, Municipalities
Land Use	<p>An amendment to the Parkway Belt West Plan for the new Markham Road Station facility footprint will be inaugurated if required.</p>	Detail Design	MTO
	<p>Discussions will be held with Parks Canada regarding future opportunities for a park shuttle to connect to Transitway Stations.</p>	Detail Design	Parks Canada
	<p>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. If property is required to implement the preliminary design, the MTO Property acquisition process will be followed.</p>	Detail Design	MOECC, Municipalities
	<p>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).</p>	Detail Design	TRCA, MNRF, Parks Canada, Municipalities
	<p>The need to implement environmental compensation activities associated with the project environmental commitments on MTO protected property will be further assessed.</p>	Detail Design	TRCA, MNRF, Parks Canada, Municipalities
Built Heritage and Cultural Heritage Landscapes	<p>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 proposed work on potential cultural heritage resources.</p>	Detail Design	Municipalities
	<p>The following will be undertaken during Detail Design for 8119 Reesor Road and 8042 Reesor Road properties to consider:</p> <ol style="list-style-type: none"> The proposed designs for the Donald Cousens Parkway Station will be done in a manner that preserves the cultural heritage resources with no impacts to identified heritage attributes; Where full preservation is not feasible, a plan for partial preservation/retention of the cultural heritage resources in situ will be developed. This would entail: developing a plan for stewardship and re-use; protection of vehicular access; protection during construction; and protection of context through the use of sympathetic landscaping techniques. In order of preference, a partial plan of retention for this project would involve the following: <ol style="list-style-type: none"> In situ retention of all buildings and part of the landscape at 8042 Reesor Road and the farmhouse at 8119 Reesor Road, resulting in direct impacts to the outbuildings and landscape features located north of the dwelling on 8119 Reesor Road. If feasible, it is recommended that the barn located at 8119 Reesor Road be retained, possibly through the inclusion of a retaining wall to reduce grading; and, In situ retention of the dwellings at 8042 Reesor Road and 8119 Reesor Road, resulting in direct impacts to the outbuildings on both properties, and landscape features located north of the respective farmhouses and driveways. Where direct or indirect impacts to cultural heritage resources are unavoidable, investigate the feasibility of relocating the cultural heritage resource to a new location on its current site. If it is determined that it is not feasible to undertake such mitigation strategy in a manner that conserves the heritage character of the resource and in a manner consistent with public safety, it is recommended that the resource be relocated to a new nearby 	Detail Design	Infrastructure Ontario, Municipalities

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	<p>site in a manner that makes limited to minimal changes to its heritage character. Such a mitigation strategy would include completion of a documentation report of the property, and development of a relocation plan which would lay out the actions required and responsibilities of stakeholders in order to relocate and re-use the resource.</p> <p>4. Should relocation of the resource not be feasible, and where demolition activities are anticipated, a property-specific documentation report shall be undertaken for each property, and a salvage plan developed and implemented. Demolition and salvage activities should be monitored by a qualified professional for documenting any additional features uncovered during the demolition process. Additionally, if any old documents are found during the course of demolition, such as old newspaper, land deeds, letters, photographs, etc., these should be sent to the Markham Museum and Archives.</p> <p>For the 3440 Old Brock Road (now Elsa Storry Avenue) property:</p> <p>1. The proposed development should attempt to avoid direct and indirect impacts to landscape and intangible heritage attributes associated with 3440 Brock Road to result in compatible alterations to the property and limit the isolation of the heritage resources from their physical, historical, and contextual setting.</p> <p>If retention and relocation of the barn and driveshed (located northeast side of the property) has been demonstrated to be unfeasible by the proponent, a Cultural Heritage Documentation and Salvage Report will be completed by a qualified heritage practitioner and distributed to the City of Pickering Heritage Planning staff and IO.</p> <p>Construction activities and staging will be suitably planned and undertaken to avoid impacts to identified cultural heritage resources. Steps will be taken to ensure the residences and other structures and surrounding vegetation are retained and protected during construction-related activities.</p> <p>MTO will continue consultation and coordination with the Municipalities and applicable stakeholders such as TRCA, Parks Canada, MNRF, Hydro One and others, during the Detail Design and Construction phases of the project.</p> <ul style="list-style-type: none"> • A potential relocation of barn located at 8119 Reesor Road 		
Archaeological Features	Additional archaeological assessment in various degrees will be undertaken at the nine previously registered archaeological sites prior to any proposed disturbances by the project.	Detail Design	First Nations, MOECC
	<p>Should previously undocumented archaeological resources be discovered, 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 consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the <i>Ontario Heritage Act</i>.</p> <p>The <i>Funeral, Burial and Cremation Services Act</i>, 2002, S.O. 2002, c.33 requires that any person discovering human remains must notify the police or coroner.</p> <p>Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48(1) of the <i>Ontario Heritage Act</i> and may not be altered, nor may artifacts be removed from them, except by a person holding an archaeological license.</p>	Construction	First Nations, MOECC
Public Safety	Illumination, landscaping and other matters that may affect public safety, operational requirements, and natural conditions of the Rouge National Urban Park will be considered..	Detail Design	Parks Canada and City of Markham
Property	Design details in the vicinity of private properties that will be affected by the Transitway, including Town and Country Volkswagen (Kennedy Road) and at Donald Cousens Station will be investigated in greater detail 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.”	Detail Design	Property Owner

