

2. Overview of the Environmental Assessment Process and Study Organization

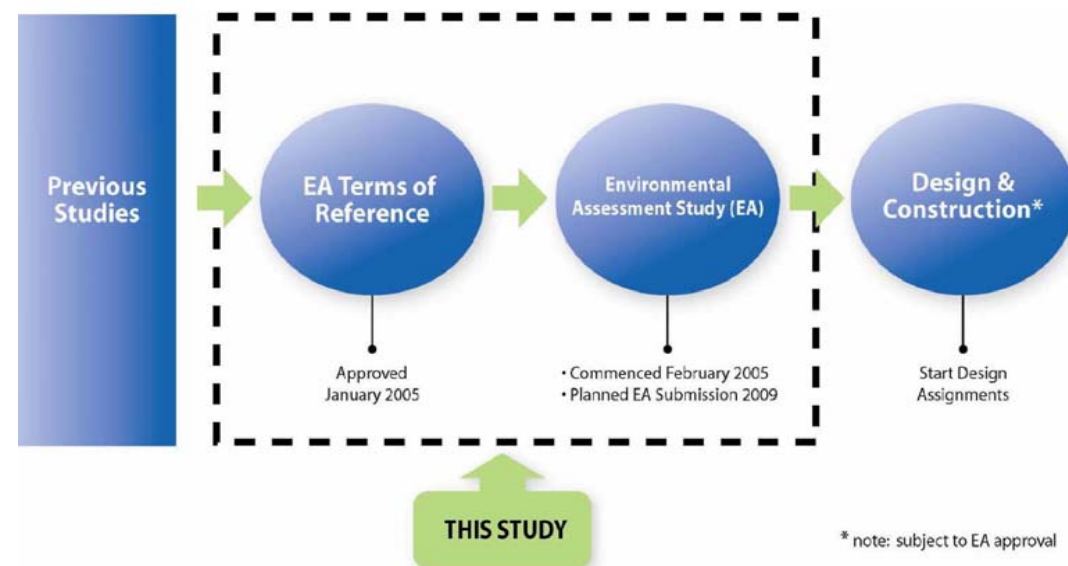
This chapter provides an overview of the Environmental Assessment process which was used to carry out the 407 East EA, describes the study organization and provides an overview of the Environmental Assessment Report.

2.1 EA Process

The 407 East EA Study was undertaken in accordance with the requirements for an Individual EA under the Ontario Environmental Assessment Act (OEAA) and the requirements of the Canadian Environmental Assessment Act (CEAA), which are respectively described in **Sections 2.1.1** and **2.1.2**. Both EA processes were co-ordinated in accordance with the *Canada-Ontario Agreement on Environmental Assessment Cooperation* (see **Section 2.1.3**).

The Individual EA was undertaken in accordance with the conditions set out in the 407 East EA Terms of Reference (ToR) dated November 2004, which was approved by the Ministry of the Environment on January 17, 2005 (see **Appendix A**). As illustrated in **Exhibit 2.1**, the ToR was the first step of a two-step OEAA approval process for proposed undertakings in the Province of Ontario, with the second step being the Individual EA.

