HIGHWAY 7 CORRIDOR & VAUGHAN NORTH-SOUTH LINK PUBLIC TRANSIT IMPROVEMENTS
SUMMARY LISTING OF EA COMPLIANCE DOCUMENTATION
FOR
H2 SEGMENT
PINE VALLEY DRIVE TO RICHMOND HILL CENTRE
(VIA CENTRE STREETAND BATHURST STREET)

December 2012

Completion Status		Notes
On-going / In progress		Work has begun on this item but not completed
Completed		All work completed for this item.
Future Work		No work has begun on this item.
No Action Required		No action is required to meet commitments
Does not apply		Does not apply to segment H2.
Review Status (Ecoplans)		**Notes**
Any column	**Bold and Underlined**	If multiple components exist for an item, this shows which of the components were reviewed.
Review column	**No**	Not reviewed during this annual review
	Yes	Reviewed during this annual review
Review Results column	**EF (year)**	**Evidence Found** means that the evidence provided reasonably shows that a compliance action (i.e., something done to address a compliance item) has been undertaken.
	EFC (year)	**Evidence Found of Change** means that the evidence provided reasonably shows that a compliance action has been undertaken but the action is a change from the compliance item.
	EF or EFC (year)	**Dark blue** indicates that the item Completion Status is “completed” and all components of the item have been reviewed and found to be either EF or EFC. No further review is anticipated for this item.
	NSE (year)	**Not Sufficient Evidence** means that the evidence provided although applicable to the compliance action, is not adequate to reasonably show that the compliance action has been undertaken.
	ENF (year)	**Evidence Not Found** means that evidence has either not been provided or that the evidence does not appear related to the compliance action.
	Unclear (year)	Further explanation requested

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Glossary

AADT – Annual Average Daily Traffic
AAQC – Ambient Air Quality Criteria
ACR – Annual Compliance Report
AODA - Accessibility for Ontarians with Disabilities Act
AQ – Air Quality
BHF – Built Heritage Features
BRT – Bus Rapid Transit
CAH - Controlled-Access Highway
CEAA – Canadian Environmental Assessment Agency
CLU – Cultural Landscape Units
CMP – Compliance Monitoring Program
CN – Canadian National Railway
CoA – Certificate of Approval
CP – Canadian Pacific Railway
CPAC – Cycling and Pedestrian Advisory Committee
DBCR – Design Basis and Criteria Report
DD – Detail Design
DFO – Fisheries and Oceans Canada
DSC - Development Services Committee
EA – Environmental Assessment
EAA – Environmental Assessment Act
EAAB – Environmental Assessment and Approvals Branch
EBL – Eastbound Left
EBR – Eastbound Right
EBT – Eastbound Through
ERS – Emergency Response Services
GhG – Greenhouse Gases
Gov't – Government
GTA – Greater Toronto Area
HADD – Harmful Alternation, Disruption or Destruction
Hwy - Highway
IFC – Issued For Construction
LOS – Level of Service
LRT – Light Rail Rapid Transit
LRTP – Long Range Transportation Plan
MNR – Ministry of Natural Resources
MOE – Ministry of the Environment
MTCS – Ministry of Tourism, Culture and Sport
MTO – Ministry of Transportation
NBL – Northbound Left
NBT – Northbound Through
OE – Owner Engineer
OGS – Oil Grit Separator
OSAA – Ontario Secretariat for Aboriginal Affairs
PCC – Public Consultation Centre
PE – Preliminary Engineering
QSD – Quick Start Design
ROW – Right-of-way
RT – Rapid Transit
RTOR – Right-Turn-On-Red
SBL – Southbound Left
SBR – Southbound Right
SBT – Southbound Through
SWM - Storm Water Management
SWMP – Storm Water Management Plan
TAC – Technical Advisory Committee
TCP – Transportation Conversion Plan
TRCA – Toronto and Region Conservation Authority
TS – Technical Support
TSP - Total Suspended Particles
TTC – Toronto Transit Commission
WB – Westbound
WBL – Westbound Left
WBT – Westbound Through
VCC – Vaughan Corporate Centre
YR – York Region
YRRTC – York Region Rapid Transit Corporation
YRT – York Region Transit
YSS – Yonge Street Subway
YSSC - Yonge Street Subway Communications

Section 1.0 – Background & Purpose of the Program						Compliance Review (Ecoplans)		
Item	**Mitigation Measure / Commitment to be Monitored**	**Responsible person / agency**	**Stage Condition will be addressed**	**Status and Description of how commitment has been addressed during design**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Results**	**Notes**
1.	CMP Section 1.0 - "…The ACR documentation will be made available to the MOE, or its' designate upon request, in a timely manner during an on-site inspection or audit …"	York Region	ACR documentation to be provided annually.	Status – Ongoing. **CMP/ACR documentation will be provided to MOE annually.**	Letter from MOE, January 10, 2011, acknowledging receipt of 2010 ACR **Letter from MOE, March 1, 2012, acknowledging receipt of 2011 ACR(ID#8907)**	**Yes**	EF (2011) **EF (2012)**	2011 ACR: As this item is ongoing with annual ACRs provided to MOE, these will be reviewed each year until the final ACR is submitted. At that point this item may be completed. 2012 ACR: The evidence provided was found to support the assertion on how the condition was met. Item remains ongoing.
2.	CMP Section 1.2 - "Vaughan N-S Link segment of the undertaking is not included in this CMP…"	York Region	Does not apply to H2 Segment	Status – Does not apply to the H2 Segment The TTC has prepared a separate CMP for the Spadina Subway Extension Project and is responsible for compliance monitoring related to the Vaughan N-S Link segment of the undertaking.		No		
3.	CMP Section 1.3 - "Modified alignment required at IBM / Cederland Avenue" "… In January 2008, Regional Council endorsed a modified alignment along Cederland Drive and Warden Avenue as a local refinement to the undertaking approved in the EA. … An amendment report will be prepared and submitted for approval following the process described in section 6.0 of this CMP."	York Region	Does not apply to H2 Segment	Status – Does not apply to the H2 Segment The Cedarland Alignment is in the H3 Segment.		No		

Section 1.0 – Background & Purpose of the Program						Compliance Review (Ecoplans)		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Stage Condition will be addressed	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
4.	CMP Section 1.4 - "Cornell Terminal site plan is evolving post EA approval" "…Since approval of the EA, progress has been made in the development of what is now known as the Cornell Transit Terminal. … Once the Cornell Terminal site plan is complete, it will be documented in the ACR."	York Region	Does not apply to H2 Segment	Status – Does not apply to the H2 Segment The Cornell site is in the H4 Segment		No		

Section 2.0 - Monitoring of Conditions of Approval						Compliance Review (Ecoplans)		
Item	**MOE Condition of EAA approval**	**Responsible person / agency**	**Stage condition will be addressed**	**Status and description of how the condition has been addressed**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Results**	**Notes**
5.	1.0 General Conditions 1.1 The Proponent shall comply with all the provisions of the EA submitted to the MOE which are hereby incorporated by reference except as provided in these conditions and as provided in any other approvals or permits that may be issued.	York Region/ECM - (more specific information to be added by ECM with annual compliance reporting for all cells in this column).	Design, Construction and Operation as specified	Status - ongoing. **CMP/ACR documentation will be provided to MOE annually.** This condition will be addressed once all commitments have been met.	Letter from MOE, January 10, 2011, acknowledging receipt of 2010 ACR **Letter from MOE, March 1, 2012, acknowledging receipt of 2011 ACR(ID#8907)**	**Yes**	EF (2011) **EF (2012)**	2011 ACR: As this item is ongoing with annual ACRs provided to MOE, these will be reviewed each year until the final ACR is submitted. At that point this item may be completed. 2012 ACR: The evidence provided was found to support the assertion on how the condition was met. Item remains ongoing.
6.	1.2 These proposed conditions do not prevent more restrictive conditions being imposed under other statutes.	York Region	As applicable	Status - ongoing. More restrictive conditions imposed under other statutes is not foreseen at this time.		No		

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7.	2.0 Public Record 2.1 [1-3] Where a document is required for the Public Record, it shall be provided to the Director for filing with the Public Record maintained for this undertaking. Additional copies of such documents will be provided by the Proponent for public access at: a) The Regional Director's Office; b) The Clerks offices of the Regional Municipality of York; c) The Town of Richmond Hill; d) The Town of Markham; and e) The City of Vaughan; f) Richmond Hill Central Library; g) Unionville Library; and h) Ansely Grove Library. These documents may also be provided through other means as considered appropriate by the Proponent and acceptable to the Director. [4]	York Region	Design, Construction and Operation as specified	Status - ongoing. To be completed with the filing of the last ACR. [1] The MOE has received and approved the Compliance Monitoring Program dated August, 2008. [2] The 2009 ACR was submitted to MOE in February 2010 to be placed on public record. [3] The 2010 ACR was submitted in December 2010 to be placed on public record [3] **<u>The 2011 ACR was submitted to MOE in February 2, 2012 to be placed on public record [3].</u>** The CMP is posted on York Regions york.ca website. [4]	MOE Compliance Monitoring Program letter of approval – Y2H3 4.7 (ID# 3706) [2] Highway 7 & Vaughan North-South Link Public Transit Improvements Compliance Monitoring Report – Appendix 4 – July 6, 2009 (ID# 4703) [3] Letter from MOE, April 1, 2010, acknowledging receipt of 2009 ACR [3] Letter from MOE, January 10, 2011, acknowledging receipt of 2010 ACR **<u>[3] Letter from MOE, March 1, 2012, acknowledging receipt of 2011 ACR(ID#8907)</u>**	**Yes**	[2] EF (2011) [3] EF (2011) [4] EF (2011) **[3] EF (2012)**	2011 ACR: As this item is ongoing with annual ACRs provided to MOE [3], these will be reviewed each year until the final ACR is submitted. At that point this item may be completed. 2012 ACR: The evidence provided was found to support the assertion on how the condition was met. Item remains ongoing.
8.	3.0 Compliance Monitoring and Reporting	York Region	Design stage	Status – ongoing. CMP submission	MOE Compliance Monitoring Program letter of	**Yes**	EF (2011)	2011 ACR: As this item is ongoing with annual ACRs provided to MOE, these will be reviewed each year until the final ACR is submitted. At that point this item may be

Section 2.0 - Monitoring of Conditions of Approval						Compliance Review (Ecoplans)		
Item	MOE Condition of EAA approval	Responsible person / agency	Stage condition will be addressed	Status and description of how the condition has been addressed	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
	3.1 The Proponent shall prepare and submit to the Director for review, comment and for placement on the Public Record an Environmental Assessment CMP as committed to in section 11.4 of the EA. The CMP shall be submitted no later than one year from the date of approval of the undertaking, or 60 days before the commencement of construction, whichever is earlier. A statement must accompany the CMP when submitted to the Director indicating that it is intended to fulfill this condition. The CMP, as may be amended by the Director, shall be carried out by the Proponent.		(Timing as specified in condition 3.1)	requirements addressed with the approval of the CMP. Carrying out of the CMP will be ongoing until the final ACR The date of the approval of the EA for the undertaking was November 9, 2006. The final CMP was submitted to the Acting Director, Environmental Assessment and Approvals Branch on August 18, 2008 and approved on December 29, 2008. The first ACR was submitted to MOE in February 2010 and **subsequent submissions will follow annually as specified in the CMP.**	approval (ID# 3706) EA Compliance Monitoring Program August 2008 (ID# 3683) MOE letter of approval of Hwy 7 EA - (ID# 4039) Notice of Submission of CMP (ID# 4121) York Region letter of submission of final CMP (ID# 4157, 4158) MOE email confirmation of receipt of CMP - August 20, 2008 (ID# 3150) Highway 7 & Vaughan North-South Link Public Transit Improvements Compliance Monitoring Report – Appendix 4 – July 6, 2009 (ID# 4703) Letter from MOE, April 1, 2010, acknowledging receipt of 2009 ACR Hwy & EA compliance 2010-H2-Draft to OE-2010-10-28.doc (ID#6594) Letter from MOE, January 10, 2011, acknowledging receipt of 2010 ACR **Letter from MOE, March 1, 2012, acknowledging receipt of 2011 ACR(ID#8907)**		**EF (2012)**	completed. 2012 ACR: The evidence provided was found to support the assertion on how the condition was met. Item remains ongoing.

