

Appendix B: Approved Terms of Reference Commitments and How They Were Addressed in the 407 East EA

Approved Terms of Reference Commitment	How the Commitment was Addressed	Where the Commitment is Addressed
<p>1. The 407 East EA will consider every phase of the planning process including Need, Alternatives To the Undertaking, Alternative Methods and recommendations for specific infrastructure, as required. (i.e. 6.1(2) of the OEAA).</p> <p><i>Chapter 1.1, page 1 of the ToR</i></p>	<p>The 407 East EA was carried out in accordance with Section 6.1(2) of the OEAA.</p>	<p>See Chapter 2 of the 407 East EA Report</p>
<p>2. 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.</p> <p><i>Chapter 1.2.3, page 2 of the ToR</i></p>	<p>Although a single body of documentation is the basis of the information to support the OEAA and CEAA requirements, separate reports will be prepared for the Provincial and Federal Environmental Assessments.</p>	<p>See Chapters 2 and 10 of the 407 East EA Report</p>
<p>3. All problems and opportunities will be revisited during the Individual EA.</p> <p><i>Chapter 2.0, page 3 of the ToR</i></p>	<p>The problems and opportunities identified in the 407 East EA ToR were revisited during the Purpose of and Rationale for the Undertaking phase of the 407 East EA.</p>	<p>See Chapter 5 of the 407 East EA Report and Reference Document No. 1</p>
<p>4. The list of existing Provincial, Regional, and local policy documents in the 407 East EA ToR will be updated throughout the Individual EA to incorporate the most recent policy directions.</p> <p><i>Chapter 2.1, page 5 of the ToR</i></p>	<p>The list of existing Provincial, Regional, and local policy documents was updated to incorporate the most recent policy directions during the Purpose of and Rationale for the Undertaking phase of the 407 East EA.</p>	<p>See Chapter 5 of the 407 East EA Report and Reference Document No. 1</p>
<p>5. The following common themes and principles embodied in the existing policy documents will be used to guide the selection and evaluation of alternatives to the undertaking:</p> <ul style="list-style-type: none"> • Manage economic growth and accommodate the future employment and population growth forecasted for the GGH; • Make effective and efficient use of existing infrastructure; • Develop a network that results in the safe and efficient movement of people and goods; • Develop an integrated transportation network that provides choice for users; and • Develop a network, mobility strategies and technologies that foster a clean and healthy environment. <p><i>Chapter 2.1, page 5 of the ToR</i></p>	<p>Themes and principles embodied in policy documents were used to guide the Assessment and Evaluation of Alternatives To the Undertaking. The themes embodied in existing Provincial, regional and local policies were categorized under four broad headings; transportation, economics, land use and the environment.</p>	<p>See Chapter 6 of the 407 East EA Report and Reference Document No. 2</p>
<p>6. Previous studies reviewed during preparation of the 407 East EA ToR will be used as supporting information together with updated data that becomes available in the Individual EA.</p> <p><i>Chapter 2.3, page 12 of the ToR</i></p>	<p>The previous studies reviewed during preparation of the 407 East EA ToR were used as supporting information together with updated data that became available during the 407 East EA.</p>	<p>See Chapter 5 of the 407 East EA Report and Reference Document No. 1</p>