Exhibit 2.1: EA Process

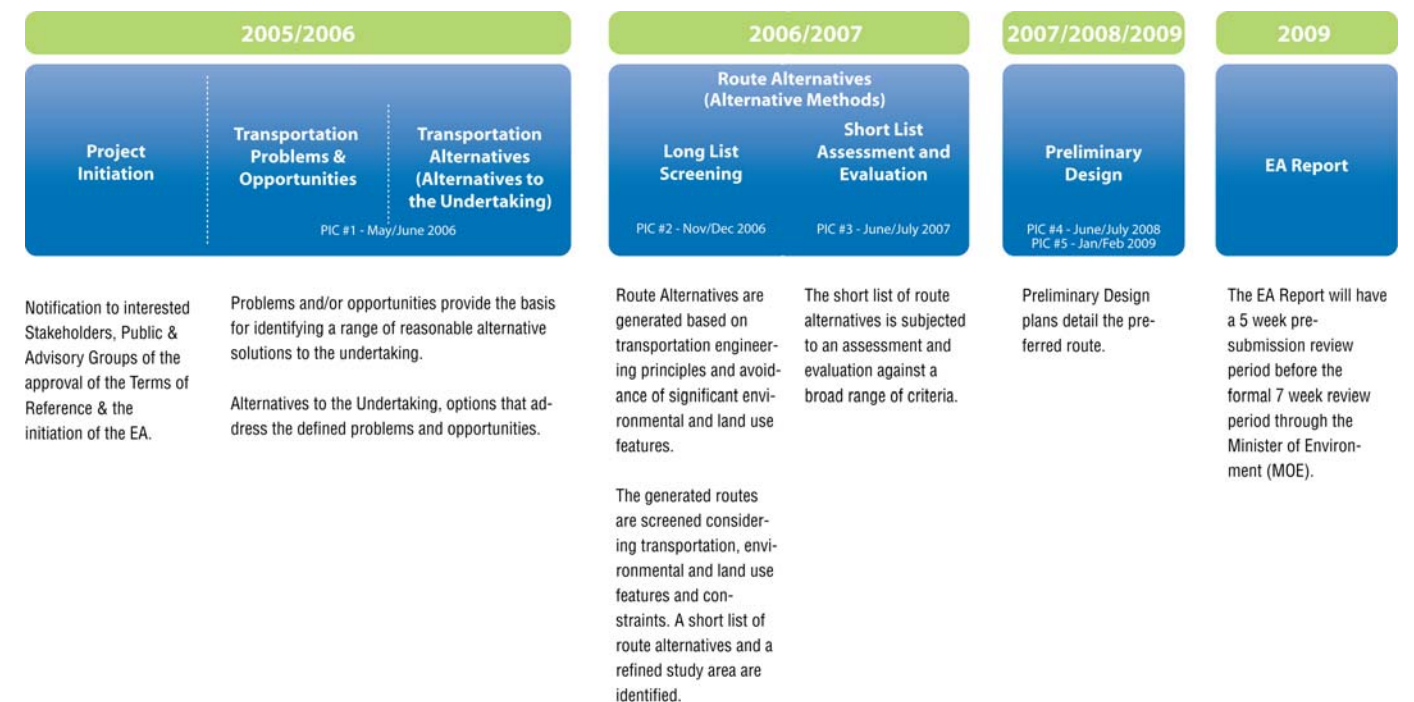


There are also several additional Acts that apply to this undertaking, including the *Highway 407 Act, 1998* and the *Highway 407 East Completion Act, 2001*. Both of these Acts were put in place to manage a number of project specific issues, including Transfer of Assets and Agreements, Designation of Highway 407, Management of Highway, Liability, Expropriation and Expansion and other associated Regulations. All relevant sections of these Acts are discussed further in subsequent sections.

Exhibit 2.2 provides an overview of the process that was used to undertake the 407 East Individual EA. The study process consisted of six main phases as follows:

- Project Initiation
- Transportation Problems and Opportunities
- Transportation Alternatives (Alternatives to the Undertaking)
- Route Alternatives (Alternative Methods)
- Preliminary Design
- EA Report

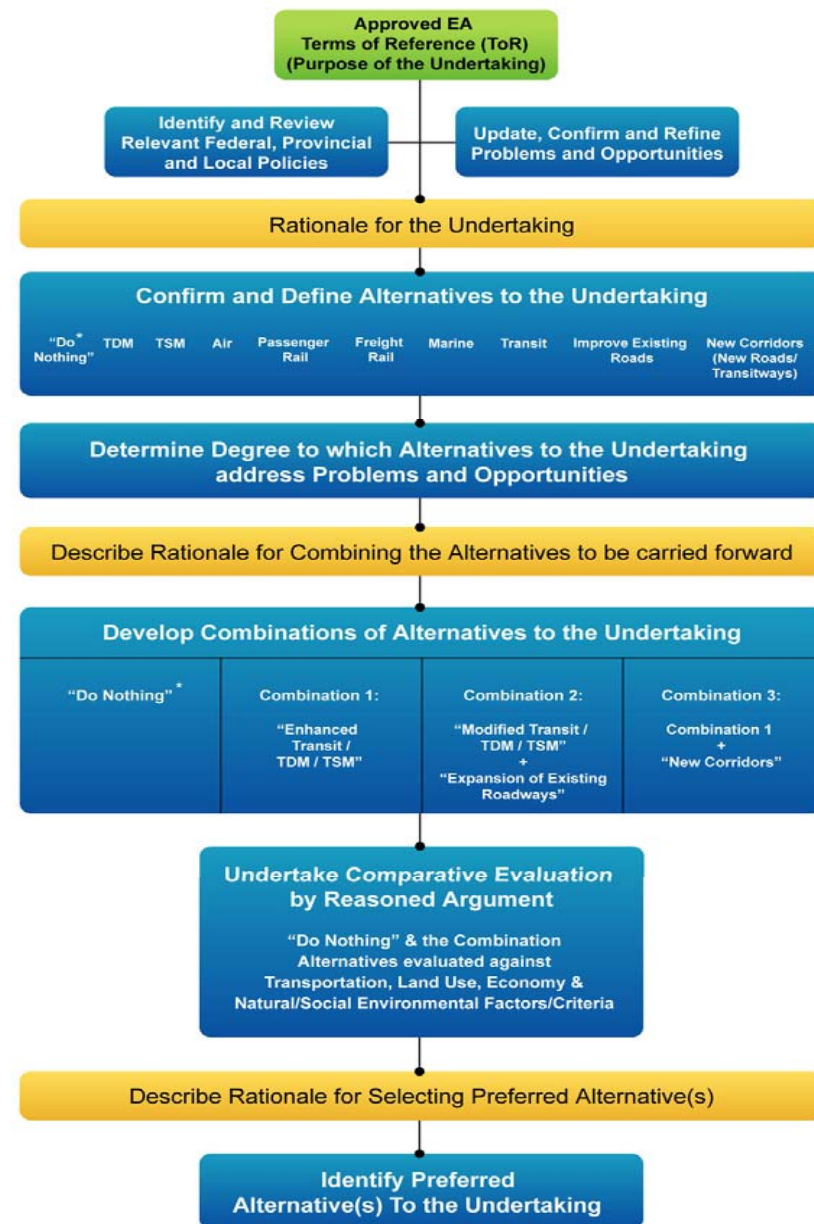
Exhibit 2.2: 407 East EA Process Overview



The initial phase of the Study involved notifying interested stakeholders, the public and advisory groups of the approval of the Terms of Reference and the initiation of the EA Study, while the second phase confirmed the problems and opportunities to be addressed and the rationale for the undertaking. The problems and opportunities phase establishes / confirms the need and justification for the study and identifies deficiencies and opportunities.