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9.	3.2 The Proponent shall provide a copy of the CMP to those agencies, affected stakeholders and/or members of the public who expressed an interest in the activity being addressed or being involved in the subsequent work no later than one year from the date of approval of the undertaking, or 60 days before the commencement of construction, whichever is earlier. If the Director amends the CMP, the Proponent shall ensure that the amended copy of the CMP is provided to those agencies, affected stakeholders and/or members of the public who expressed an interest in the activity being addressed or being involved in a timely manner.	York Region	Design stage (Timing as specified in condition 3.1)	Status – completed [1] Condition addressed with the approval of the CMP and circulation to affected/interested stakeholders.	EA Compliance Monitoring Program August 2008 (ID# 3683) York Region letter of submission of final CMP (ID# 4157, 4158) [1] MOE Compliance Monitoring Program letter of approval (ID# 3706)	No	[1] EF (2010)	[1] MOE Approval Letter #3706

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10.	3.3 The Proponent shall prepare a CMP in order to provide a framework for the monitoring of the Proponent's fulfillment of the conditions of approval as set out in this Notice of Approval, and the fulfillment of the provisions of the EA for mitigation measures, built-in attributes to reduce environmental effects, public and Aboriginal community consultation, additional studies and work to be carried out, and for all other commitments made during the preparation of the EA and the subsequent review of the EA.	York Region	Design, Construction and Operation as specified	Status - ongoing. [1] Condition addressed with submission of the CMP for approval and as carried out by the Proponent until the final ACR. **[2]** The first ACR was submitted to MOE in February 2010 and **will be followed by annual updates as specified in the CMP**.	EA Compliance Monitoring Program August 2008 (ID# 3683) York Region letter of submission of final CMP Y2H3 4.7 (ID# 4157, 4158) [1] MOE Compliance Monitoring Program letter of approval (ID# 3706) Highway 7 & Vaughan North-South Link Public Transit Improvements Compliance Monitoring Report – Appendix 4 – July 6, 2009 (ID# 4703) Letter from MOE, April 1, 2010, acknowledging receipt of 2009 ACR Hwy & EA compliance 2010-H2-Draft to OE-2010-10-28.doc (ID#6594) Letter from MOE, January 10, 2011, acknowledging receipt of 2010 ACR **[2]Letter from MOE, March 1, 2012, acknowledging receipt of 2011 ACR(ID#8907)**	**Yes**	[1] EF (2010) [2] EF (2011) **EF (2012)**	[1] MOE Approval Letter #3706 [2] 2011 ACR: As this item is ongoing with annual ACRs provided to MOE, these will be reviewed each year until the final ACR is submitted. At that point this item may be completed. 2012 ACR: The evidence provided was found to support the assertion on how the condition was met. Item remains ongoing.
11.	3.4 The CMP shall at a minimum: a) set out the purpose, method and frequency of activities to fulfill compliance; b) provide a framework for recording and documenting results through the ACR;	York Region	Design stage	Status – completed Condition addressed with the approval of the CMP.	May 5, 2006 Proponent's letter and attachments included in EA Compliance Monitoring Program August 2008 (ID# 3683)	No	**EF (2011)**	2011 ACR: The evidence provided in the 2011 ACR (ID# 3683) was found to support the assertion on how the condition was addressed.

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	c) describe the actions required to address the commitments; d) provide an implementation schedule for when commitments shall be completed; e) provide indicators of compliance; and f) include, but not be limited to, a consideration of the commitments outlined in Tables 10.4-1 to 10.4-4 and Tables 11.3-1 to 11.4-2 in the EA, and Proponent's letter and attachments dated May 5,2006 (included in Appendix E).							
12.	3.6 The Proponent shall prepare an ACR which describes the results of the CMP and shall do so annually. 3.7 The Proponent shall submit each ACR to the Director for review and comment and for placement on the Public Record. 3.8 The timing for the submission of the ACRs shall be set out in the CMP, including the timing for submission of the first ACR. 3.9 The Proponent shall submit ACRs until all applicable conditions of	York Region	Design, Construction and Operation as specified	Status – ongoing. Conditions will be addressed with **the submission of ACR's annually until the final ACR**.	Highway 7 & Vaughan North-South Link Public Transit Improvements Compliance Monitoring Report – Appendix 4 – July 6, 2009 (ID# 4703) Letter from MOE, April 1, 2010, acknowledging receipt of 2009 ACR Letter from MOE, January 10, 2011, acknowledging receipt of 2010 ACR **Letter from MOE, March 1, 2012, acknowledging receipt of 2011 ACR(ID#8907)**	**Yes**	EF (2011) **EF (2012)**	2011 ACR: As this item is ongoing with annual ACRs provided to MOE, these will be reviewed each year until the final ACR is submitted. At that point this item may be completed. 2012 ACR: The evidence provided was found to support the assertion on how the condition was met. Item remains ongoing.

Section 2.0 - Monitoring of Conditions of Approval						Compliance Review (Ecoplans)		
Item	MOE Condition of EAA approval	Responsible person / agency	Stage condition will be addressed	Status and description of how the condition has been addressed	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
	approval and commitments of the EA are satisfied or until the Director notifies the Proponent that no further reports are warranted. 3.10 When alt conditions have been satisfied, the Proponent shall indicate in the ACR that this is its final submission.							
13.	4.0 Transit Technology 4.1 The Proponent shall prepare a TCP that identifies how, when and if the undertaking will convert from a Bus Rapid Transit System (BRT) to a Light Rail Rapid Transit (LRT).	York Region	Prior to conversion from BRT to LRT technology as required	Status – future Timing for technology review identified as 2012 (EA Section 5.2.2.3) A draft Transition Plan was prepared and submitted on March 02, 2007 and is under review as part of the ongoing Network Plan update. Transit network analysis is ongoing including LRT / subway technology conversion considerations including ridership demand analysis.	Transition Plan – Draft, March 2, 2007 (ID# 910)	No		
14.	4.2 The Proponent shall submit copies of the final TCP to the Regional Director for review and comment and to the Director for placement in the Public Record file.	York Region	Prior to conversion from BRT to LRT technology as required	Status –future Pending as per condition 4.1	Transition Plan – Draft, March 2, 2007 (ID# 910)	No		

Section 2.0 - Monitoring of Conditions of Approval						Compliance Review (Ecoplans)		
Item	MOE Condition of EAA approval	Responsible person / agency	Stage condition will be addressed	Status and description of how the condition has been addressed	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
	4.3 The Proponent shall notify the Director and Regional Director 30 days before the technology conversion is to occur.							
15.	4.4 The TCP shall include an implementation schedule. 4.5 The TCP shall include information about ridership levels and compatibility of the corridor with other transit systems. 4.6 Further to Section 5.2.2.3 of the EA, which outlines that converting from BRT to LRT is dependent on other transit initiatives being developed, a copy of the TCP shall be provided to the City of Toronto, the Toronto Transit Commission, the Town of Richmond Hill, the City of Vaughan, and the Town of' Markham for review and comment. The Proponent shall provide these stakeholders a minimum 30-day comment period.	York Region	Prior to conversion from BRT to LRT technology as required	Status –future Pending as per condition 4.1		No		
16.	5.0 Air Quality 5.1 The Proponent shall prepare a comprehensive Air Quality Assessment Report to address the air quality impacts of the Region's transportation projects. The study area for the air quality report will be determined by the Proponent in	York Region	Design Stage	Status – completed An updated Air Quality Impact Assessment Report for a Study Area Bounded by Hwy50 to York Durham Line was completed in April 2011 using the CAL3QHCR dispersion model as	Final Air Quality Report (2011-04-29) (ID#7270)[1] As per MOE request, copies of the Air Quality Report were submitted to the Director of the Environmental Assessment and Approvals Branch MOE Letter of Acceptance, June 17, 2011	No	[1-3] EFC (2011)	The evidence provided in the 2011 ACR was found to support the assertion.

Section 2.0 - Monitoring of Conditions of Approval						Compliance Review (Ecoplans)		
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	consultation with the Regional Director.[1] 5.2 Copies of the Air Quality Assessment Report shall be submitted to the Regional Director for review and comment and to the Director for placement in the Public Record file.[2] 5.3 The Air Quality Assessment Report shall be submitted to the Regional Director prior to any construction beginning on the undertaking, including site preparation.[3]			required in the terms and conditions for the Hwy 7 Corridor & Vaughan North-South Assessment Compliance Monitoring Program (CMP). The purpose of the Study was to assess the cumulative air quality effects that may arise due to the proposed Bus Rapid Transit (BRT) undertaking. [1] As per MOE request, copies of the Air Quality Report were submitted to the Director of the Environmental Assessment and Approvals Branch[2] The MOE accepted the air quality assessment report on June 17, 2011 and is satisfied that Condition 5.4 of the EA Notice of Approval has been addressed.[3]	(ID#7713)[2-3]			

Section 2.0 - Monitoring of Conditions of Approval						Compliance Review (Ecoplans)		
Item	MOE Condition of EAA approval	Responsible person / agency	Stage condition will be addressed	Status and description of how the condition has been addressed	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
17.	5.4 The Air Quality Assessment Report shall, at a minimum, include the following: a) A comparison of predicted contaminant concentrations with all available Ontario Regulation 419/05 Air Pollution - Local Air Quality Regulation Schedule 3 standards, ministry's ambient air quality criteria and proposed Canada Wide Standards for: Carbon Monoxide (CO), Nitrogen Oxides (NOx), Particulate Matter - Total Suspended Particulates (TSP) as well as PM10 and PM2.5, and selected Volatile Organic Compounds (VOCs);[1] b) Assessment of the study area, as determined in condition 5.1, consisting of a comparison between the background contaminant concentration levels and anticipated contaminant concentration levels resulting from the project, including future traffic volumes;]2] c) A broad-based air quality impact mitigation plan which will assist in reducing contaminant concentrations	York Region	Design Stage	Status – completed An updated Air Quality Impact Assessment Report for a Study Area Bounded by Hwy50 to York Durham Line was completed in April 2011 using the CAL3QHCR dispersion model as required in the terms and conditions for the Hwy 7 Corridor & Vaughan North-South Assessment Compliance Monitoring Program (CMP). The purpose of the Study was to assess the cumulative air quality effects that may arise due to the proposed Bus Rapid Transit (BRT) undertaking. [1-11] The MOE accepted the Air Quality Assessment Report on June 17, 2011 and is satisfied that Condition 5.4 of the EA Notice of Approval has been addressed.	Final Air Quality Report (2011-04-29) (ID#7270)[1-10] MOE Letter of Acceptance, June 17, 2011 (ID#7713)	No	[1-11] EFC (2011)	The evidence provided in the 2011 ACR was found to support the assertion.