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<p>7. Additional definition of the transportation problems in Durham will be completed as part of the Individual EA.</p> <p><i>Chapter 2.3, page 14 of the ToR</i></p>	<p>Additional definition of the transportation problems in Durham was completed during the Purpose of and Rationale for the Undertaking phase of the 407 East EA.</p>	<p>See Chapter 5 of the 407 East EA Report and Reference Document No. 1</p>
<p>8. The Individual EA will consider a number of opportunities (grouped under the headings of Transportation, Economics, Land Use, and Environment).</p> <p><i>Chapter 2.4, page 14-15 of the ToR</i></p>	<p>The opportunities identified in the 407 East EA ToR were considered during the Purpose of and Rationale for the Undertaking phase of the 407 East EA under the specified headings.</p>	<p>See Chapter 5 of the 407 East EA Report and Reference Document No. 1</p>
<p>9. Additional definition of transportation opportunities to respond to the stated problems will be completed as part of the Individual EA.</p> <p><i>Chapter 2.4, page 14-15 of the ToR</i></p>	<p>Additional definition of the transportation opportunities was completed during the Purpose of and Rationale for the Undertaking phase of the 407 East EA.</p>	<p>See Chapter 5 of the 407 East EA Report and Reference Document No. 1</p>
<p>10. The specific need for any proposed undertaking(s) and a description of any proposed undertaking(s) will be developed during the Individual EA through the preparation of a Transportation Planning/Need Report. The Transportation Planning/Need Report will be undertaken at the start of the Individual EA and will include demand forecasting and transportation analysis for the 2011, 2021 and 2031 planning horizons.</p> <p><i>Chapter 2.5, page 18 of the ToR</i></p>	<p>A Transportation Assessment and Problems and Opportunities Definition Report (Transportation Planning/Need Report) was prepared during the Purpose of and Rationale for the Undertaking phase of the 407 East EA. The report included demand forecasting and transportation analysis for the 2011, 2021 and 2031 planning horizons.</p>	<p>See Chapter 5 of the 407 East EA Report and Reference Document No. 1</p>
<p>11. Specific mitigation measures and the approaches for management of environmental effects will be developed and addressed during the Individual EA.</p> <p><i>Chapter 3.0, page 19 of the ToR</i></p>	<p>Specific mitigation measures and the approaches for managing potential environmental effects were developed during the Impact Assessment of the Undertaking phase of the 407 East EA.</p>	<p>See Chapter 8 of the 407 East EA Report and Reference Document Nos. 5 to 15</p>
<p>12. Further environmental investigations, including secondary source reviews and field investigations will occur during the Individual EA, once a study area has been formally defined.</p> <p><i>Chapter 3.0, page 19 of the ToR</i></p>	<p>Following definition of the study area, further environmental investigations were carried out during the Alternatives To the Undertaking phase (secondary source reviews), Alternative Methods of Carrying Out the Undertaking phase (field investigations), and Impact Assessment phase (field investigations) of the 407 East EA.</p>	<p>See Chapters 6, 7 and 8 of the 407 East EA Report and Reference Document Nos. 2 to 15 and 17</p>
<p>13. This environmental work will be undertaken to further identify environmental conditions and to develop mapping describing environmental conditions in more detail. As the study progresses and the range of alternatives becomes more focussed, more detailed environmental investigations will be undertaken. Environmental investigations will be outlined in work plans to be reviewed with the stakeholders for comment during the Individual EA</p> <p><i>Chapter 3.0, page 19 of the ToR</i></p>	<p>Work plans for the environmental work were prepared at the outset of the Study and were available for stakeholder review and comment at the first round of PICs. As the 407 East EA progressed, more detailed environmental investigations were undertaken, with the approaches, methodologies and findings for this work documented in study reports which were made available for stakeholder review and comment at numerous consultation activities including:</p> <ul style="list-style-type: none"> • PIC #1 through 5 • MTAG, RAG and CAG Meetings • Individual meetings held with agencies, municipalities and interested 	<p>See Chapters 3, 6, 7 and 8 of the 407 East EA Report and Reference Document Nos. 2 to 15 and 17</p>

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	<p>members of the public on an as needed basis.</p> <p>As a result of this environmental work and consultation, environmental conditions were further identified, with more detailed mapping of the environmental conditions developed as the study progressed.</p>	
<p>14. Environmental factors, criteria and indicators/effects will be further developed during the Individual EA.</p> <p><i>Chapter 3.0, page 19 of the ToR</i></p>	<p>Environmental factors, criteria and indicators/effects were further developed during both the Alternatives To the Undertaking phase and Alternative Methods of Carrying Out the Undertaking phase of the 407 East EA. For example, during the Alternatives To the Undertaking phase, the three factors presented in the 407 East EA ToR (Transportation, Economy, and Environment) were expanded based on stakeholder input to:</p> <ul style="list-style-type: none"> • Transportation; • Economy; • Land Use Planning; • Natural Environment; and • Social Environment. 	<p>See Chapters 6 and 7 of the 407 East EA Report and Reference Document Nos. 2 and 3</p>
<p>15. The Individual EA will, as a minimum, include the examination and assessment of the following alternatives to the undertaking:</p> <ul style="list-style-type: none"> • Do Nothing • Travel Demand Management (TDM) • Transportation Systems Management (TSM) • Improved Air Transport Service • Improved and/or New Passenger Rail Service • Improved and/or New Goods Movement by Rail • Improved and/or New Marine Service • Improved and/or New Roadways/Transitways • Improved and/or New Transit Services • Combinations of the above - As a transportation system is comprised of many elements, including all of the individual planning alternatives noted above, it is proposed to establish additional "combined" planning alternatives that represent potential "futures" or "visions" for the system within Durham and the Greater Golden Horseshoe. <p>These "futures" represent combinations of individual alternatives and will include, but may not be limited to, the following:</p> <ul style="list-style-type: none"> • A network where current travel trends are accommodated; i.e. current mode share of 8% (8% of peak period trips on transit) is maintained and new roads are constructed as necessary; 	<p>All 10 alternatives to the undertaking listed in the 407 East EA ToR were assessed in the 407 East EA. This included the establishment of a base case alternative as well as 3 "combined" alternatives representing combinations of the individual alternatives which addressed the four specified network options.</p>	<p>See Chapters 6 of the 407 East EA Report and Reference Document No. 2</p>