The third phase of the Study focused on the identification, assessment and evaluation of a range of planning alternatives (alternatives to the undertaking) to address the identified problems and opportunities. The process for the identification, assessment and evaluation of alternatives to the undertaking is depicted in **Exhibit 2.3**.

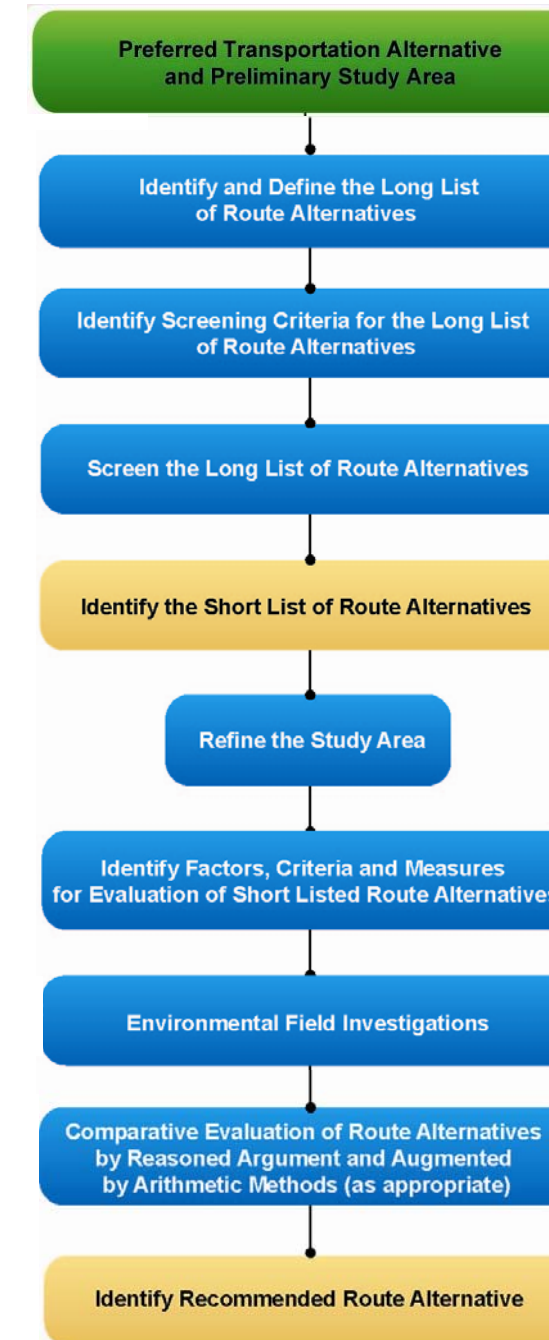
Exhibit 2.3: Process Overview for the Development, Assessment and Evaluation of Alternatives to the Undertaking



* "Do Nothing" is the existing network + planned and programmed infrastructure improvements, and is the foundation for all of the Combination Alternatives.

The focus of the fourth phase of the Study was on the identification, assessment and evaluation of alternative methods for carrying out the undertaking and the selection of the Technically Recommended Route. The process for the identification, assessment and evaluation of alternative methods for carrying out the undertaking is depicted in **Exhibit 2.4**.

Exhibit 2.4: Process Overview for the Development, Assessment and Evaluation of Alternatives Methods of the Undertaking



The fifth phase of the Study was Preliminary Design, which involved three key components:

- Development, assessment and evaluation of route refinements and preliminary design alternatives to determine the Technically Preferred Route;
- Development of the design for the 407 transportation corridor in greater detail with respect to items such as the horizontal and vertical alignment of the highway and crossing roads, interchange locations and configurations, crossing road treatments, support facilities (maintenance yards, commercial vehicle inspection facilities, etc.), watercourse crossing treatments and stormwater management measures; and
- Confirmation of potential effects and recommended mitigation and compensation measures associated with the Recommended Design.

The final phase of the Study focused on the preparation of the Environmental Assessment Report and the supporting documentation. Subsequent chapters of this EA Report detail the methodology, analysis and results for each phase of the EA Study.

2.1.1 Ontario Environmental Assessment Act (OEAA)

The overall purpose of the OEAA is to promote good environmental planning through the protection, conservation and wise management of Ontario's environment. The intent is to predict the environmental effects of proposed initiatives or projects before they are carried out. In order to achieve this, the OEAA ensures that environmental problems and opportunities associated with the project are considered along with alternatives, and their effects are investigated and mitigated through the planning process, prior to implementation and construction. A key component of the OEAA and good planning is to ensure that reasonable and meaningful consultation opportunities for members of the public, agencies and other key stakeholders are provided throughout the process.

As previously mentioned, the OEAA requires a ToR to be prepared and approved by the Minister of Environment prior to undertaking the EA. The ToR sets the framework for how the EA will be undertaken and prepared and provides overall direction for the EA. The 407 East EA ToR (approved January 2005) provides the minimum considerations required, commitments and the overall framework to be followed within this EA. **Appendix B** of this Report details how the EA has fulfilled the commitments made in the approved ToR.