Section 2.0 - Monitoring of Conditions of Approval						Compliance Review (Ecoplans)		
Item	MOE Condition of EAA approval	Responsible person / agency	Stage condition will be addressed	Status and description of how the condition has been addressed	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
	that exceed appropriate criteria/standards expected to result from construction/implementation of the project;[3] d) Development of project contaminant emission rates using a base year and future years as required[4] e) Use of appropriate Emission and Dispersion Models (e.g. Mobile 6, US EPA CAL3QHCR, Aermod);[5] f) Use of five years of meteorological data (including surface and upper air data);[6] g) Definition of roadway links as necessary;[7] h) Calculation of predicted contaminant concentrations at nearby sensitive receptors;[8] i) Traffic volume data[9] j) Detailed presentation of predicted data (including model input data); and,[10] k) Presentation of conclusions and recommendations.[11]							

Section 2.0 - Monitoring of Conditions of Approval						Compliance Review (Ecoplans)		
Item	MOE Condition of EAA approval	Responsible person / agency	Stage condition will be addressed	Status and description of how the condition has been addressed	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
18.	6.0 Complaints Protocol 6.1 Prior to construction the Proponent shall prepare a Complaints Protocol on how it will deal with and respond to inquiries and complaints received during the construction and operation of the undertaking. The Proponent shall submit the protocol to the Regional Director, District Manager, Town of Markham, Town of Richmond Hill and the City of Vaughan for review and comment. The Complaints Protocol shall be placed on the Public Record.	York Region/Contractor	Design	Status – Future Pending submission prior to construction. Will be addressed during Detail Design.		No		
19.	7.0 Amending the Design of the Undertaking 7.1 If the Proponent determines that there is a minor modification and that modification does not alter the expected net effects of the undertaking, the procedure set out in section 11.5 in the EA applies to this modification. [1,2] 7.2 Notwithstanding condition 7.1, section 11.5 of the EA does not apply where there is a change to the undertaking within the meaning of section 12 of the EAA. [3]	York Region	Design	Status – ongoing Refers to sections 1.3 and 6.0 of the CMP. Minor changes, if any, dealt with during Conceptual design are described under item 67 below. [1] **[2011]**The Final Cedarland Alignment Modification Report was submitted to MOE on February 2010 as Appendix 4 of the 2009 EA Compliance Monitoring Report.[2] **The Final Cedarland Alignment Modification Report does not apply to the**	**[2011]**[2] Does not apply to the H2 Segment.	No	[1,3] EF (2011)	2011 ACR: The evidence provided in the 2011 ACR was found to support the assertion on how the condition [1,3] was addressed. The Final Cedarland Alignment Modification Report (ID# 3018) does not apply to the H2 segment and should be removed from the status column. 2012 ACR: No assertions were made in the 2012 ACR. Text was added, bolded, and underlined to the Status column to clarify that the assertion [2] does not apply to the H2 segment. No review was undertaken.

Section 2.0 - Monitoring of Conditions of Approval						Compliance Review (Ecoplans)		
Item	MOE Condition of EAA approval	Responsible person / agency	Stage condition will be addressed	Status and description of how the condition has been addressed	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
	7.3 The Proponent shall consult with EAAB to determine the appropriate steps if there is uncertainty as to application of conditions of approval 7.1 or 7.2.			**H2 Segment [2]** An EA amendment report subtitled "Response to Conditions of Approval – Vaughan N-S Link Subway Alignment Optimization" was approved by the Minister of the Environment on April 4, 2008 [3] The TTC has prepared a separate CMP for the Spadina Subway Extension Project and is responsible for compliance monitoring related to the Vaughan N-S Link segment of the undertaking.	[3] MOE letter of approval of the undertaking - Vaughan N-S Link Subway Alignment Optimization – SVCC 1.0 (ID# 4160) Does not apply to the H2 Segment.			
20.	8.0 Selection of the optimum location for the subway alignment (not applicable for the undertaking covered under this CMP)	York Region	Design Stage	Status – Does not apply to the H2 segment.		No		

Section 2.0 - Monitoring of Conditions of Approval						Compliance Review (Ecoplans)		
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21.	9.1 If a Stage 2 archaeological assessment is required to be prepared and aboriginal archaeological resources are encountered during the preparation of that Assessment, the Proponent shall provide a copy of that assessment to the Huron-Wendat First Nation of Wendake, Quebec and any additional relevant First Nations as identified by the archaeologist, based on the findings of that assessment.[1] 9.2 The Proponent shall provide the Huron-Wendat First Nation of Wendake, Quebec and any other relevant First Nation as warranted by the Stage 2 findings with 30 days to provide comments on the Stage 2 Assessment and the opportunity to reasonably participate in the Stage 3 Archaeological Assessment if the Stage 3 Archaeological Assessment is required in relation to aboriginal archaeological resources.[2]	York Region	Design	Status –ongoing [1]Archaeological Services Inc. (ASI) has completed a Stage 2 Archaeological Assessment and indicated on August 23, 2011 that there is no further archaeological concern related to affected properties for H2. ASI is in the process of finalizing the Stage 2 Archaeological Assessment Report, copies of which will be provided for review to all relevant parties as noted including requesting First Nations. **[1]The Stage 2 Archaeological (Property) Assessment Report was completed in February 2012 and is awaiting MTCS concurrence. The circulation of the report to First Nations will be completed in Detail Design.**	**[1]Stage 2 Property Assessment VivaNext H2 Preliminary Engineering Highway 7 Corridor Islington Avenue to Yonge Street Connection Road Public Transit Improvements February 2012(ID#8294)**	**Yes**	**EF (2012)**	2012 ACR: The evidence provided in the 2012 ACR was found to support the assertion on how the condition [1] was addressed.

Section 3.0 – Compliance Management and Responsibilities					Compliance Review (Ecoplans)		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during Construction	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
22.	CMP Section 3.2.1 - Following the execution of a contract for final design and construction, the design-build contractor will be responsible for all further actions to meet design-related commitments during its completion of the detailed design. Design solutions developed, including mitigation and consultation procedures followed will be subject to review and approval by York Region staff. The contract provisions will include a copy of the CMP and special contract provisions will be added to ensure commitments outlined in the CMP are fulfilled, including commitments to further studies and consultation as applicable	York Region / Contractor	Status – Future To be carried out during final design and construction		No		
23.	CMP Section 3.2.2 - The Contractor will be responsible for meeting CMP requirements during construction. In accordance with stipulated contracting arrangements, the party contracted to carry out the construction will be required to meet all commitments related to the mitigation of construction effects while the Region or its consultants will monitor the contractor's actions.	York Region / Contractor	Status – Future To be carried out during final design and construction		No		

Note: Monitoring requirements for the Operations and Maintenance Phase (Section 3.2.3 of the CMP) are omitted from this document

Section 4.0 – Program Scope – General Commitments					Compliance Review (Ecoplans)		
Item	**Mitigation Measure / Commitment to be Monitored**	**Responsible person / agency**	**Status and Description of how commitment has been addressed during design**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Results**	**Notes**
24.	CMP Section 4.1 - Ability of infrastructure design to maximize safety for vehicles and pedestrians [1] and of streetscaping plan to enhance corridor and community environment;[2]	York Region	Status –ongoing throughout design A Draft H2 Conceptual Engineering Design Basis & Criteria Report contains the following design requirements; [1]Vehicle Safety: The H2 Conceptual DBCR deals with road design standards and vehicle safety in Section 2.3 Geometric Design and Other Features. [1]Pedestrian Safety: Architectural drawings will show platform and canopy design. The DBCR addresses pedestrian safety, in the following sections: Guardrail / Railings (Section 3.5 & 3.12), Safety and Security Guidelines (Section 3.9.4), Placement of all Streetscape Elements (Section 3.9.8), Crosswalks (Section 3.18), etc. [2] Streetscaping Plan: DBCR examples will include: Streetscape Design Guidelines (Section 3.8), General Guidelines (Section 3.9), etc. **Equivalent references to Section 3 of the Draft Design Basis & Criteria Report can be**	**[2011]**Draft Design Basis and Criteria Report , September 8, 2010 (ID# 6476) **Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)** **Highway 7 Rapidway, Segment H3 – Yonge St to Kennedy Rd*, Preliminary Engineering Design Basis & Criteria Report, Update to Dec 2009 Final Version, Final Draft, November 2011 (ID#8035)**	**Yes**	**[1] EF (2012)**	2011 ACR: This item was not reviewed as the evidence provided is in Draft. 2012 ACR: The evidence provided (ID 8680) in the 2012 ACR was found to support the assertion on how the condition [1] was addressed. Specifically, the following sections include measures for safety: 2.3.12.4; 2.3.15.5; 2.6.2.42. Section 3.1 states that all major components of the design shall follow the details developed and approved as part of the H3 Final Design (ID 8035). Item remains ongoing through detail design.

Section 4.0 – Program Scope – General Commitments					Compliance Review (Ecoplans)		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			found in Section 3 of ID#8680 with associated reference to ID#8035.				
25.	CMP Section 4.1 - Application of design standards that permit future conversion to LRT technology;	York Region	Status –ongoing throughout design The H2 Design Basis & Criteria Report (DBCR) submitted Sept. 8, 2010 addresses this requirement, for example BRT Standards (Section 2.3.1), Station Platforms (Section 2.3.12), etc.	**[2011]**Draft Design Basis and Criteria Report , September 8, 2010 (ID# 6476) **Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)**	**Yes**	**EF (2012)**	2011 ACR: This item was not reviewed as the evidence provided is in Draft. 2012 ACR: The evidence provided in the 2012 ACR was found to support the assertion on how the condition was addressed. Item remains ongoing through detail design.