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<ul style="list-style-type: none"> • A network where transit and other non-road initiatives become the focus of a system expansion directed at addressing future travel demand; • A network where expansion of the transit system(s) is combined with strategic roadway improvements and other non-structural (TDM) type improvements; and • A network that supports the long term transportation planning principles and directions outlined in the Places to Grow Discussion Paper and provincial land use planning initiatives currently underway. <p><i>Chapter 4.1, pages 20-22 of the ToR</i></p>		
<p>16. During the Individual EA, the MTO will provide opportunities for interested members of the public, stakeholders and agencies to review and comment on: the range of alternatives to the undertaking; the factors and criteria used to assess alternatives; and the assessment and evaluation process for selection of a preferred alternative to the undertaking or preferred combination of alternatives to the undertaking. Input received from interested parties, agencies, stakeholders, etc., will be utilized in the assessment and evaluation to select a preferred alternative to the undertaking.</p> <p><i>Chapter 4.1, page 22 of the ToR</i></p>	<p>MTO provided a number of specific opportunities for interested members of the public, stakeholders and agencies to review and comment on the range of alternatives to the undertaking, the factors and criteria used to assess alternatives, and the assessment and evaluation process for selecting a preferred alternative to the undertaking or preferred combination of alternatives to the undertaking. These opportunities included the following:</p> <ul style="list-style-type: none"> • Public Information Centre #1 • Public Information Centre #2 • MTAG, RAG and CAG Meetings 1 to 5 • Community Workshop #1 on February 4, 2006 • Individual meetings held with agencies, municipalities and interested members of the public on an as needed basis. <p>Input received via these opportunities was considered during the assessment and evaluation of the alternatives to select a preferred alternative to the undertaking. For example, during Community Workshop (#1), a number of comments were submitted by participants regarding the alternatives and the criteria and indicators to be used for the assessment of alternatives. Examples of these comments and how the input was considered are as follows:</p> <p>Comment: The term environment is too broad and should be divided into separate factors for natural environment and social environment. Response: The environment factor and associated criteria and indicators were divided into separate factors, natural environment and social environment.</p> <p>Comment: Impacts to the movement of wildlife should be included Response: Impacts to wildlife corridors has been added under the terrestrial criteria.</p>	<p>See Chapters 4 and 6 of the 407 East EA Report and Reference Document Nos. 2 and 16</p>

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<p>17. The alternatives will be assessed using the Reasoned Argument evaluation method.</p> <p><i>Chapter 4.1, page 22 of the ToR</i></p>	<p>The alternatives to the undertaking were assessed using the Reasoned Argument evaluation method.</p>	<p>See Chapter 6 of the 407 East EA Report and Reference Document No. 2</p>
<p>18. Each of the alternatives to the undertaking discussed previously will be carried forward to the Individual EA.</p> <p><i>Chapter 4.1.1, page 22 of the ToR</i></p>	<p>As mentioned above, all 10 alternatives to the undertaking listed in the 407 East EA ToR were carried forward to the 407 East Individual EA.</p>	<p>See Chapter 6 of the 407 East EA Report and Reference Document No. 2</p>
<p>19. The Alternatives To the Undertaking will be assessed against the Transportation, Economy, and Environmental criteria to determine:</p> <ul style="list-style-type: none"> o Expected effects and impacts o General actions that may mitigate or remedy the identified effects: and o Advantages and disadvantages of each alternative to the undertaking <p><i>Chapter 4.1.1, page 22 of the ToR</i></p>	<p>The three combination alternatives plus the “Do Nothing” alternative were comparatively evaluated using a “reasoned argument” method, based on a broad range of criteria under the Transportation, Land Use, Economy, Natural Environment and Social Environment factor headings to determine:</p> <ul style="list-style-type: none"> a) Expected effects; b) General actions that may mitigate or remedy the identified effects; and c) Advantages and disadvantages of each “Alternative To the Undertaking”. 	<p>See Chapter 6 of the 407 East EA Report and Reference Document No. 2</p>
<p>20. The assessment of alternatives to the undertaking will be performed at a more general and strategic level based primarily on secondary sources, prediction models and consultation with affected stakeholders</p> <p><i>Chapter 4.1.1 page 22 of the ToR</i></p>	<p>The assessment of alternatives to the undertaking was performed at a broad level based primarily on secondary sources, prediction models and consultation with affected stakeholders.</p>	<p>See Chapter 6 of the 407 East EA Report and Reference Document No. 2</p>
<p>21. Table 4.1 represents the minimum considerations concerning the assessment of alternatives to the undertaking. This list is subject to refinement and modifications based on input received, study findings and specific measures to be applied to the criteria that will be developed during the Individual EA.</p> <p><i>Chapter 4.1.1, page 24-25 of the ToR</i></p>	<p>The list of factors and criteria presented in the 407 East EA ToR was refined and modified based on public and project team input and taking into consideration the secondary source environmental and engineering work carried out. For example, as mentioned, the factors were expanded from three to five: Transportation, Land Use, Economy, Natural Environment and Social Environment. In addition, specific measures were developed during the 407 East EA for applying the criteria.</p>	<p>See Chapter 6 of the 407 East EA Report and Reference Document No. 2</p>
<p>22. The assessment of the alternatives to the undertaking will identify the recommended alternative(s) to be carried forward for further consideration in the Individual EA study.</p> <p><i>Chapter 4.2, page 25 of the ToR</i></p>	<p>The comparative evaluation of the alternatives resulted in the identification of Combination Alternative 3 as the recommended “Alternative to the Undertaking”, which was carried forward for further consideration in the 407 East EA.</p>	<p>See Chapter 6 of the 407 East EA Report and Reference Document No. 2</p>