In addition to complying with the requirements set out in the approved ToR, the 407 East EA was prepared in accordance with the requirements set out in subsection 6.1(2) of the OEAA. Subsection 6.1(2) states that subject to subsection 6.1(3) of the OEAA, the EA must consist of the following:

- a) a description of the purpose of the undertaking;
- b) a description of and a statement of the rationale for,
 - (i) the undertaking,

- (ii) the alternative methods of carrying out the undertaking, and
 - (iii) the alternatives to the undertaking;
- c) a description of,
 - (i) the environment that will be affected or that might reasonably be expected to be affected, directly or indirectly,
 - (ii) the effects that will be caused or that might reasonably be expected to be caused to the environment, and
 - (iii) the actions necessary or that may reasonably be expected to be necessary to prevent, change, mitigate or remedy the effects upon or the effects that might reasonably be expected upon the environment,
 by the undertaking, the alternative methods of carrying out the undertaking, and the alternatives to the undertaking;
- d) an evaluation of the advantages and disadvantages to the environment of the undertaking, the alternative methods of carrying out the undertaking and the alternatives to the undertaking; and
- e) a description of any consultation about the undertaking by the proponent and the results of the consultation.

Further to the OEAA requirements stated above, the Ministry of Environment (MOE) recently approved a Code of Practice entitled, *Preparing and Reviewing Environmental Assessments in Ontario* (November 2008). The Code of Practice clearly outlines the legislative requirements and MOE's expectations for the preparation and review of an EA. The 407 East EA has utilized and followed this Code of Practice to ensure that these requirements and expectations are fulfilled.

2.1.2 Canadian Environmental Assessment Act (CEAA)

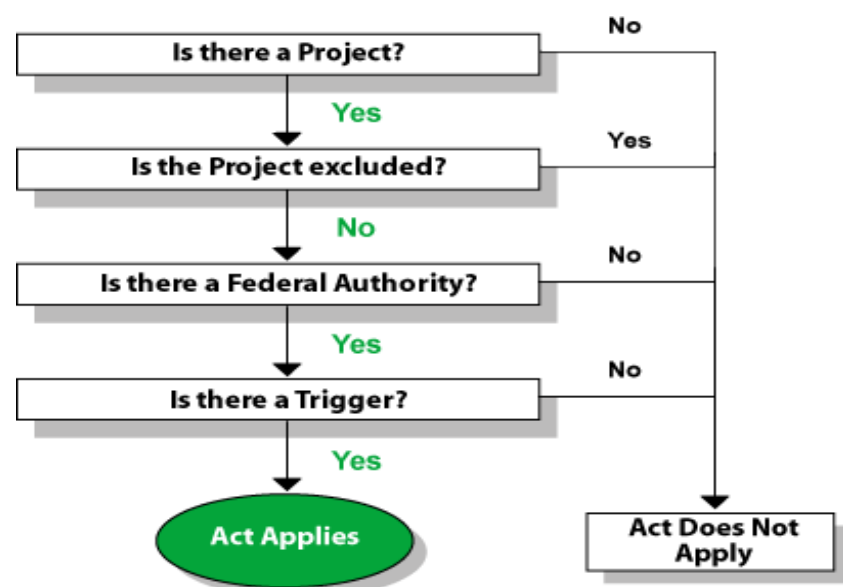
The CEAA has been in place since 1995 and provides the legal basis for the Federal EA process, which sets out the responsibilities and procedures for carrying out the EA of projects that involve federal government decision-making. The federal EA process applies whenever a federal authority (such as a federal department or federal agency) has a specified decision-making responsibility in relation to a project, which is also known as a trigger for an EA.

Specifically, the 407 East EA needs to address the federal environmental assessment requirements in accordance with the CEAA because (refer to **Exhibit 2.5**):

1. The proposed 407 East undertaking is considered to be a "physical work" and is therefore considered a "Project" under CEAA.
2. The 407 East undertaking is not described or listed in the Exclusion List Regulations, and is therefore not specifically excluded from an EA under CEAA.

3. There are several triggers for an EA under the *CEAA* specific to this undertaking – Federal Lands are required to enable this undertaking to be carried out and the federal government will need to exercise regulatory duties in relation to the undertaking (i.e. issue a permit or license that is included in the Law List Regulations pursuant to *CEAA*).

Exhibit 2.5: Determining if the Canadian Environmental Assessment Act Applies



The Canadian Environmental Assessment Agency (CEA Agency) confirmed that the proposed undertaking is subject to a Screening under the *CEAA*¹. A Screening is a systematic way of identifying and assessing the effects of proposed projects and determines the need to prevent, eliminate or mitigate the adverse effects.

While the requirements of both the *OEAA* and *CEAA* were co-ordinated during the EA process as per the *Canada-Ontario Agreement on Environmental Assessment Cooperation* (see **Section 2.1.3**), two separate but complimentary reports are being prepared. This EA Report addresses the provincial requirements while a Federal Screening Report is being prepared to address the federal aspects and requirements of the 407 East undertaking.

The scope of the environmental assessment under *CEAA* includes all the factors identified in paragraphs 16(1) (a) to (d) of the *CEAA* and, as provided for under paragraph 16(1) (e), any other matter that the Regulatory Authorities (RAs) require to be considered. Paragraphs 16(1) (a) to (d) require that the following factors be included:

- (a) the environmental effects of the project, including the environmental effects of malfunctions or accidents that may occur in connection with the project and any cumulative environmental effects that are likely to result from the project in combination with other projects or activities that have been or will be carried out;
- (b) the significance of the effects referred to in paragraph (a);
- (c) comments from the public that are received in accordance with this Act and the regulations;
- (d) measures that are technically and economically feasible and that would mitigate any significant adverse environmental effects of the project; and
- (e) any other matter relevant to the screening, such as the need for the project and alternatives to the project, that the responsible authority or, except in the case of a screening, the Minister of Environment (federal) after consulting with the responsible authority, may require to be considered.