Section 4.0 – Program Scope – General Commitments					Compliance Review (Ecoplans)		
Item	**Mitigation Measure / Commitment to be Monitored**	**Responsible person / agency**	**Status and Description of how commitment has been addressed during design**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Results**	**Notes**
26.	CMP Section 4.1 - Effectiveness of infrastructure design[1] and service plans in enhancing connectivity to local and inter-regional transit services;[2]	York Region	Status –ongoing Effectiveness of infrastructure design: Discussions with YRT during the design process will cover connectivity with local and inter-regional transit services.[1] Effectiveness of service plans: The Transition Plan – Draft (March 2, 2007), Section 4.6.1 - The Evaluation of Qualitative Measures – Includes a discussion of Network Connectivity.[2] **The potential future evolution from Bus Rapid Transit to higher capacity Light Rail Rapid Transit is not being planned at this time, and is ultimately dependant on significant growth in transit ridership and available funding in the future, and is not expected within the 2031 horizon. No Technology Conversion Plan will be finalized until new information on this issue becomes available.**	Transition Plan – Draft, March 2, 2007(ID# 910) **Letter from York Region, April 3, 2012, responding MOE comments, April 3, 2012.(ID#8908)**	**Yes**	**EF (2012)**	2011 ACR: This item was not reviewed as the evidence provided is in Draft. 2012 ACR: The evidence provided (ID 8908) was found to support the assertion regarding transition to LRT. No new evidence was provided for assertions [1,2] therefore conditions [1,2] remain ongoing.
27.	CMP Section 4.1 - Simulation of intersection performance to verify transit service reliability and effects on general traffic;	York Region	Status –future Detailed traffic analysis simulation will be done as part of Detail Design.		No		

Section 4.0 – Program Scope – General Commitments					Compliance Review (Ecoplans)		
Item	**Mitigation Measure / Commitment to be Monitored**	**Responsible person / agency**	**Status and Description of how commitment has been addressed during design**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Results**	**Notes**
28.	CMP Section 4.1 **- Stage 2 Archaeological Assessment;**	York Region	Status –ongoing Archaeological Services Inc. (ASI) has completed a Stage 2 Archaeological Assessment and indicated on August 23, 2011 that there is no further archaeological concern related to affected properties for H2. ASI is in the process of finalizing the Stage 2 Archaeological Assessment Report, copies of which will be provided for review to all relevant parties as noted including requesting First Nations. **[1] The Stage 2 Archaeological (Property) Assessment Report was completed in February 2012 and is awaiting MTCS concurrence.**	**[1] Stage 2 Property Assessment VivaNext H2 Preliminary Engineering Highway 7 Corridor Islington Avenue to Yonge Street Connection Road Public Transit Improvements February 2012(ID#8294)**	**Yes**	**EF (2012)**	2012 ACR: The evidence provided in the 2012 ACR was found to support the assertion on how the condition [1] was addressed.
29.	CMP Section 4.1 - Inclusion of measures to mitigate construction effects on residences, businesses, road traffic and pedestrians in contract specifications;	York Region	Status – ongoing **[2011]**The Draft H2 Design Basis & Criteria Report (DBCR) was developed and the Draft Preliminary Engineering- 30% for the VCM section is currently under development. Traffic management concepts, plans and measures will be developed during H2 Detail Design. Measures will be	**[2011]**Draft Design Basis and Criteria Report , September 8, 2010 (ID# 6476)	**Yes**	**EF (2012)**	2011 ACR: This item was not reviewed as the evidence provided is in Draft. 2012 ACR: The evidence provided (ID 8680) makes reference to Construction Specifications in section 2.3.15.12. The three sets of drawings (IDs 7885, 8193, 8359) were found to support the assertions. The item remains ongoing as traffic management concepts, plans and measures will be developed during H2 Detail Design.

Section 4.0 – Program Scope – General Commitments					Compliance Review (Ecoplans)		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			referenced in the DBCR: Construction Specifications (Section 2.3.21), Detail Design Phase, etc. **The H2 PE DBCR was completed in June 2012.H2 VMC PE design GMP and H2 Remainder PE design 30% drawings were completed.**	**Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)** **H2 VMC Preliminary Engineering Design GMP Drawings September 9, 2011(ID#7885)** **H2 VMC Extended Preliminary Engineering Design GMP Drawings December 9, 2011(ID#8193)** **H2 Remainder Preliminary Engineering Design 30% Drawings March 13, 2012(ID#8359)**			
30.	CMP Section 4.1 - Opportunities to obtain input from affected communities, First Nations and heritage associations;	York Region	Status - completed "Open House" format public consultations were held on June 9 and 10, 2010 during H2 Conceptual Design. Public Open Houses are also currently being planned for November, 2011 during Preliminary Design. Notices will be provided closer to the time and will include First Nations and heritage associations. Notices of public consultation opportunities, including newspaper advertising, postcards, individual letters, etc. Presentation to attendees.	Public Meeting June 9 and 10, 2010 (ID # 6220) Poster (ID# 6220) Newspaper advertising (ID# 6219) Presentation (ID#6158) Have Your Say Results, Viva presentation held June 9 & 10 (ID# 3330) EA Compliance Monitoring Program August 2008 (ID# 3683) EA Compliance Monitoring Program August 2008 (ID# 3683) York Region letter of submission of final CMP Y2H3 4.7 (ID# 4157, 4158) MOE Compliance Monitoring Program letter of approval (ID# 3706) Hwy 7 EA compliance 2010-H2-Draft to OE-2010-10-28.doc (ID#6594)	No	EFC 2010	Reviewed documents #6220, #6219 2011 ACR: Additional compliance documents (ID# 3683, 4158, 4157, 3706, 6594) were referenced but were not reviewed as this item was completed in the 2010 ACR.

Section 4.0 – Program Scope – General Commitments					Compliance Review (Ecoplans)		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			Opportunities for the public to comment were provided prior to final submission of the document.				
31.	CMP Section 4.1 - Inclusion of built-in attributes to mitigate adverse effects in design solutions;	York Region	Status –ongoing See Appendix One for monitoring for Built In Attributes	**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)**	No		2012 ACR: Appendix 1 of this ACR includes built-in attributes. It is suggested that the reference is removed from the Compliance Document Reference column. This item remains ongoing until all monitoring identified in Appendix One is complete.
32.	CMP Section 4.1 - Adoption of design solutions that mitigate effects on surface water quality and quantity and aquatic habitat at watercourse crossings;	York Region	Status – ongoing The H2 Design Basis & Criteria Report (DBCR) includes: - The Transition zone or the continuity strip (Section 3.15.1) - eco pavers allow for water percolation improving quality and reducing quantity. The median island also includes softscape wherever possible to achieve the same. In addition, in the DBCR, The drainage design (Section 2.7) includes oil grit separators to treat the runoff from impervious areas ensuring a net improvement in runoff quality for all release points.[1] In addition, the TRCA representatives and designers from the York consortium discussed water quality treatment for the H2 Project at a meeting in March 17, 2010. At that meeting it	**[2011]**Draft Design Basis and Criteria Report , September 8, 2010 (ID# 6476)[1] **[1]Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)** **Highway 7 Rapidway, Segment H3 – Yonge St to Kennedy Rd*, Preliminary Engineering Design Basis & Criteria Report, Update to Dec 2009 Final Version, Final Draft, November 2011 (ID#8035)** Draft Drainage Study for Vivanext H2: Highway 7 (Y.R.7), Centre Street (Y.R.71), Bathurst Street (Y.R.38) – August 3, 2010 (ID# 6279)[2] **[2] vivaNext H2 Vaughan Metropolitan Centre (VMC) Drainage Report Final April 05, 2012(ID#8459)** **[2] Minutes of Meeting: Meeting TRCA – Review of**	**Yes**	EFC 2010 **EF (2012)**	2010 ACR: Eighteen oil grit separators are proposed for the existing water treatment facilities under Section 2.7 of the DBCR. 2012 ACR: the Draft DBCR provided as evidence in 2011 was finalized with no change to the proposed oil grit separators. The evidence provided (ID 8459) was found to support the assertion [2] on how the condition was met. This item remains ongoing as detailed oil grit separator selection will be undertaken during detail design.

Section 4.0 – Program Scope – General Commitments					Compliance Review (Ecoplans)		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			was determined that the water quality treatment would consist of oil grit separators where the minimum pollutant size removed is 50 microns (coarse sand and silt, free oil and grease), total suspended solids removed is 80% and treatment verification is based upon manufacturer performance data and testing results provided to the TRCA. Preliminary Engineering for the H2 Rapidway design is based upon these requirements as per the Overview Section of the Draft H2 PE Drainage Study. [2]**The TRCA requirements for the oil grit separators as listed above are provided in the drainage study.**	**Vivanext phase H2 – Hwy 7, Centre Street, Bathurst Street - March 17, 2010 (ID#6562)** **[2]Draft Drainage Study for Vivanext H2: Highway 7 (Y.R.7), Centre Street (Y.R.71), Bathurst Street (Y.R.38) August 3, 2010 (ID# 6279)**			
33.	CMP Section 4.1 - Procedures to obtain regulatory approvals and input from municipal departments.	York Region	Status- ongoing The Draft H2 Design Basis & Criteria Report (DBCR) was developed. The DBCR includes an outline of approval requirements - Section 4 Approvals and Permits. [2] Preliminary consultation with municipalities regarding design has commenced, e.g. BRT design update presentation to the Vaughan Committee of Whole 2008-11-17, Viva Canopy design consultation 2009-01-13 and	**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **[2]Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)** Consultation with municipalities on the Viva Canopy design (ID# 4233)	**Yes**	[1] EFC 2010 **[2] EF (2012)**	[1] The letter dated August 18, 2010 demonstrates that Transport Canada officials have determined that the provision of the NWPA do not apply to this project, and therefore approvals are not required. 2012 ACR: The evidence provided updates the draft DBCR (ID 6476) to the Final DBCR (ID 8608) and was found to support the assertion [2] on how the condition was addressed.