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<p>23. A detailed rationale for the selection of the preferred alternative will be provided in the EA Report.</p> <p><i>Chapter 4.2, page 25 of the ToR</i></p>	<p>A detailed rationale for selecting the preferred alternative was provided in the 407 East EA Report taking into consideration input received from the three advisory groups and the public.</p>	<p>See Chapter 6 of the 407 East EA Report and Reference Document No. 2</p>
<p>24. To determine next steps, the selected planning alternative will be placed into one of four categories.</p> <p><i>Chapter 4.2, page 25 of the ToR</i></p>	<p>The preferred alternative was placed into the 4th category (combination of solutions) for implementation by both MTO (alternatives within MTO's jurisdiction) as well as referral to other agencies for further review and action (alternatives outside of MTO's jurisdiction).</p>	<p>See Chapter 6 of the 407 East EA Report</p>
<p>25. The MTO will generate a study area through consultation with affected stakeholders.</p> <p><i>Chapter 5.1, page 26 of the ToR</i></p>	<p>The identified Analysis Area associated with the Alternatives To the Undertaking was refined to reflect the new east-west corridor and the north-south links proposed as part of the Preferred Alternative To the Undertaking. This refined study area was presented to the three advisory groups and the public and was confirmed based on input received. Specific inputs received included geographical databases from members of the Regulatory Advisory Groups identifying areas of natural significance and social areas of significance (e.g. cemeteries, heritage resources, etc) from Municipal Technical Advisory Group members.</p>	<p>See Chapter 7 of the 407 East EA Report and Reference Document No. 3</p>
<p>26. Alternative methods will be generated based on the following guiding principles:</p> <ul style="list-style-type: none"> • Utilize existing infrastructure to the maximum extent - Taking advantage of existing transportation and other linear corridors may reduce impacts to the natural, social and economic environments; • Minimize impacts to existing land uses; • Minimize impacts to significant natural features, functions, systems and communities; • Minimize impacts to urban/rural areas - Such areas generally provide a focus for cultural, recreational, social and economic activities; and • Resolve transportation problems and take advantage of existing and future opportunities recognizing project need - As determined during the initial stages of the Individual EA process. <p><i>Chapter 5.2.1, page 27 of the ToR</i></p>	<p>The Minister approved 407 East EA ToR outlined five guiding principles and 22 objectives for use in generating alternative routes. Since a number of the principles were similar in nature and intent, they were combined together and refined into the following three guiding principles:</p> <ul style="list-style-type: none"> • minimize impacts to significant natural features, functions, systems and communities; • minimize impacts to existing and planned (approved under the Planning Act) population and employment areas; and • maximize transportation service. <p>These guiding principles and corresponding objectives were utilized in generating the alternative routes.</p>	<p>See Chapter 7 of the 407 East EA Report and Reference Document No. 3</p>
<p>27. The objectives and rationale outlined in Table 5.1 will be used to generate alternative methods.</p> <p><i>Chapter 5.2.1, page 27 of the ToR</i></p>	<p>As mentioned above, the three guiding principles and corresponding objectives were utilized in generating the alternative routes.</p>	<p>See Chapter 7 of the 407 East EA Report and Reference Document No. 3</p>

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<p>28. The alternative methods generation criteria are subject to refinement and modification during the Individual EA based on study findings and input received from stakeholders</p> <p><i>Chapter 5.2.1, page 27 of the ToR</i></p>	<p>The alternative routes generation criteria were presented to stakeholders for review and comment at:</p> <ul style="list-style-type: none"> • Public Information Centre #2 • MTAG, RAG and CAG Meetings 5 to 7 • Community Workshop #1 on February 4, 2006 • Individual meetings held with agencies, municipalities and interested members of the public on an as needed basis. <p>No input received during these consultation activities resulted in modifications or refinements to the objectives identified in Table 5.1. Additionally, no findings during the study resulted in modifications or refinements to the route generation criteria.</p>	<p>See Chapters 4 and 7 of the 407 East EA Report and Reference Document Nos. 3 and 16</p>
<p>29. During the Individual EA, a preliminary list of alternative methods developed by the MTO Project Team will be reviewed with municipalities, regulatory agencies and the public</p> <p><i>Chapter 5.2.1, page 27 of the ToR</i></p>	<p>Specific opportunities to comment on the preliminary list of alternative methods (i.e. the long list of route alternatives) was provided via:</p> <ul style="list-style-type: none"> • Public Information Centre #2 • MTAG, RAG and CAG Meetings 5 to 7 • Community Workshop #2 on April 21, 2007 • Individual meetings held with agencies, municipalities and interested members of the public on an as needed basis. <p>Input received via these consultation activities was utilized in finalizing the preliminary list of alternative methods.</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>
<p>30. Refinements to the alternative methods suggested by municipalities, regulatory agencies and the public would be integrated, where warranted. A finalized set of alternative methods will be taken through the evaluation process.</p> <p><i>Chapter 5.2.1, page 27 of the ToR</i></p>	<p>Refinements to the alternative methods were integrated where warranted. The finalized set of alternative methods included additions suggested by Regulatory Agencies and refinements based on Municipal Staff and interested stakeholder input. A number of additional alternatives were suggested by interested stakeholders and were subjected to the screening process in the same manner as the other preliminary alternative methods but were not carried forward in the evaluation process based on the screening results.</p> <p>A finalized list of alternative routes (i.e. the short list of route alternatives) was taken through the comparative evaluation process.</p>	<p>See Chapter 7 of the 407 East EA Report and Reference Document No. 3</p>
<p>31. Technical work plans which elaborate on methodologies and measurement criteria for each discipline will be developed during the Individual EA.</p> <p><i>Chapter 5.2.2, page 32 of the ToR</i></p>	<p>Technical work plans/documentation, which elaborated on methodologies and measurement criteria for each discipline, were developed during the 407 East EA.</p>	<p>See Chapters 6, 7 and 8 of the 407 East EA Report and Reference Document Nos. 2, 3, 5 to 15 and 17.</p>