In accordance with *CEAA*, the term “environment” means the components of the earth, and includes:

- (a) land, water and air, including all layers of the atmosphere,
- (b) all organic and inorganic matter and living organisms, and
- (c) the interacting natural systems that include components referred to in paragraphs (a) and (b).

In accordance with *CEAA*, the term “environmental effect” means, with respect to a project:

- (a) any change that the project may cause in the environment, including any change it may cause to a listed wildlife species, its critical habitat or the residences of individuals of that species, as those terms are defined in subsection 2(1) of the *Species at Risk Act*,
- (b) any effect of any change referred to in paragraph (a) on
 - (i) health and socio-economic conditions,
 - (ii) physical and cultural heritage,
 - (iii) the current use of lands and resources for traditional purposes by aboriginal persons, or
 - (iv) any structure, site or thing that is of historical, archaeological, paleontological or architectural significance; or
- (c) any change to the project that may be caused by the environment, whether any such change or effect occurs within or outside Canada.

A scoping document was prepared as part of the federal process and is available through *CEAA* (CEAR reference number **08-01-39781**).

¹ Letter provided from CEA Agency on January 14, 2009 providing confirmation that the undertaking would go forward as a Screening

In relation to the triggers for this EA, the following federal permits/authorizations are being sought as part of this undertaking:

- Harmful Alteration, Disruption, Destruction (HADD) of Fish Habitat authorizations – Federal Fisheries Act
- Navigability permits – Navigable Waters Protection Act
- Rail crossing permits – Canadian Transportation Act
- Pipeline relocation – National Energy Board Act

Further discussion on the triggers and the Screening process is provided in **Chapter 10** of this Report.

2.1.3 Coordination of the Federal and Provincial Environmental Assessment Processes

The federal and provincial processes were coordinated for the 407 East EA in accordance with the *Canada-Ontario Agreement on Environmental Assessment Cooperation*, which was signed in November, 2004. The Agreement creates a framework within which the federal and provincial governments can cooperate environmental assessments for projects that are subject to both the *OEAA* and *CEAA* and confirms their commitment to work together in carrying out their respective powers and duties. The agreement applies to EAs conducted under *CEAA* and for any person or body having a decision-making authority under the *OEAA*.

The Agreement states the following:

“provincial and federal governments will coordinate the environmental assessment process whenever projects are subject to review by both jurisdictions. The agreement maintains the current level of environmental standards and the legislative and decision-making responsibilities of both governments. While projects requiring both provincial and federal environmental assessment approvals will still require separate approvals, decisions will be based on the same body of information and there will be an ability to make decisions concurrently.”

Essentially, the Federal-Provincial Coordination aims to achieve:

- A cooperative approach to coordinate two EA processes where both governments' EA legislation applies;
- An approach to obtain the type and quality of information needed to meet federal and provincial EA requirements; and,
- Allowance for each government to make its own decisions, but coordinates timing.

With respect to the coordinated process, the approved 407 East EA ToR made the following comment:

“It is intended that a single EA body of documentation on environmental effects to meet all the information needs of both the federal and provincial governments will be produced.”

Although a single body of documentation is the basis of information to support the *OEAA* and *CEAA* requirements, separate reports will be prepared for the Provincial and Federal EAs, respectively. Both documents (this report as well as the Federal Screening document) adequately address the requirements of each Act and provide findings on the environmental effects of the undertaking necessary for decision-making by both parties.

The *OEAA* and *CEAA* processes have been coordinated since the initiation of the IEA Study. Joint meetings have been held with both the Ministry of the Environment and the Canadian Environmental Assessment Agency, including the applicable federal departments / agencies, at appropriate stages of the Study.

2.1.4 Highway 407 Act, 1998 and Highway 407 East Completion Act, 2001

The *Highway 407 Act, 1998* and the *Highway 407 East Completion Act, 2001* provide context for the proposed 407 East undertaking. Each of the 407 Acts was put in place to address the following areas:

- Transfer of Assets and Agreements
- Designation of Highway 407 (i.e. Private Toll Highway)
- Tolling and Enforcement
- Management of Highway
- Liability
- Expropriation and Expansion
- Application and Other Laws
- Regulations

For summary purposes, sections of both 407 Acts are of relevance to the 407 East undertaking in that they state that:

- Lands must not exceed a width to accommodate 10 highway lanes, median and additional lands required for infrastructure essential to the design, construction, use and safety of the highway;
- Where a highway is carried over or under Highway 407 (by bridge or other structure), the surface of the highway will be under the jurisdiction and control of the authority that has control over the remainder of the highway.

2.2 Study Organization

2.2.1 Proponent

The Ministry of Transportation (MTO) is the proponent for the 407 East EA Study.