Section 4.0 – Program Scope – General Commitments					Compliance Review (Ecoplans)		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			2009-02-04. The formal municipal approval process will begin at the commencement of the Detail Design phase. H2 conceptual design consultation with TRCA has commenced regarding proposed works on March 17, 2010. At a meeting on June 24, 2010, TRCA staff indicated that based on the information provided, the effects of the proposed works in these segments could be mitigated and that consequently, a Letter of Advice would be acceptable as a HADD would not result at any crossing. Navigable Waters Determination Request – concluded that there no Navigable Waters designations [1].	Minutes of Meeting: Meeting TRCA – Review of Vivanext phase H2 – Hwy 7, Centre Street, Bathurst Street - March 17, 2010 (ID# 6562) Minutes of Meeting: TRCA with York Consortium – June 24, 2010 (ID# 6386) [1] Navigable Waters Determination Letter. August 25, 2010 (ID#6429)			
34.	CMP Section 4.2 – In general terms commitments to be monitored include … … Contractor compliance with the measures stipulated in the technical specifications and contract conditions to mitigate construction effects on the natural environmental features within the influence of the works; (Refer also to Section 5 – Table 5.2 below for specific items to be monitored)	York Region / Contractor	Status –future To be addressed in detail design and construction		No		
35.	CMP Section 4.2 – In general terms	York Region	Status –future		No		

Section 4.0 – Program Scope – General Commitments					Compliance Review (Ecoplans)		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
	commitments to be monitored include … … Contractor compliance with the measures stipulated in the technical specifications and contract conditions to mitigate construction effects on community activities such as pedestrian and vehicular circulation, access and ambient noise and air quality levels; (Refer also to Section 5 – Table 5.2 below for specific items to be monitored)	/ Contractor	To be addressed in detail design and construction				
36.	CMP Section 4.2 – In general terms commitments to be monitored include … … Compliance, by all parties to construction contracts responsible for public safety and construction management and administration, with the procedures established to manage and mitigate effects on the natural or social environment of accidents or incidents during construction activities; (Refer also to Section 5 – Table 5.2 below for specific items to be monitored)	York Region / Contractor	Status –future To be addressed in final design and construction		No		

Note: Monitoring requirements for the Operations and Maintenance Phase (Section 4.3 of the CMP) are omitted from this document

Section 5.0 - Actions Required to Address Commitments							Compliance Review (Ecoplans)		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Requirements at Construction Stage of Project	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
37.	The Proponent shall comply with all the provisions of the EA submitted to the MOE which are hereby incorporated by reference except as provided in these conditions and as provided in any other approvals or permits that may be issued. This also includes the summaries of commitments for additional work, built in attributes and monitoring identified in Tables 10.4-1 to 10.4-4 and Tables 11.3-1 to 11.4-2 of the EA and Proponent's letter and attachments dated May 5, 2006.		York Region	Status - ongoing [1] Refer to tables in Appendix 1 of this document for monitoring against Tables 10.4-1 to 10.4-4. [2] Issues in Table 11.3-1 are monitored through items 38-57 below. [3] Table 5.2 of the Compliance Monitoring Program incorporates Table 11.4-1 of the EA (relates to construction) and is added to Section 5 of this document for monitoring. [4] Issues in Table 11.4-2 relate to the operations stages respectively and are not in this document. [5] Refer to Appendix 2 and 3 for monitoring against responses to the Government Review Team and the Public respectively.			No	EF (2011)	2011 ACR: The evidence provided in the 2011 ACR was found to support the assertion on how the condition was addressed. Item remains 'Ongoing' until final ACR.

Section 5.0 - Actions Required to Address Commitments							Compliance Review (Ecoplans)		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Requirements at Construction Stage of Project	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
38.	Fisheries and Aquatic Habitat	EA Reference - Chapter 11, Table 11.3-1, Appendix D CMP I.D. # 1.1 - All culverts/ bridge modifications regarding potential Harmful Alterations, Disruption or Destruction of fish habitat, compensation under the Fisheries Act and identification of additional watercourses during the detailed design phase will be reviewed and approved by TRCA to ensure the compliance to their requirements.	York Region	Status – future To be resolved in the Detail Design phase / discussed with TRCA, as required. H2 conceptual design consultation with TRCA has commenced regarding proposed works on March 17, 2010. At a meeting on June 24, 2010, TRCA indicated that based on the information provided, the effects of the proposed works in these segments could be mitigated and that consequently, a Letter of Advice would be acceptable since a HADD should not result at any crossing.		Minutes of Meeting: Meeting TRCA – Review of Vivanext phase H2 – Hwy 7, Centre Street, Bathurst Street - March 17, 2010 (ID# 6562) Minutes of Meeting: TRCA with York Consortium – June 24, 2010 (ID# 6386)	No	ECF 2010	The Meeting minutes dated June 24, 2010 between TRCA and YC satisfy this commitment.
39.		Chapter 11, Table 11.3-1, Appendix D CMP I.D. # 1.2 - For the proposed crossing at Rouge River between Town Centre Boulevard and Warden Avenue, a meander belt analysis will be carried out and a 100-year erosion limit will be determined during the preliminary & detailed design phases to meet TRCA's approval in determining the sizing of the bridge span.	York Region	Status – Does not apply to H2 segment	.		No		

Section 5.0 - Actions Required to Address Commitments							Compliance Review (Ecoplans)		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Requirements at Construction Stage of Project	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
40.		Chapter 11, Table 11.3-1, Appendix D CMP I.D. # 1.3 - Discussion with TRCA carried out to determine if a HADD will occur at one culvert extension, and if so, to secure a Fisheries Act authorization.	York Region	Status – future To be resolved in the Detail Design phase / discussed with TRCA, as required. Table 7 of Appendix D of the EA identifies locations of potential HADD (Harmful Alteration, Disruption or Destruction of fish habitat) relevant to H2. At a meeting on June 24, 2010, TRCA indicated that based on the information provided, the effects of the proposed works in these segments could be mitigated and that consequently, a Letter of Advice would be acceptable since a HADD should not result at any crossing.		Minutes of Meeting: TRCA with York Consortium – June 24, 2010 (ID# 6386)	No	ECF 2010	The Meeting minutes dated June 24, 2010 between TRCA and YC satisfy this commitment.

Section 5.0 - Actions Required to Address Commitments							Compliance Review (Ecoplans)		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Requirements at Construction Stage of Project	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
41.		Chapter 11, Table 11.3-1, Appendix D CMP I.D. # 1.4 - Any proposed in-stream work and site-specific mitigation measures carried out as outlined in Table 7 of the Natural Science Report	York Region	Status –future Provision for site-specific measures will be made in the Detail Design phase. The DBCR indicates that "Erosion Control protection shall be designed at all culverts, storm sewers inlets/outlets and ditch inlets/outlets".		**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)**	No		2012 ACR: The evidence provided updates the draft DBCR (ID 6476) to the Final DBCR (ID 8608). No review was undertaken. The requirements outlined in Table 7 of the Natural Science Report will need to be broken down and identified for future review.

Section 5.0 - Actions Required to Address Commitments							Compliance Review (Ecoplans)		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Requirements at Construction Stage of Project	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
42.	Vegetation and Wetlands	Chapter 11, Table 11.3-1, Appendix D CMP I.D. # 3.1 - Edge Management Plan and Tree Preservation Plans will be prepared during the detailed design to mitigate impacts to adjacent natural features, as well as the preparation of detailed compensation and restoration plans to strive to provide for a net improvement to existing condition. TRCA guidelines for Forest Edge Management Plans and Post-Construction Restoration will be followed.	York Region	Status –future To be determined during Detail Design Edge Management Plan, Tree Preservation Plans and compensation and restoration plans will be prepared during the Detail Design phase, as required.			No		
43.	Groundwater Resources	Chapter 11, Table 11.3-1, Appendix D CMP I.D. # 4.1 - In the event the shallow or upward groundwater movement becomes an issue due to the construction of subway during the detailed design stage, TRCA's hydrogeologist will be consulted.	York Region	Status – Does not apply to H2 segment This issue relates to the Spadina Subway Extension, and will be addressed during design and construction of the Spadina Subway Extension, covered under a separate CMP.			No		

Section 5.0 - Actions Required to Address Commitments							Compliance Review (Ecoplans)		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Requirements at Construction Stage of Project	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
44.		Chapter 11, Table 11.3-1, Appendix D CMP I.D. # 4.2 - For wells that remain in use, if any, a well inspection will be conducted prior to construction to establish baseline conditions and to confirm the relationship of the widened roadway to existing active water well will not have an adverse affect on water quality. If it does, a contingency plan will be developed. In the event that wells are required to be closed, closure will proceed in accordance with O.Reg.903 of the Ontario Water Resource Act. If the widened roadway has adverse effects on the active well on water quality, a contingency plan will be developed.	York Region	Status – future Well inspection to be undertaken in the future, prior to construction. EA Appendix D, Section 4.2.3 & 2.2.5 – Large majority of wells historically documented are no longer active. However, additional water supply wells that are unregistered in the MOE database may exist.			No		
45.		Chapter 11, Table 11.3-1, Appendix D CMP I.D. # 4.3 - For subway extension, a subsurface investigation will be conducted during preliminary and detail design to identify groundwater and soil conditions. Impact assessment and mitigation measures will be performed at that time to address any issues related to groundwater quality and quantity	York Region	Status – Does not apply to H2 segment This issue relates to the Spadina Subway Extension, and will be addressed during design and construction of the Spadina Subway Extension, covered under a separate CMP.			No		

Section 5.0 - Actions Required to Address Commitments							Compliance Review (Ecoplans)		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Requirements at Construction Stage of Project	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
46.	Surface Water Resources	Sect. 9.6, Chapter 11, Table 11.3-1, Appendix D & G CMP I.D. # 5.1 - A detailed Storm Water Management Plan (SWMP) will be developed in accordance with the MOE's Stormwater Management Planning and Design Manual (2003) and Guidelines for Evaluating Construction Activities Impacting on Water Resources. This SWMP will outline monitoring & maintenance commitments for SWM facilities constructed as part of this undertaking.	York Region	Status – ongoing SWMP will be finalized in the Detail Design phase. A Draft Drainage Study was completed for the conceptual design phase on August 3, 2010. It outlines requirements for storm water management to be included in the design when finalized during Detail Design. **[1] A Drainage Report for the H2 VMC completed on April 05, 2012 outlines requirements for storm water management.**		Draft Drainage Study for Vivanext H2: Highway 7 (Y.R.7), Centre Street (Y.R.71), Bathurst Street (Y.R.38) August 3, 2010 (ID# 6279) **[1] vivaNext H2 Vaughan Metropolitan Centre (VMC) Drainage Report Final April 05, 2012(ID#8459)**	**Yes**	**[1] EF (2012)**	2012 ACR: Status changed to ongoing as work has been done and numbering added for clarity. The evidence provided was found to support the assertion on how the condition was met.
47.		Chapter 11, Table 11.3-1, Appendix D & G CMP I.D. # 5.2 - Water quality controls up to the MOE water quality guideline of Enhanced Level (80% total suspended solids removal) required for areas where an increase in impervious surface is observed.	York Region	Status – ongoing SWMP will be finalized in the Detail Design phase. **[2011]**The Draft H2 Conceptual Design Basis & Criteria Report (DBCR) indicates that the H2 design complies with the MOE water quality guideline of Enhanced Level (80% total suspended solids removal) where an increase in impervious area occurs. The Draft H2 Preliminary Engineering for the VMC segment Design Basis & Criteria Report also indicates the same.		**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **[1] vivaNext H2 Vaughan Metropolitan Centre (VMC) Drainage Report Final**	**Yes**	**[1] EF (2012)**	2012 ACR: Status changed to ongoing as work has been done and numbering added for clarity. The evidence provided was found to support the assertion [1] on how the condition was met.