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<p>32. A “Do Nothing” scenario will be carried forward to represent a base case for comparison to the preferred alternative method.</p> <p><i>Chapter 5.2.2, pages 34 of the ToR</i></p>	<p>The “Do Nothing” scenario was assessed during the Alternatives To the Undertaking phase. The “Do Nothing” alternative was used to evaluate net effects for each environmental factor.</p>	<p>See Chapters 6, 7 and 8 of the 407 East EA Report and Reference Document Nos. 2, 3, 5 to 15 and 17.</p>
<p>33. Two complementary evaluation approaches will facilitate the selection of a preferred alternative for this undertaking. A Reasoned Argument or Trade-off method will be used as a primary tool to identify a preferred alternative method. An Arithmetic or Weighting-Scoring method will be employed as a secondary tool to verify the results of the Trade-off method. Both approaches will use the same factors/criteria and indicators to permit verification and comparison of results between the two evaluation methodologies.</p> <p><i>Chapter 5.2.2.1, page 32 of the ToR</i></p>	<p>Both complementary evaluation approaches were utilized in selecting a preferred route. The Reasoned Argument or Trade-off method was used as the primary method to identify a preferred route. An Arithmetic or Weighting-Scoring method was employed as a secondary method to verify the results of the Trade-off method. Both approaches used the same factors/criteria and indicators to permit verification and comparison of results between the two evaluation methodologies.</p>	<p>See Chapter 7 of the 407 East EA Report and Reference Document No. 3</p>
<p>34. The Arithmetic evaluation provides a means to compare the alternatives based on a numerical scaling with weights assigned by the ministry and other stakeholders as determined through the Individual EA study consultation.</p> <p><i>Chapter 5.2.2.1, page 33 of the ToR</i></p>	<p>Initial weighting scenarios were assigned by the MTO project team. Various weighting scenarios and sensitivity analyses were also completed based on input received from stakeholders via Public Information Centre #2 in November and December 2006.</p>	<p>See Chapter 7 of the 407 East EA Report and Reference Document No. 3</p>
<p>35. During the Individual EA study, the decision making process will be clearly documented to make it traceable and understandable by those who may be affected by the decisions.</p> <p><i>Chapter 5.2.2.1, page 33 of the ToR</i></p>	<p>During the 407 East EA, the decision making process was clearly documented to make it traceable and understandable by those who may be affected by the decisions. This was accomplished by documenting the decision making process in the various reports produced throughout the Study, including the Alternatives To the Undertaking Report and the Alternative Methods Report.</p> <p>Reports were presented as they were completed in draft form to the three advisory groups for review and comment. Reports were shared with members of the public and other interested stakeholders through the five rounds of PICs held during the Study and via the project website. Notice of the availability of these reports for review was given via correspondence materials including study update letters, fact sheets and newsletters.</p>	<p>See Chapters 4, 5, 6 and 7 of the 407 East EA Report and Reference Document Nos. 2, 3, 4 and 16.</p>

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<p>36. The rationale that favours the selection of one alternative over all others will be derived from the following sources.</p> <ul style="list-style-type: none"> • Government legislation, policies and guidelines; • Municipal policy (i.e., Official Plans); • Issues and concerns identified during consultation with ministries and agencies, municipalities, ratepayer and interest groups and the general public; and • Project Team expertise. <p><i>Chapter 5.2.2.1, page 33 of the ToR</i></p>	<p>The rationale for selecting one alternative over another was derived from the sources listed in the 407 EA ToR, reflecting the specifics associated with the alternatives comparatively evaluated.</p>	<p>See Chapter 7 of the 407 East EA Report and Reference Document No. 3</p>
<p>37. The assessment of impacts will be derived from field measurements, prediction model results, secondary data sources and other means as necessary.</p> <p><i>Chapter 5.2.2.1, page 33 of the ToR</i></p>	<p>The assessment of impacts has been derived from field measurements, prediction model results, secondary data sources and other means as necessary. Potential environmental effects were identified based on information contained in the Existing Conditions Reports as augmented by field investigations within the context of Functional Plans prepared for each route.</p>	<p>See Chapter 7 of the 407 East EA Report and Reference Document Nos. 3</p>
<p>38. Weighting scenarios will be developed in consultation with the public, regulatory agencies and municipalities. In addition, numerous sensitivity tests will be run to reflect input received from stakeholders and the public.</p> <p><i>Chapter 5.2.2.1, page 34 of the ToR</i></p>	<p>Various weighting scenarios and sensitivity analyses were completed based on input received from stakeholders via Public Information Centre #2 in November and December 2006.</p>	<p>See Chapter 7 of the 407 East EA Report and Reference Document No. 3</p>
<p>39. The decision-making process will be clearly documented and presented for stakeholders to comment on. During the Individual EA additional evaluation methodologies may be utilized to ensure that the nature and magnitude of potential impacts (of significant community and/or environmental value) are accurately identified and mitigated.</p> <p><i>Chapter 5.2.2.2, page 34 of the ToR</i></p>	<p>See response to Commitment No. 35 for how this commitment was addressed.</p>	<p>See response to Commitment No. 35 for where this commitment was addressed.</p>
<p>40. Data necessary to support the evaluation of alternative methods will be collected from secondary sources, prediction models and site-specific field investigations. Some of the existing information sources are identified in the supporting documentation and will be expanded upon initiation of the EA and in consultation with the stakeholders.</p> <p><i>Chapter 5.2.2.2, page 34 of the ToR</i></p>	<p>See response to Commitment No. 37 for how this commitment was addressed.</p>	<p>See response to Commitment No. 37 for where this commitment was addressed</p>