2.2.2 Study Team

The Ministry of Transportation (MTO) retained the following multi-disciplinary team of experts to carry out the Study:

- **AECOM (formerly TSH)** – responsible for overall project management, engineering and technical investigative studies from the Ashburn Road to Enfield Road section and the landscape composition investigative study for the Ashburn Road to Highway 35 / 115 and East Link sections.
- **McCormick Rankin Corporation** – responsible for engineering and technical investigative studies for the Enfield Road to Highway 35 / 115 and East Link sections.
- **URS Canada Inc.** – responsible for engineering and technical, archaeological and cultural heritage investigative studies for the Brock Road to Ashburn Road and West Link sections.
- **AECOM (formerly Gartner Lee Limited)** – responsible for leading the OEAA and Canadian Environmental Assessment Act (CEAA) processes, the hydrogeological investigative study for the entire corridor and the natural environment investigative studies for the Enfield Road to Highway 35 / 115 and East Link sections.
- **Ecoplans Limited** – responsible for the waste management and contamination investigative studies for the entire corridor, the natural environment investigative studies for the Brock Road to Enfield Road and West Link sections and the landscape composition investigative study for the Brock Road to Ashburn Road and West Link sections.
- **RWDI** – responsible for the Air and Noise investigative studies for the entire corridor.
- **Meridian Planning Consultants** – responsible for the socio-economic and land use investigative studies for the entire corridor.
- **DBH Soils** – responsible for the agricultural investigative study for the entire corridor.
- **ASI** – responsible for the archaeological investigative study for the Ashburn Road to Highway 35 / 115 and East Link sections.
- **Unterman McPhail** – responsible for the cultural heritage investigative study for the Ashburn Road to Highway 35 / 115 and East Link sections.
- **Parish Geomorphic Ltd.** – responsible for the geomorphic investigative study for the entire corridor.
- **Thurber Engineering** – responsible for the foundations engineering for the Ashburn Road to Highway 35 / 115 and East Link sections.
- **Golder Associates Ltd.** – responsible for the foundations engineering for the Brock Road to Ashburn Road and West Link sections.

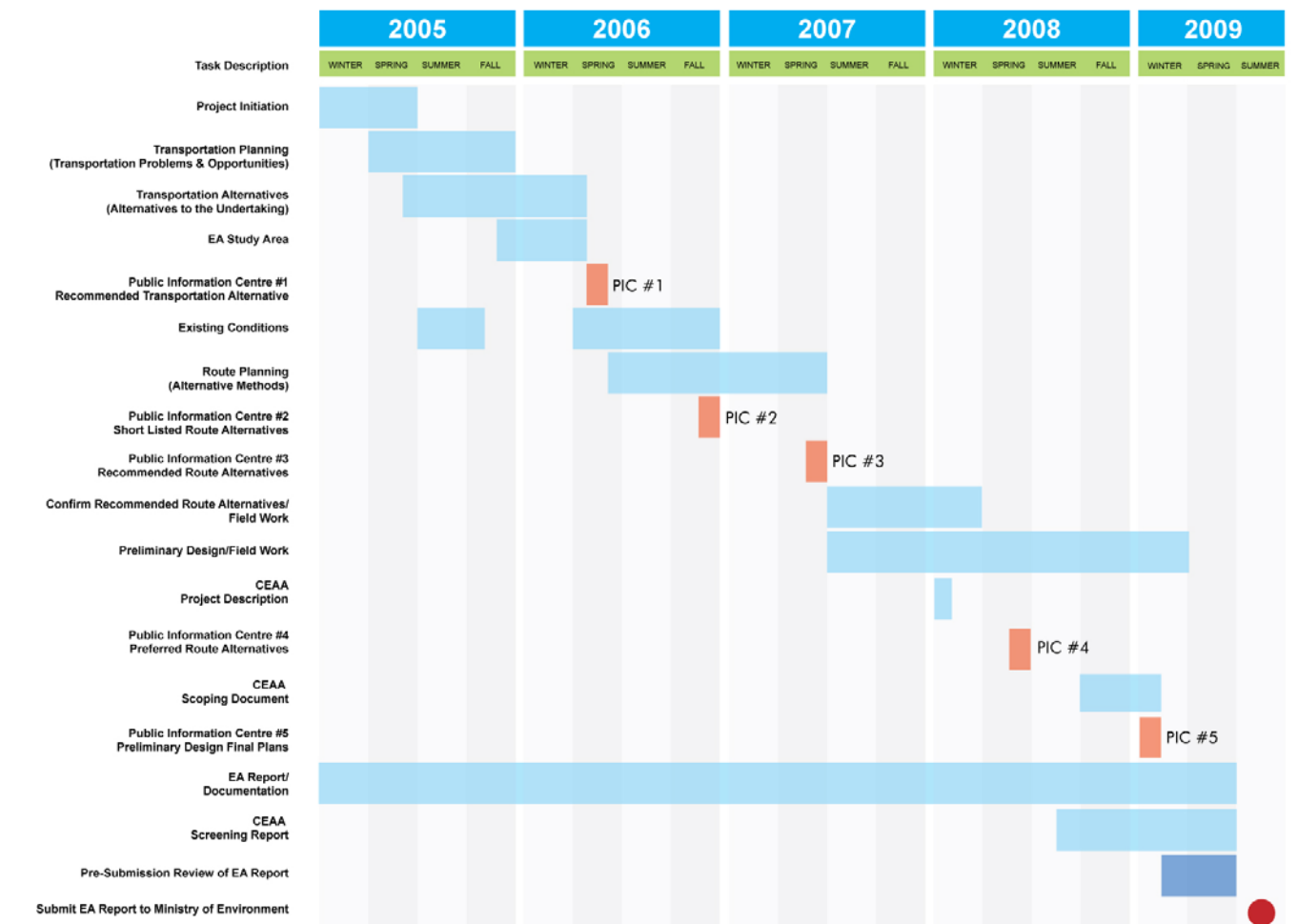
2.2.3 Study Schedule

The 407 East EA Study was initiated in January 2005, following the approval of the 407 East EA Terms of Reference by the Minister of Environment on January 17, 2005. An overview of the study schedule by phase of work is provided in **Exhibit 2.6**, including the timing for the Public Information Centres. A more detailed study schedule is provided in **Exhibit 2.7**.