Section 5.0 - Actions Required to Address Commitments							Compliance Review (Ecoplans)		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Requirements at Construction Stage of Project	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
				[1] The H2 Drainage Reports indicate the intent to satisfy the TRCA requirement of 80% total suspended solids removal using oil grit separators, which will be selected during detail design.		**April 05, 2012 (ID8459)** **Draft Drainage Study for Vivanext H2: Highway 7 (Y.R.7), Centre Street (Y.R.71), Bathurst Street (Y.R.38) – August 3, 2010 (ID#6279)**			
48.		Chapter 11, Table 11.3-1, Section 9.6 CMP I.D. # 5.3 - An Erosion and Sediment Control Plan developed to manage the flow of sediment into storm sewers and watercourses and to monitor erosion and sedimentation control measures during construction.	York Region	Status – ongoing Temporary Erosion and Sediment Control Measures will be finalized in the Detail Design phase. The H2 Design Basis & Criteria Report (DBCR) is under development. The Draft DBCR summarizes proposed stormwater management measures throughout the study area. A Draft Drainage Study was completed for the conceptual design phase on August 3, 2010. These requirements were further outlined in the Draft Preliminary Engineering H2 Design Basis & Criteria Report for VMC, August 8, 2011 and the Draft VMC Section Drainage Report, August 8, 2011. **[1[An H2 PE DBCR and a VMC Drainage Report completed in June 2012 and on April 05, 2012**		**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) Draft Drainage Study for Vivanext H2: Highway 7 (Y.R.7), Centre Street (Y.R.71), Bathurst Street (Y.R.38) August 3, 2010 (ID# 6279) **Highway 7 Segment H2**	**Yes**	**[1] EF (2012)**	2011 Review of documents provided shows minimal evidence of erosion and sediment control measures and no mention of an Erosion and Sediment Control Plan. This will need to be completed and added to the final draft in detail design. 2012 ACR: Status changed to ongoing as work has been done and numbering added for clarity. The evidence provided was found to support the assertion [1] on how the condition was met.

Section 5.0 - Actions Required to Address Commitments							Compliance Review (Ecoplans)		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Requirements at Construction Stage of Project	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
				respectively continue to outlines the requirements mentioned above.		Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680) [1] vivaNext H2 Vaughan Metropolitan Centre (VMC) Drainage Report Final April 05, 2012(ID#8459)			

Section 5.0 - Actions Required to Address Commitments							Compliance Review (Ecoplans)		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Requirements at Construction Stage of Project	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
49.	Contaminated Soil	Chapter 11, Table 11.3-1, Proponent Response to Government Review Team Comments, Appendix F CMP I.D. # 7.1 - In the event contaminated sites are identified after construction activities begin, the contingency plan prepared to outline the steps that will be taken to ensure that contaminant release will be minimized and appropriate clean-up will occur. The site clean-up procedure of the plan compliance with the MOE's Brownfield's legislation and the Record of Site Condition Regulation (O.Reg. 153/04)	York Region	Status – future Contingency planning to address contaminated sites will be considered during the Detailed Design phase.			No		
50.		Chapter 11, Table 11.3-1, Proponent Response to Government Review Team Comments, Appendix F CMP I.D. # 7.2 - Health Canada's Federal Contaminated Site Risk Assessment in Canada will be obtained	York Region	Status – future To be obtained during Detail Design, if required.			No		

Section 5.0 - Actions Required to Address Commitments							Compliance Review (Ecoplans)		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Requirements at Construction Stage of Project	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
51.	Effects on Businesses and Other Land Uses	Section9.1.8, Chapter11, Table 11.3-1 CMP I.D. # 9.1 - The parking need assessment and management study developed.	York Region	Status - ongoing Work has commenced and will be analyzed as part of Detail Design.		Eight Steps to A Viva Park-and-Ride Strategy – YC 8.21 (ID#1037) Memo - Viva Cornell Terminal Park-and-Ride Development – Preliminary Analysis of Alternatives – YC 8.21 (ID#1117) Memo - To: Terry Gohde From: Al Raine Re: VIVA Park-and-Ride Initiative Dates: September 29, 2006 – YC 8.21 (ID#1739) Commuter Park N Ride Strategy Work Plan Description – YC 8.21 (ID#978) Technical Memorandum – Park-and-Ride Best Practices (Draft) – January 25, 2008 - YC 8.21 (ID#2232) Technical Memorandum – Park-and-Ride Siting Criteria and Methodology - (Draft) – February 29, 2008 - YC 8.21 (ID#2363) – etc. vivaNext Bus Rapid Transit Park and Ride Strategy Update - Report No. 9 of the Rapid Transit Public/Private Partnership Steering Committee - Regional Council Meeting of November 20, 2008	No		

Section 5.0 - Actions Required to Address Commitments							Compliance Review (Ecoplans)		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Requirements at Construction Stage of Project	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
52.	Archaeological Resources	Table 11.3-1 and proponent Response to Government Review Team Comments, Appendix J. CMP I.D. # 10.1 – **[1] Completion of a Stage 2 Archaeological Assessment** and procedure for continued consultation [2] with the Ministry of Culture. [3] Records of consultation with First Nations.	York Region	Status – ongoing Archaeological Services Inc. (ASI) has completed a Stage 2 Archaeological Assessment and indicated on August 23, 2011 that there is no further archaeological concern related to affected properties for H2. ASI is in the process of finalizing the Stage 2 Archaeological Assessment Report, copies of which will be provided for review to all relevant parties as noted including requesting First Nations. **[1] The Stage 2 Archaeological (Property) Assessment Report was completed in February 2012 and is awaiting MTCS concurrence.**	**[1] Stage 2 Property Assessment VivaNext H2 Preliminary Engineering Highway 7 Corridor Islington Avenue to Yonge Street Connection Road Public Transit Improvements February 2012(ID#8294)**		**Yes**	**EF (2012)**	2012 ACR: Numbering, bolding and underline were added to the Mitigation Measures column to clarify what condition was reviewed. The evidence provided was found to support the assertion [1] on how the condition was met. Item remains ongoing.
53.	Agriculture	CMP I.D. # 12.1 - A policy to protect agriculture lands during construction will be developed during the detailed design phase.	York Region	**Status –Does not apply to H2 segment** **[2011]**To be developed during the Detail Design phase **Agriculture lands are not present within the H2 segment in accordance with the Appendix H Land Use Study Report of the Highway 7 and Vaughan N-S Environment Assessment 2005. See vivaNext website (www.vivanext.com/279).**			**Yes**	**EF (2012)**	2012 ACR: evidence was provided to support the assertion on how the condition was addressed. The Owner Engineer provided Appendix H.

Section 5.0 - Actions Required to Address Commitments							Compliance Review (Ecoplans)		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Requirements at Construction Stage of Project	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
54.	Others	Section 9.1.5 CMP I.D. # 13.1 - MTO will be consulted and their approval will be sought in any modifications to the CAH bridges, and the grade separated option (C-B2) through Hwy 404 interchange when required.	York Region/Contractor	Status – Not applicable to H2 Segment The Highway 7 crossing of Highway 404 is not within the H2 segment limits			No		
55.		Section 9.1.5 CMP I.D. # 13.2 - The Highway 427 Extension Preliminary Study will be obtained during detailed design once they are finalized. MTO will be consulted in the design of Highway 7 structure over Highway 427.		Status – Not applicable to H2 Segment The Highway 7 structure over the proposed Highway 427 Extension is not within the H2 segment limits.			No		
56.		CMP I.D. # 13.3 - Public concerns/ complaints will be address through public consultation centres during detailed design phase. As well, public complaints protocols will address complaints regarding construction and operations of the transitway. The received concerns/ complaints will be circulated to appropriate department for action.		Status – future A Complaints Protocol will be developed during Detail Design. Public concerns will be addressed through public consultation centres during PE Design and, if necessary, will be addressed through public consultation centres during the Detail Design phase. .			No		

Section 5.0 - Actions Required to Address Commitments							Compliance Review (Ecoplans)		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Requirements at Construction Stage of Project	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
57.		Section 13.9.4 CMP I.D. # 13.4 - During the preliminary and detailed design phases, the Cycling and Pedestrian Advisory Committee (CPAC) will be consulted regarding the cyclist and pedestrian treatments.		Status – ongoing To be further developed in Detail Design **The H2 PE DBCR completed in June 2012 has provision for bicycle lane.**		**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)**	**Yes**	**EF (2012)**	2011 ACR: This item was not reviewed as the evidence provided is in Draft. 2012 ACR: No evidence or assertion was provided to support the condition to consult the Cycling and Pedestrian Advisory Committee. 2012 edit: additional information provided by the Owner Engineer clarified that it was concluded that the commitment related to the Highway 7 widening from Warden to Sciberras, was included in the rapid transit EA in Chapter 13. The widening work east of Warden is a separate project that will be progressed by York Region. It has not been designed as yet, or programmed for construction. This changed the review.
58.	Community vistas and street and neighbourhood aesthetics	Sections 9.6 and 10.4.2, and Proponent's Response to Government Review Team Comments CMP I.D. # 13 - Development of a comprehensive streetscaping plan to mitigate adverse effects on residential and pedestrian environment.	York Region	Status – ongoing The Draft H2 Conceptual Design Basis & Criteria Report (DBCR) includes streetscaping recommendations under Streetscape Design Guidelines (Section 3.8), General Guidelines (Section 3.9), etc. Examples of design features that could mitigate adverse effects on residential and pedestrian environment include the incorporation of plantable median islands and a reduction of lane widths		**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **Highway 7 Segment H2 Islington Avenue to Richmond Hill**	**Yes**	**EF (2012)**	2012 ACR: status changed to ongoing as evidence was provided of work undertaken. The evidence provided (ID 8035) was found to support the assertion that the development of a streetscaping plan is underway.

Section 5.0 - Actions Required to Address Commitments							Compliance Review (Ecoplans)		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Requirements at Construction Stage of Project	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
				consistent with the intent of developing Highway 7 from a suburban highway to an urban street. Further consultation will occur during the Detail Design phases.		**Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)** **Highway 7 Rapidway, Segment H3 – Yonge St to Kennedy Rd*, Preliminary Engineering Design Basis & Criteria Report, Update to Dec 2009 Final Version, Final Draft, November 2011 (ID#8035)** **[2011]**Draft Highway 7 Segment H2 Vaughan Metropolitan Centre (VMC) Section Design Basis & Criteria Report, August			

Section 5.0 - Actions Required to Address Commitments							Compliance Review (Ecoplans)		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Requirements at Construction Stage of Project	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
						8, 2011 (ID#7719)			
59.	Traffic and Pedestrian circulation and access during construction	EA Section 10.6 and Proponent's Response to Gov't Section 9.6 and Proponent's Response to Gov't Review Team Comments CMP I.D. # 14 - Development of a comprehensive Construction and Traffic Management Plan including consultation with school board officials to ensure safe, uninterrupted access to schools affected by the works.	York Region/Contractor	Status – future Traffic management concepts and plans will be developed in the Detail Design phase. A construction staging plan, as it relates to the effects on the school sites, will be provided to the School Boards for review during Detail Design.			No		
60.	Safety of traffic and pedestrian circulation and access during rapid transit operations	Section 9.6 and Government Review Team Comment response CMP I.D. # 15 - Infrastructure design features, built-in safety measures and operating procedures adopted in the preparation of the detailed design solution. Analysis of the need for speed limit reductions to address safety concerns.	York Region	Status - ongoing The Draft H2 Design Basis & Criteria Report (DBCR indicates for provisions to be made with respect to speed limit; DBCR Sections 2.3.1 BRT Standards, 2.3.4 Posted Speed, etc.). Detail Design will include analysis and recommendations for intersection crosswalk timing to meet pedestrian safety requirements. The DBCR also recommend the installation of countdown signals. **The PE DBCR completed in June 2012 continues to indicate the above-mentioned provisions. [1]** Detail Design not yet commenced. Notwithstanding, built-in safety features will include station platform railings, station canopy rear wall, station canopy, station platform edge treatment and		**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **[1] Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street &**	**Yes**	**[1] EF (2012)**	2012 ACR: status changed to ongoing as work has been done and numbering added for clarity. The evidence provided was found to support the assertion [1] on how the condition was addressed.