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<p>41. The precise nature and scope of field investigations will be determined during the Individual EA and outlined in work plans for review and comment by stakeholders.</p> <p><i>Chapter 5.2.2.2, page 34 of the ToR</i></p>	<p>See responses to Commitment Nos. 13 and 31 for how this commitment was addressed.</p>	<p>See response to Commitment Nos. 13 and 31 for where this commitment was addressed</p>
<p>42. Alternative methods will be evaluated against the factors, criteria and indicators/effects as outlined in Table 5.2. Factor-specific technical work plans for assessing potential environmental effects will be completed during the Individual EA.</p> <p><i>Chapter 5.2.2.2, page 35-38</i></p>	<p>The factors, criteria, and indicators listed in Table 5.2 were modified in consultation with review agencies and the public to ensure that an appropriate level of scrutiny and rigor was applied in evaluating the “short listed” routes. Factor-specific technical work plans / documentation were completed during the course of the EA.</p>	<p>See Chapter 7 of the 407 East EA Report and Reference Document No. 3</p>
<p>43. The alternative methods evaluation criteria are subject to refinement and modification during the Individual EA based on study findings and input received from stakeholders.</p> <p><i>Chapter 5.2.2.2, page 35 of the ToR</i></p>	<p>The factors, criteria and indicators were refined and modified during the EA based on study findings and input received from stakeholders.</p>	<p>See Chapters 4 and 7 of the 407 East EA Report and Reference Document Nos. 3 and 16</p>
<p>44. A concept design (including plan and profile) will be prepared for the preferred alternative method.</p> <p><i>Chapter 5.3, page 38 of the ToR</i></p>	<p>The Ministry of Transportation (MTO) enhanced the design effort from Concept Design to Preliminary Design in order to further increase the level of detail in the 407 East EA and advance the overall project delivery schedule.</p>	<p>See Chapter 8 and Appendix D of the 407 East EA Report</p>
<p>45. A cumulative effects analysis will be performed on the preferred alternative method. This process will be further defined during the Individual EA.</p> <p><i>Chapter 5.3, page 38 of the ToR</i></p>	<p>A cumulative effects assessment was performed for the preferred alternative method as part of the Federal CEAA Screening process. The cumulative effects assessment was defined during the 407 East EA process in concert with Federal Ministries and Departments.</p>	<p>See Chapter 10 of the 407 East EA Report</p>
<p>46. During concept design, approvals requirements, mitigation or compensation measures and enhancement opportunities will be addressed with agencies and other stakeholders</p> <p><i>Chapter 5.3, page 38 of the ToR</i></p>	<p>As part of preliminary design, approvals requirements, mitigation/compensation measures were addressed with agencies and other stakeholders. In terms of enhancement opportunities, MTO undertook a Community Value Planning exercise with stakeholders, including input from municipalities, regulatory agencies and the public, which identified and developed various enhancement opportunities for implementation with the proposed undertaking.</p>	<p>See Chapters 4, 8 and 11 and Appendix E of the 407 East EA Report and Reference Documents No. 5 to 16</p>
<p>47. The process for generating, assessing and selecting the preferred concept design alternative will be developed in consultation with interested stakeholders during the Individual EA.</p> <p><i>Chapter 5.3, page 38 of the ToR</i></p>	<p>The final preliminary design for the proposed undertaking was developed in consultation with interested stakeholders including agencies, municipalities and the public. Formal consultation activities included PIC#4 and PIC#5 as well as the Community Value Plan process.</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>