Exhibit 2.6: Overview of Study Schedule



Exhibit 2.7: Study Schedule



As committed to in the approved ToR, this Draft Environmental Assessment Report has been prepared and made available for a 5-week pre-submission review period. Following the pre-submission review period, the EA Report will be finalized and submitted to the Minister of the Environment for review and approval. MOE will initiate a public and agency review of the EA Report prior to making a decision.

2.2.4 Consultation Groups

An extensive consultation program was put in place for the 407 East EA. The program included numerous consultation events (i.e. advisory group meetings, Public Information Centres, workshops, etc.) with various authorities, agencies, groups, stakeholders and members of the public to provide information on the project, obtain input and address comments. At the outset of the EA, a Public Involvement Program (PIP) document was drafted and available for public review and comment. The PIP clearly laid out the planned consultation program for the Study.

The Project Team established three (3) advisory groups to facilitate dialogue between stakeholders and the Project Team and to encourage continuous and diverse involvement. Based on the variety of interests and potential stakeholders, the Project Team established the following advisory groups:

- Municipal Technical Advisory Group (MTAG) – Consisting of the Region of Durham, its constituent municipalities and municipalities adjacent to Regional borders.
- Regulatory Advisory Group (RAG) – Consisting of potentially affected and / or interested provincial ministries, agencies, conservation authorities and federal departments.
- Community Advisory Group (CAG) – Consisting of individuals representing a variety of municipal, business, mobility, and environmental interests. Members of the CAG were either appointed by municipal committees / Councils or were simply individuals with particular interest in aspects of the EA Study.

In addition to the above noted advisory groups, First Nations and aboriginal organizations were contacted at every major point in the EA Study. The Project Team met with individual landowners, stakeholders, municipalities and regulatory agencies in separate individual meetings at their request or as necessary throughout the study process.

Further details on the consultation groups and the overall consultation process for the Study are provided in **Chapter 4** of this Report.

2.3 Overview of the Environmental Assessment Report, Appendices and Reference Documents

Exhibit 2.8 provides an overview of the 407 EA Report. The report is composed of the following chapters, appendices and technical reports / reference documents for addressing the requirements set out in subsection 6.1(2) of the OEAA and 16(1) (a)-(e) of the CEAA as well as the approved 407 East EA Terms of Reference:

EA Report Chapters

- **Chapter 1** – provides an introduction to and background information regarding the Study, including context for the Study from a provincial and regional/municipal policy perspective.
- **Chapter 2** – describes the EA process used to carry out the 407 East EA, the OEAA and CEAA requirements, describes how other existing Highway 407 legislation relates to the proposed undertaking, and introduces the Proponent and Study Team, and provides an overview of the overall EA Report.
- **Chapter 3** – provides a high level, brief Project Description and a description of existing environmental conditions in the Analysis Area.
- **Chapter 4** – provides an overview of the consultation process and a summary of consultation elements and consultation activities undertaken at key study milestones.
- **Chapter 5** – identifies the purpose of and rationale for the undertaking.
- **Chapter 6** – identifies and describes the alternatives to the undertaking (planning alternatives); summarizes the screening and comparative evaluation processes which determined the recommended alternative; provides a description of the potentially affected environment; and identifies the preferred alternative to the undertaking.
- **Chapter 7** – identifies and describes the alternative methods of carrying out the undertaking (route alternatives); summarizes the screening and comparative evaluation processes leading to the identification of a recommended alternative (Technically Recommended Route); provides a detailed description of the potentially affected environment; identifies the preferred alternative method; and summarizes the comparative evaluation of the route refinements and preliminary design alternatives and the resulting Technically Preferred Route.
- **Chapter 8** – provides a detailed description and assessment of the undertaking (Recommended Design) and potentially affected environment associated with it; and summarizes the potential environmental effects, recommended mitigation measures, and resultant net environmental effects associated with the undertaking (Recommended Design).
- **Chapter 9** – describes the commitments and compensation plan as well as the monitoring strategy and schedule for the preferred undertaking.

Exhibit 2.8: Overview of EA Report



- **Chapter 10** – provides a summary of the CEAA process and the required CEAA Screening document.
- **Chapter 11** – outlines the anticipated approvals required for implementing the preferred undertaking following OEAA approval.
- **Chapter 12** – describes the process for carrying out potential EA amendments.