Section 5.0 - Actions Required to Address Commitments							Compliance Review (Ecoplans)		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Requirements at Construction Stage of Project	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
		Inclusion of numerical countdown pedestrian lights in detailed design.		platform height, etc. See Item 31 above for additional references.		**Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)**			
61.	Interface with MTO future 407 Transitway undertaking	Proponent's Response to Government Review Team Comments CMP I.D. # 17 - Consultation with MTO staff during the detailed design and construction phase to provide coordination and ensure protection for appropriate interface between projects.	York Region	Status -future MTO was consulted regarding the future 407 Transitway during the Yonge Subway Extension Transit Project Assessment Process. Further consultation will take place during Detail Design. **[1]MTO was consulted during PE Design regarding the interface at Bathurst viva Station and Commuter Parking Lot. A review dated July 13, 2012 was completed as the result of the consultation.**		**[1] Hwy 7 and Bathurst Street Station Commuter Parking Lot Review Task 1.2 Final 2012-07-13 (ID#8728)** **[1]Presentation, meeting notes and evaluation criteria from the Bathurst Station Workshop June 15, 2011 (ID#8961)**	No		2012 ACR: The evidence provided was found to support the assertion [1]. The assertion is in regard to consultation during PE Design. As the condition requires consultation during Detailed Design and Construction, not during PE Design, no review was undertaken. If it is intended to replace DD consultation then this should be clarified. Item remains Future status. Conditions in the Mitigation Measures column should be numbered for clarification.

Note: Requirements for Construction Monitoring (Section 5.2 of the CMP) and Operations and Maintenance Monitoring (Section 5.3 of the CMP) are omitted from this document.

Section 5.0 - Actions Required to Address Commitments - Table 5.2 Construction Monitoring										Contractors Notes		Compliance Review (Ecoplans)		
Construction and Compliance Monitoring					Specific information to be added by ECM with annual compliance reporting (for all cells in these columns).									
Item	Environmental Effect	Purpose of Monitoring	Monitoring Method	Monitoring Frequency	Changes to Mitigation Protection and/or Monitoring	Agency Responses and Dates	New Mitigation Protection and/or Monitoring	Date of Permit Approval or Authorization	Record of Compliance (ECM Signature and Date)	Status and Description of how commitments have been addressed during Construction	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
62.	Noise generated by construction activities	To ensure noise levels comply with Municipal by-laws and construction equipment complies with NPC-115 noise emission standards.	Site measurements of levels produced by representative equipment / activities	At time of introduction of equipment/ activities producing significant noise level with potential to disturb sensitive areas.						Status –future To be addressed in detail design and construction		No		
63.	Effect of construction activities on air quality(dust, odour,)	To confirm that local air quality is not being adversely affected by construction activity	Regular inspections of site dust control measures and of construction vehicle exhaust emissions	Monthly during construction seasons.						Status –future To be addressed in detail design and construction		No		
64.	Condition of heritage homes adjacent to transitway alignment	To determine if any damage/deterioration is due to construction activity	Pre-construction inspection to obtain baseline condition and monitoring during nearby construction	As required by construction schedule for work adjacent to heritage features.						Status –future To be addressed in detail design and construction		No		
65.	Effect of construction on water quality and quantity in watercourses	To confirm that water quality is not being adversely affected by construction activity	Monitor sediment accumulation after rain events during construction to ensure that the proposed mitigation measures in the Erosion and	After first significant rain event						Status –future To be addressed in detail design and construction		No		

Section 5.0 - Actions Required to Address Commitments - Table 5.2 Construction Monitoring										Contractors Notes		Compliance Review (Ecoplans)		
Construction and Compliance Monitoring					Specific information to be added by ECM with annual compliance reporting (for all cells in these columns).									
Item	Environmental Effect	Purpose of Monitoring	Monitoring Method	Monitoring Frequency	Changes to Mitigation Protection and/or Monitoring	Agency Responses and Dates	New Mitigation Protection and/or Monitoring	Date of Permit Approval or Authorization	Record of Compliance (ECM Signature and Date)	Status and Description of how commitments have been addressed during Construction	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			Sediment Control Plan have been satisfied.											
66.	Effect of construction on boulevard trees	To ensure the survival of boulevard trees	Inspection of protective measures and monitoring of work methods near trees	Prior to commencement of work and bi-weekly during work activities.						Status –future To be addressed in detail design and construction		No		

Note: Requirements for Operations and Maintenance Monitoring (Section 5.3 of the CMP) are omitted from this document.

Section 6.0 – Modifying the Design of The Undertaking					Compliance Review (Ecoplans)		
Item	**Mitigation Measure / Commitment to be Monitored**	**Responsible person / agency**	**Status and Description of how commitment has been addressed during design**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Results**	**Notes**
67.	CMP Section 6.0 - In the event that there is a minor change to the design of the undertaking which does not adversely impact the expected net environmental effects of the undertaking, these changes will be considered minor and documented in the annual compliance report. CMP Section 6.0 – "… a required modification to the transitway alignment and station location in the area of the IBM campus in Markham has been identified. The modified alignment is a local refinement to the undertaking approved in the EA and an amendment report will be submitted specifically documenting the design modification."	York Region	Status – Ongoing Minor changes to the design of the undertaking during H2 Conceptual Design have included: - Minor changes to intersection approaches / configurations supported by the requisite traffic modelling; - Minor reductions in general purpose lane widths; - Minor adjustments to Rapidway alignments to minimise environmental impacts; - Cross sections adjusted where possible to provide for bicycle lanes and maximize median green space. A minor change to the design of the undertaking during H2 Preliminary Design includes the urbanization of Hwy 7 for the limits of the project (Islington Ave. in the West to Garden Ave in the East)changing the speed limit from 70km/h to 60km/h. **Further minor changes to the design of the undertaking includes:** - **Minor changes to platform positions at station locations; [3]** - **Limited removal / addition of green medians where property permitted; [4]** - **Change of mixed traffic to single transit lane on Bathurst Street Bridge over Highway 407 to improve transit operations[1];** - **Implementation of a single transit lane**	**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **[3,4] Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)** Draft Highway 7 Segment H2 Vaughan Metropolitan Centre (VMC) Section Design Basis & Criteria Report, August 8, 2011 (ID#7719) **[1]Review of Adding a Dedicated Transit Lane to Bathurst St. Bridge over Hwy 7 and Hwy 407, July 2011(ID#8737)** **[2]Operational Review - Highway 7: Bathurst to Yonge Contract H2 Task 4.5, May 29, 2009(ID#4486)**	**Yes**	EFC 2010 **[1,2,3,4,5] EF (2012)**	This table is the documentation. This table should be updated to reference itself. 2011 ACR: This item was not reviewed as the evidence provided is in Draft. 2012 ACR: Numbering added for clarity. No evidence is provided to support assertions [3,4,5]. The evidence provided (ID 8737, 4486) was found to support the assertions [1,2] on how the condition was met. 2012 edit: discussion with the Owner Engineer clarified that evidence provided (ID 8680) supports assertions [3,4]. 2012 edit: additional evidence (ID#9127 H2 PE Minor Changes from the Environmental Assessment) was provided for [5] transit lane between Baldwin Ave./Bowes Rd and the GO Bradford line. This evidence supports the assertion. The Compliance Document Reference column should be updated to include the above documents. This changed the review.

Section 6.0 – Modifying the Design of The Undertaking					Compliance Review (Ecoplans)		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			on Highway 7 between Hunters Point Drive and Yonge Connection Road as an interim measure to optimize operational efficiency[2]; and - **Change of mixed traffic to single transit lane on Highway 7 between west of Baldwin Ave./Bowes Rd and the GO Bradford line to improve mixed traffic transition. [5]** In response to the City of Vaughan's requests as part of their Master Plan for the Vaughan Metropolitan Centre (VMC) (stakeholder request), the additional minor changes to the design have been made as part of Preliminary Design: - Widening of the median at the Jane & Hwy 7 intersection (with no impact to the overall width of the ROW); - Full signalization at the intersections of Hwy 7 and Millway Ave., Maple Creek and Creditstone Rds.				
68.	CMP Section 6.0 - In the event that there is a change to the design of the undertaking that results in a material increase in the expected net environmental effects of the undertaking, the process set out in the CMP for modifying the design of the undertaking (including submission of an amendment report to the MOE) will be followed.	York Region	**Status- Ongoing** No changes requiring a major amendment have been identified during H2 Preliminary Engineering. See also item 19 above. **An EA amendment report subtitled "Response to Conditions of Approval – Vaughan N-S Link Subway Alignment Optimization" was approved by the Minister of the Environment on April 4, 2008.**	**Response to Conditions of Approval – Vaughan N-S Link Subway Alignment Optimization June 2007 (ID#1519)** **MOE letter of approval of the undertaking - Vaughan N-S Link Subway Alignment Optimization (ID#4160)**	**Yes**	**EF (2012)**	2012 ACR: The evidence provided (ID 4160) was found to support the assertion on how the condition was met.

Section 7.0 – Consultation					Compliance Review (Ecoplans)		
Item	**Mitigation Measure / Commitment to be Monitored**	**Responsible person / agency**	**Status and Description of how commitment has been addressed during design**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Results**	**Notes**
69.	CMP Section 7.1.1- One "Open House" format public consultation opportunity on completion of the preliminary design development work for each segment of the transitway planned for construction as a stand-alone component of the project implementation. The open house will take place at a location within the limits of the segment to be implemented and the design solution presented and modified as necessary to address public comment, will be the basis for the detailed design.	York Region	Status - ongoing H2 Conceptual Design "Open House" public consultations were held on June 9 and 10, 2010. Opportunities for the public to comment were provided. Notices of public consultation opportunities, including newspaper advertising, postcards, individual letters, etc. Presentations to attendees. Further Open Houses for H2 Preliminary Design are currently being planned for November, 2011.	Public Meeting June 9 and 10, 2010 (ID # 6220) Poster (ID# 6220) Newspaper advertising (ID# 6219) Presentation (ID#6158) Have Your Say Results, Viva presentation held June 9 & 10 (ID# 3330)	No	EFC 2010	Reviewed documents # 6220, #6219, #6158, and #3330. They show evidence that: - consultations were held on the dates referenced in this table. - Presentations were prepared. - Opportunities for public comment were provided.
70.	CMP Section 7.2.1 - The findings of the Stage 2 Archaeological Assessment and any subsequent assessments will be circulated to all affected stakeholders and First Nations that have asked to be kept informed of the outcome of any archaeological investigations during the design and construction phases.	York Region	Status - ongoing Archaeological Services Inc. (ASI) has completed a Stage 2 Archaeological Assessment and indicated on August 23, 2011 that there is no further archaeological concern related to affected properties for H2. ASI is in the process of finalizing the Stage 2 Archaeological Assessment Report, copies of which will be provided for review to all relevant parties as noted including requesting First Nations. **[1] The Stage 2 Archaeological (Property) Assessment Report was completed in February 2012 and is awaiting MTCS concurrence [2]. The circulation of the report to First Nations will be carried out in Detail Design [3].**	**[1] Stage 2 Property Assessment VivaNext H2 Preliminary Engineering Highway 7 Corridor Islington Avenue to Yonge Street Connection Road Public Transit Improvements February 2012(ID#8294)**	**Yes**	**[1] EF (2012)**	2012 ACR: Numbering added for clarity. The evidence provided (ID 8294) was found to support the assertion [1] on how the condition was addressed. Note, circulation includes all affected stakeholders, not just First Nations.