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ENVIRONMENTAL FACTOR	COMMITMENT	PHASE	AGENCIES TO BE CONSULTED
Transportation			
Traffic Management	A Traffic Management Plan will be developed to define all temporary works and procedures necessary to accommodate vehicular and pedestrian traffic on the potential impacted arterial roads during construction of the 407 Transitway underpasses.	Detail Design	Municipalities
	On a regular basis during construction, traffic conditions will be monitored and safety audits performed to verify that all temporary traffic accommodation measures are maintaining safe traffic operations at reasonable speed through the work sites.	Construction	N/A
	Development of traffic, parking, transit, cycling and pedestrian management strategies to be included in construction contract drawings. Traffic conditions will be monitored during construction to verify all temporary traffic accommodation measures are effective.	Detail Design	Municipalities
Station Design	Review of the station facilities concept layouts and Preliminary Design will be undertaken.	Detail Design	Municipalities
Active Transportation	Investigating potential active transportation opportunities to connect the Donald Cousens Station with Rouge National Urban Park will be investigated.	Detail Design	Parks Canada and City of Markham
	Adequate crossing of the multi-use pathway (MUP) under the Transitway runningway at the Rouge River valley will be provided.	Detail Design	Parks Canada and City of Markham
	Presence of a secondary recreational trail and trail heads planned by the City of Pickering, in the Old Brock Road area will be considered.	Detail Design	City of Pickering; Region of Durham
Existing Infrastructure			
Utilities	Further field investigation and consultations with the utility owner will be carried out before defining or confirming the type of solution. The Detail Design stage will also 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 operations of the Transitway.	Detail Design	Municipalities and Utility agencies.
Surface Infrastructure	Effects to any infrastructure located within regulated areas will be evaluated.	Detail Design	MOECC and Municipalities
	Assessment through direct investigation, of implementation of low impact development infiltration techniques will be conducted.	Detail Design	MOECC and Municipalities
	Traffic impact and proposed road network infrastructural and operational modifications in areas affected by access to station sites will be considered.	Detail Design	Municipalities

During Detail Design the following reports will be prepared:

- Erosion and Sediment Control Plan which complies with the Environmental Guide for Erosion and Sediment Control During Construction of Highway Project (MTO 2007), Ontario Provincial Standards and TRCA guidelines;
- Stormwater Plan including emergency spill prevention and reporting;
- Environmental Management Plan to address potential negative affects to fish habitat, wetlands and forests, and wildlife;
- Environmental Compliance Plan to insure proposed mitigation measures have been implemented and are proving effective;
- Detailed Landscape Design Plan including compensation ratios and openness ratios;
- A Lighting Treatment Design Plan in keeping with local practices;
- Best practices by discipline for inclusion in tender documents;
- A Traffic Management Plan for implementation during construction;
- A Construction Management Plan to maintain public access;
- A Construction Excess Materials Management Plan;
- An Emergency Response Plan to be used by the contractor; and,
An Agency and Public Consultation Plan to be implemented during Design and Construction.

9.4. Canadian Environmental Assessment Act

The *Canadian Environmental Assessment Act* does not apply to this project.

9.5. Addendum Process

Should a change to the approved project be proposed in the future, MOECC 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, including:

- 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 MOECC; and,
- Minor modifications to the project will be documented and maintained in the project file.