EA Report Appendices

- **Appendix A** –407 East EA Terms of Reference
- **Appendix B** – Terms of Reference Commitments Table
- **Appendix C** – List of Additional Studies and Reports
- **Appendix D** – Recommended Design Plates
- **Appendix E** – Recommended Community Value Plan Plates

Technical Reports / Reference Documents

- **Reference Document #1** – Transportation Assessment and Problems and Opportunities Definition Report (Transportation Planning / Need Report): provides a detailed description of the purpose of and rationale for the undertaking.
- **Reference Document #2** – Alternatives to the Undertaking (Transportation Alternatives) Report: provides a detailed description of each of the alternatives to the undertaking, including the generation, screening and evaluation.
- **Reference Document #3** – Alternative Methods Report: provides a detailed description of each of the alternatives methods, including the generation, screening and evaluation.
- **Reference Document #4** – Route Refinements and Preliminary Design Alternatives Comparative Assessment and Evaluation Report: provides a description of each of the route refinements and preliminary design alternatives, including the generation and evaluation.
- **Reference Document #5** – Natural Environment (Fisheries) Impact Assessment of the Recommended Design Report: documents the fisheries impact assessment for the Recommended Design.
- **Reference Document #6** – Natural Environment (Terrestrial) Impact Assessment of the Recommended Design Report: documents the terrestrial impact assessment for the Recommended Design.
- **Reference Document #7** – Natural Environmental (Hydrogeology) Impact Assessment Report: documents the hydrogeological impact assessment for the Recommended Design.

- **Reference Document #8** – Noise Impact Assessment of Recommended Design: documents the noise impact assessment for the Recommended Design.
- **Reference Document #9** – Air Quality Impact Assessment of the Recommended Design: documents the air quality impact assessment for the Recommended Design.
- **Reference Document #10** – Landscape Composition Impact Assessment of the Recommended Design: documents the landscape composition impact assessment for the Recommended Design.
- **Reference Document #11** – Socio-Economic Impact Assessment of the Recommended Design: documents the socio-economic impact assessment for the Recommended Design.
- **Reference Document #12** – Agricultural Impact Assessment of the Recommended Design: documents the agricultural impact assessment for the Recommended Design.
- **Reference Document #13** – Waste Management and Contamination Impact Assessment of the Recommended Design; documents the waste management and contamination impact assessment for the Recommended Design.
- **Reference Document #14** – Archaeology Impact Assessment of the Recommended Design: documents the archaeological impact assessment for the Recommended Design.
- **Reference Document #15** – Built Heritage Impact Assessment of the Recommended Design: documents the built heritage impact assessment for the Recommended Design.
- **Reference Document #16** – Consultation Summary Report: summarizes all of the consultation activities carried out as part of the 407 East EA.
- **Reference Document #17** – Natural Environment Field Investigations Report: documents the field investigations carried out by the various environmental specialists.

Exhibit 2.9 identifies where each of the requirements set out in subsection 6.1(2) of the EA Act and 16(1) (a)-(e) of the CEAA are addressed in the EA Report and/or reference documents.

Exhibit 2.9: Where the OEAA/CEAA Requirements are Addressed in the 407 East EA Report / Reference Documents

OEAA/CEAA subsection 6.1(2)/16(1) (a)-(e) Requirements	Chapter / Document Where Requirement is Addressed
OEAA Subsection 6.1(2)(a) a description of the purpose of the undertaking	<ul style="list-style-type: none"> Chapter 5
OEAA Subsection 6.1(2)(b) a description of and a statement of the rationale for, (i) the undertaking	<ul style="list-style-type: none"> Chapter 5 Reference Document #1
OEAA Subsection 6.1(2)(b) a description of and a statement of the rationale for, (ii) the alternatives to the undertaking	<ul style="list-style-type: none"> Chapter 6 Reference Document #2
OEAA Subsection 6.1(2)(b) a description of and a statement of the rationale for, (iii) the alternatives for the undertaking	<ul style="list-style-type: none"> Chapter 7 Reference Document #3
OEAA Subsection 6.1(2)(c) a description of, (i) the environment that will be affected or that might reasonably be expected to be affected, directly or indirectly, by the undertaking, the alternatives for the undertaking and the alternatives to the undertaking	<ul style="list-style-type: none"> Chapters 6, 7 and 8 Reference Documents #2 to 15
OEAA Subsection 6.1(2)(c) a description of, (ii) the effects that will be caused or that might reasonably be expected to be caused to the environment by the undertaking, the alternative methods of carrying out the undertaking and the alternatives to the undertaking	<ul style="list-style-type: none"> Chapters 6, 7 and 8 Reference Documents #2 to 15
OEAA Subsection 6.1(2)(c) a description of, (iii) the actions necessary or that may reasonably be expected to be necessary to prevent, change, mitigate or remedy the effects upon or the effects that might reasonably be expected upon the environment, by the undertaking, the alternative methods of carrying out the undertaking and the alternatives to the undertaking	<ul style="list-style-type: none"> Chapters 7 and 8 Reference Documents #3 to 15

Exhibit 2.9: Where the OEAA/CEAA Requirements are Addressed in the 407 East EA Report / Reference Documents

OEAA/CEAA subsection 6.1(2)/16(1) (a)-(e) Requirements	Chapter / Document Where Requirement is Addressed
OEAA Subsection 6.1(2)(d) an evaluation of the advantages and disadvantages to the environment of the undertaking, the alternative methods of carrying out the undertaking and the alternatives to the undertaking	<ul style="list-style-type: none"> Chapters 6, 7 and 8 Reference Documents #2 to 15
OEAA Subsection 6.1(2)(e) a description of any consultation about the undertaking by the proponent and the results of the consultation. 1996, c. 27, s. 3.	<ul style="list-style-type: none"> Chapter 4 Reference Document #16
CEAA Subsection 16(1) (a)-(e) a description of the CEAA process undertaken, including the Project Description, Project Scoping and CEAA Screening Document	<ul style="list-style-type: none"> Chapter 10