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Approved Terms of Reference Commitment	How the Commitment was Addressed	Where the Commitment is Addressed
<p>48. A process will be developed through the Individual EA to identify potential revisions to the concept design to reflect advancements in transportation and environmental mitigation practices. The Individual EA will commit to subsequent processes to evaluate the need for additional mitigation measures/technological advances.</p> <p><i>Chapter 5.3, page 38 of the ToR</i></p>	<p>An amendment process was developed through the 407 East EA to accommodate potential revisions to the preliminary design (i.e., advancements in transportation and environmental mitigation practices). As part of the 407 East EA, a commitment was made to consider additional mitigation measures/technological advances during detail design and construction stages of the project.</p>	<p>See Chapters 9 and 12 of the 407 East EA Report</p>
<p>49. During the Individual EA, MTO will commit to developing a strategy and schedule for monitoring the implementation of any recommended alternative(s).</p> <p><i>Chapter 6.0, page 39 of the ToR</i></p>	<p>As part of the 407 East EA, a strategy and schedule for monitoring the implementation of the approved undertaking was developed with a commitment to ensure it is followed.</p>	<p>See Chapter 9 of the 407 East EA Report</p>
<p>50. A monitoring strategy and schedule will be developed in accordance with MOE requirements to demonstrate how MTO will ensure that commitments made during the Individual EA are translated into future Environmental Assessments and design and implementation processes including construction, operation and maintenance of any modification to the transportation system.</p> <p><i>Chapter 6.0, page 39 of the ToR</i></p>	<p>An EA compliance monitoring program was developed in accordance with the Ministry of the Environment's <i>Preparing and Reviewing Environmental Assessments in Ontario</i> (November 2008) for monitoring the implementation of the commitments made during the 407 East EA.</p>	<p>See Chapter 9 of the 407 East EA Report</p>
<p>51. All consultation to be undertaken during the EA will be completed in accordance with the OEAA and the CEAA.</p> <p><i>Chapter 7.2, page 40 of the ToR</i></p>	<p>All consultation undertaken during the EA was completed in accordance with the OEAA and the CEAA.</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>
<p>52. Various forms of consultation will take place throughout the different project phases.</p> <p><i>Chapter 7.2, page 40 of the ToR</i></p>	<p>Various forms of consultation were employed throughout the different project phases, including advisory group meetings, Public Information Centres, workshops, numerous individual meetings on an as required basis, newsletters, the project website, the Community Value Plan process, etc.</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>
<p>53. Consultation activities will not necessarily be limited to those described in Chapter 7.2.</p> <p><i>Chapter 7.2, page 40 of the ToR</i></p>	<p>Consultation activities were not limited to those described in Chapter 7.2. Examples of other consultation activities/elements included the Community Value Plan process/workshops, newsletters, fact sheets and presentations at stakeholder organized events.</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>
<p>54. Stakeholders will be able to use a number of different options to provide input and comments at any time throughout the Individual EA study. The more structured consultation activities undertaken during the EA will focus on the following four stages of the study:</p> <ul style="list-style-type: none"> • Present and gain input on the Transportation Planning/Need (includes transportation problems and opportunities), Alternatives to the Undertaking and the EA Study Area; • Present and gain input on preliminary alternative methods, 	<p>Stakeholders were able to use a number of different options to provide input and comments at any time throughout the Individual EA study, including PICs, workshops and advisory group. Structured consultation activities undertaken during the EA focused on the four project phases noted and did include contact with regulatory agencies, municipalities and the public.</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>

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Approved Terms of Reference Commitment	How the Commitment was Addressed	Where the Commitment is Addressed
<p>assessment factors/criteria and measures and evaluation methodology; obtain comments on possible refinements and identify issues prior to assessing these alternative methods to ensure that all reasonable alternatives are considered;</p> <ul style="list-style-type: none"> • Present and gain input on potential impacts associated with the preferred alternative method(s) and seek input on potential planning and/or concept design refinements to minimize adverse environmental impacts in specific areas; and • Present those refinements that were incorporated into the preferred alternative method and concept design, and seek input on proposed design and implementation commitments and monitoring to be included in the Environmental Assessment Report prior to submission for formal review and approval. <p>Consultation at each of these stages will include contact with regulatory agencies, municipalities and the public.</p> <p><i>Chapter 7.2, page 40 of the ToR</i></p>		
<p>55. When a preferred alternative method has been identified, letters will be sent directly to all potentially affected landowners.</p> <p><i>Chapter 7.3.1, page 41 of the ToR</i></p>	<p>The preferred alternative method (the Technically Recommended Route) was identified in June and July of 2007 (PIC #3). Letters and maps were sent directly to all potentially affected landowners in November 2007 notifying them of potential impacts to their property. Additional mailings to potentially affected landowners were completed in May 2008 and November 2008 following the identification of the Technically Preferred Route and preliminary design activities for the Technically Preferred Route, respectively. Potentially affected landowners were also invited to attend property owner information sessions in June and November of 2008. Final notifications will also be sent to directly affected landowners upon submission of the Final EA.</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>
<p>56. To ensure that all public stakeholders have access to the Project Team throughout the study, a toll free number will be posted on the web site and advertised during the PICs.</p> <p><i>Chapter 7.3.2, page 41 of the ToR</i></p>	<p>A toll free number was posted on the web site and advertised during the PICs throughout the study.</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>
<p>57. The Web site used during the 407 East EA ToR will continue during the preparation of the Individual EA, which will advertise study events and give stakeholders easy access to documentation/information, and include a “contact us” section.</p> <p><i>Chapter 7.3.3, page 41 of the ToR</i></p>	<p>The 407 East EA website used during the ToR was retained and augmented during the Individual EA. The website advertised study events and provided stakeholders easy access to documentation/information, and included a “contact us” section.</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>

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Approved Terms of Reference Commitment	How the Commitment was Addressed	Where the Commitment is Addressed
<p>58. Paper access in the form of letters, faxes, and PIC comment sheets will be utilized.</p> <p><i>Chapter 7.3.4, page 42 of the ToR</i></p>	<p>Paper access in the form of letters, faxes, and PIC comment sheets was utilized.</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>
<p>59. PICs will be arranged as drop-in centres (open house format) with a minimum of 4 rounds proposed during the Individual EA to coincide with the noted planning stages. Each round or PICs will include 4 individual meetings held across Durham Region. The precise locations will be determined during the Individual EA based on project needs/issues, input from municipalities and the availability of venues.</p> <p><i>Chapter 7.3.5, page 42 of the ToR</i></p>	<p>Five rounds of PICs were held during the Individual EA. The PICs were arranged as drop-in centres (open house format). For the first round of PICs, four individual meetings were held across Durham Region. For PIC# 2 through 5, five individual meetings were held, four in Durham Region and one in the City of Peterborough</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>
<p>60. The specific need for individual meetings will be determined during the Individual EA study.</p> <p><i>Chapter 7.3.6, page 42 of the ToR</i></p>	<p>Numerous individual meetings were held with review agencies and members of the public during the Individual EA study on an as needed basis.</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>
<p>61. The CAG used during the development of the 407 East EA ToR will continue to operate during the Individual EA study. The mandate, membership and operating procedures of the CAG will be further defined prior to reconstituting the CAG at the commencement of the Individual EA. A minimum of four CAG meetings will be held to coincide with the key study phases.</p> <p><i>Chapter 7.3.7, page 42 of the ToR</i></p>	<p>The CAG developed during the ToR continued to operate during the Individual EA study. The mandate, membership and operating procedures of the CAG were further defined through a CAG Terms of Reference. To date, 16 CAG meetings were typically held at key milestones during the study process.</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>
<p>62. All municipalities in Durham Region will be consulted through all phases of the Individual EA study. In addition, staff will be consulted to determine the appropriate method and timing for study involvement with regional and local councils.</p> <p><i>Chapter 7.4, page 43 of the ToR</i></p>	<p>All municipalities in Durham Region were consulted through all phases of the Individual EA study. In addition, staff was consulted to determine the appropriate method and timing for study involvement with regional and local councils.</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>
<p>63. The representatives from MTAG established for the 407 East EA ToR will continue their role during the Individual EA study. Operating procedures of this group will be re-examined at the start-up of the Individual EA. A minimum of four MTAG meetings will be held to coincide with the key study phases.</p> <p><i>Chapter 7.4.1, page 43 of the ToR</i></p>	<p>The MTAG developed during the ToR continued to operate during the Individual EA study. The mandate and operating procedures of the MTAG were further defined through the Study and varied dependent on discussion items and additional consultation activities taking place simultaneously. To date, 13 MTAG meetings were typically held at key milestones during the study process.</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>
<p>64. Presentations to councils and/or committees will be made on an “as required basis” or as deemed necessary by MTO in consultation with Municipal/Regional staff.</p> <p><i>Chapter 7.4.2, page 43 of the ToR</i></p>	<p>Presentations to councils and/or committees were typically made shortly after study milestones to update councils/committees and those in attendance on the Study’s recent activities and recommendations, including an overview of the interest in and comments received at the Public Information Centres.</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>

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<p>65. Provincial ministries as well as federal, provincial, and municipal regulatory agencies will be asked to participate and comment throughout the process.</p> <p><i>Chapter 7.5, page 43 of the ToR</i></p>	<p>Provincial ministries and federal, provincial and municipal regulatory agencies were consulted through all phases of the Individual EA study.</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>
<p>66. The representatives from RAG established for the 407 East EA ToR will continue their role during the Individual EA study. A minimum of four RAG meetings will be held to coincide with the key study phases. Additional meetings/discussions with Individual regulatory agencies to address specific issues will be undertaken on an “as required basis”.</p> <p><i>Chapter 7.4.1, page 43 of the ToR</i> <i>Chapter 7.5.1, page 44 of the ToR</i></p>	<p>The RAG developed during the ToR continued to operate during the Individual EA study. The mandate and operating procedures of the RAG were further defined through the Study and varied dependent on discussion items and additional consultation activities taking place simultaneously. To date, 13 RAG meetings were typically held at key milestones during the study process.</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>
<p>67. The First Nations Consultation Plan will be cooperatively developed during the Individual EA study with any potentially affected groups that wish to participate in the Individual EA study process.</p> <p><i>Chapter 7.6, page 44 of the ToR</i></p>	<p>A protocol has been cooperatively developed for engaging First Nations communities.</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>
<p>68. A draft EA Report will be made available for municipal, regulatory agency, public and First Nations review prior to formal submission to the Ministry of the Environment. The documentation will be available at government offices, public libraries and on the project Web site.</p> <p><i>Chapter 7.7, page 44 of the ToR</i></p>	<p>The Draft EA Report was made available for municipal, regulatory agency, public and First Nations review prior to the formal submission of the Final EA Report to the Ministry of the Environment. The Draft EA Report is available for review at local municipal offices, three local public libraries, the AECOM and MTO Project Offices and on the project website. A newspaper ad was published in local papers to notify the public of the pre-submission of the Draft EA Report. Posters were also distributed to municipal offices and local libraries.</p> <p>A hard copy and/or an electronic copy of the Draft EA Report were distributed to MTAG, RAG and CAG members. In addition, a government review team meeting is scheduled for June 15, 2009 and a CAG meeting is scheduled for June 17, 2009.</p>	<p>See Chapter 4 of the 407 East EA Report and Reference Document No. 16</p>