Section 7.0 – Consultation					Compliance Review (Ecoplans)		
Item	**Mitigation Measure / Commitment to be Monitored**	**Responsible person / agency**	**Status and Description of how commitment has been addressed during design**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Results**	**Notes**
71.	CMP Section 7.2.1 - The Region and/or designate will consult [1] and respond [2] to First Nations concerns regarding its findings on the Stage 2 Archaeological Assessment. The Region and/or designate will obtain any necessary approvals [3] and conduct any additional studies [4] that may be required as a result of the findings and recommendations of the Stage 2 Assessment.	York Region	Status - ongoing Archaeological Services Inc. (ASI) has completed a Stage 2 Archaeological Assessment and indicated on August 23, 2011 that there is no further archaeological concern related to affected properties for H2. ASI is in the process of finalizing the Stage 2 Archaeological Assessment Report, copies of which will be provided for review to all relevant parties as noted including requesting First Nations. **The Stage 2 Archaeological (Property) Assessment Report was completed in February 2012 and is awaiting MTCS concurrence. The circulation of the report to First Nations will be carried out in Detail Design [1].**	**Stage 2 Property Assessment VivaNext H2 Preliminary Engineering Highway 7 Corridor Islington Avenue to Yonge Street Connection Road Public Transit Improvements February 2012(ID#8294)**	**Yes**	**[1] EF (2012)**	2012 ACR: Numbering added for clarity. The assertion does not address the required conditions [1-4]. Item remains ongoing.
72.	CMP Section 7.2.2 - Notices of public consultation opportunities will be sent to First Nations that wish to be kept informed of the implementation of the undertaking. [1] Should First Nations wish to be kept informed of the study and any additional work the Region will consult and notify First Nations in the manner in which they wish to be notified and/or consulted. This could vary from sending notices to attending meetings. [2]	York Region	Status - Ongoing Hwy 7 EA Notice of submission of CMP for public review and comment. [1] Notices of "Open House" format public consultation opportunities will be provided through newspaper advertising, or as appropriate to meet the commitment. Notices of public consultation opportunities, including newspaper advertising, postcards, individual letters, etc. Further Open Houses for H2 Preliminary Design are currently being planned for November, 2011.	[1] Notice of Submission of CMP (ID# 4121) and CMP distribution lists to First Nations (ID# 4123) [2] Poster (ID# 6220) [2] Newspaper advertising (ID# 6219)	No	[1-2] EF (2011)	The evidence provided in the 2011 ACR was found to support the assertion. This status of this item will remain 'Ongoing' as further consultations are being planned.

Section 7.0 – Consultation					Compliance Review (Ecoplans)		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
73.	CMP Section 7.1.2 - One "Open House" format public information centre prior to commencement of construction to present the construction staging and methods to be adopted including temporary works and methods to maintain traffic and pedestrian access and circulation, protect the existing natural and built environment and minimize noise, vibration and air pollution during construction	York Region / Contractor	Status - Future		No		
74.	CMP Section 7.1.2 - Availability of a "Community Relations Officer" throughout the construction period to provide information to, consult with and respond to complaints from, property and business owners and the general public. This Officer will prepare a protocol for dealing with and responding to inquiries and complaints during the construction and subsequent operation. The protocol will be submitted to the MOE for placement on the Public Record prior to commencement of construction.	York Region / Contractor	Status - future		No		

Note: Monitoring requirements for the Construction Phase (Section 7.1.2 of the CMP) and the Operations and Maintenance Phase (Section 7.1.3 of the CMP) are omitted from this document

Section 8.0 – Program Schedule – section irrelevant to ACR

Section 9.0 - Submission and Circulation of the CMP					Compliance Review (Ecoplans)		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
75.	CMP Section 9.0 - In order to fulfill the Condition of Approval requiring submission of a CMP, this document [CMP] is submitted to the Director of the Environmental Assessment and Approvals Branch (EAAB) of the Ministry of the Environment for review and approval.	York Region	Status – completed CMP submission requirements addressed with the approval of the CMP. The final CMP was submitted to the Acting Director, Environmental Assessment and Approvals Branch on August 18, 2008 and approved on December 29, 2008.	MOE Compliance Monitoring Program letter of approval ID# 3706) EA Compliance Monitoring Program August 2008 (ID# 3683) MOE email confirmation of receipt of CMP - August 20, 2008 (ID# 3150)	No	EF (2010)	The letter of approval states: This memo acknowledges receipt of the Compliance Monitoring Program (CMP) for the Highway 7 Corridor & Vaughan North-South Link Public Transit Improvements Environmental Assessment (EA).
76.	CMP Section 9.0 - Following approval it [CMP] will be provided to the Director for filing with the Public record maintained for the undertaking. [1] Accompanying the CMP submitted to the Director will be a statement indicating that the CMP is intended to fulfill Condition 3 of the Conditions of Approval. [2]	York Region	Status – completed CMP submission requirements addressed with the approval of the CMP. [1] The letter of submission includes a statement indicating that the CMP is intended to fulfill Condition 3 of the Conditions of Approval.[2]	[1] MOE Compliance Monitoring Program letter of approval – (ID# 3706) [2] York Region letter of submission of final CMP (ID# 4157, 4158)	No	**[1-2] EF (2011)**	The evidence provided in the 2011 ACR was found to support the assertion.
77.	CMP Section 9.0 - Additional copies [following approval] will be provided by the Proponent for public access as specified in condition of approval 2.1.	York Region	Status – completed Refer to item 7 of this document		No	**EF (2011)**	The evidence provided in the 2011 ACR was found to support the assertion.
78.	CMP Section 9.0 - The CMP will be made available to agencies, affected stakeholders and/or members of the public who expressed an interest in activities being addressed in the CMP or being involved in subsequent work.	York Region	Status – completed Condition addressed with the approval of the CMP and circulation to affected/interested stakeholders.	Notice of Submission of CMP (ID# 4121) and CMP distribution lists to First Nations, Government Review Team and other stakeholders (ID# 4122, 4123, 4124, 4125)	No	**EF (2011)**	2010 ACR: ENF No evidence has been provided that the CMP has been circulated to affected/interested stakeholders. 2011 ACR: The evidence that was provided in the 2011 ACR was found to support the assertion.
79.	CMP Section 9.0 - Copies of the CMP will be provided to those	York Region	Status – completed	York Region letter of submission of final CMP (ID# 4157, 4158)	No	EFC (2010)	Documents provided satisfy requirement.

Section 9.0 - Submission and Circulation of the CMP					Compliance Review (Ecoplans)		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
	agencies/interested groups identified in Table 11.3-1 of the EA. A notice will be sent to all other agencies involved during the EA and to other stakeholders who identified an interest by providing comments during public review of the EA or EA review. The notice will advise that the CMP is available on the Region's website or hard copy on request. A copy of the stakeholder list will be provided to MOE for the public record submission of the CMP and subsequent ACR's.		Condition addressed with the approval of the CMP and circulation to affected/interested stakeholders.	Notice of Submission of CMP (ID# 4121) and CMP distribution lists to First Nations, Government Review Team and other stakeholders (ID# 4122, 4123, 4124, 4125)			
80.	CMP Section 9.0 - The CMP will be available for public information on the Proponent's website at www. vivayork.ca	York Region	Status – completed The CMP is posted on York Regions york.ca website.		No	ECF (2010)	The CMP is available on the york.ca website.

Section 10.0 – Annual Compliance Report – section irrelevant to ACR

Section 11.0 - Other Documents required by the Conditions of Approval					Compliance Review (Ecoplans)		
Item	**Mitigation Measure / Commitment to be Monitored**	**Responsible person / agency**	**Status and Description of how commitment has been addressed during design**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Results**	**Notes**
81.	Ridership Monitoring Program: CMP Section 11.1 - York Region will prepare the results of its Ridership Monitoring Program as committed in Section 5.2.2.3 of the EA and EAA Condition 4.1. The Ridership Monitoring Program will be provided to the City of Toronto, GO Transit, Ministry of Transportation, TTC, the Towns of Markham and Richmond Hill and the City of Vaughan for review.	York Region	Status – ongoing Relates to Section 5.2.2.3, Step 3, of the EA. The ridership monitoring period is 2007 – 2011 and the major review will not take place until 2012. In the mean time, ridership monitoring is ongoing as evidenced by the referenced reports.	YRT\Viva 2007 Revenue Ridership Summary, YRT\Viva 2007 Ridership Summary - Specialized Services – Mobility Plus, Viva Monthly Operations Summary December 2007 Y1 8.02 (ID#'s 3106, 3107, 3108)	No		2012 ACR: Item not reviewed but is expected for 2013 ACR.
82.	Technology Conversion Plan CMP Section 11.2 - A Technology Conversion Plan will be prepared to identify when and if conversion from a bus rapid transit (BRT) system to a Light Rail Transit (LRT) system will occur.	York Region	Status – ongoing A Draft Transition Plan was prepared and submitted on March 02, 2007 and is presently under review as part of the ongoing Network Plan update. Transit Network Analysis is ongoing including LRT / subway technology conversion considerations. **The potential future evolution from Bus Rapid Transit to higher capacity Light Rail Rapid Transit is not being planned at this time, and is ultimately dependant on significant growth in transit ridership and available funding in the future, and is not expected within the 2031 horizon. No Technology Conversion Plan will be finalized until new information on this issue becomes available.**	Draft Transition Plan, March 2, 2007 (ID# 910) **Letter from York Region, April 3, 2012, responding MOE comments, April 3, 2012.(ID#8908)**	**Yes**	**EF (2012)**	2011 ACR: This item was not reviewed as the evidence provided is in Draft. 2012 ACR: The evidence provided (ID 8908) was found to support the assertion on how the condition was met.

Section 11.0 - Other Documents required by the Conditions of Approval					Compliance Review (Ecoplans)		
Item	**Mitigation Measure / Commitment to be Monitored**	**Responsible person / agency**	**Status and Description of how commitment has been addressed during design**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Results**	**Notes**
83.	CMP Section 11.2 - If conversion is found to be required prior to 2021, the Plan will include an implementation schedule.	York Region	Status – ongoing The draft Transition Plan included general indications of alternative schedules. The 2009 Network Update Report will address the overall sequence of implementation. **The potential future evolution from Bus Rapid Transit to higher capacity Light Rail Rapid Transit is not being planned at this time, and is ultimately dependant on significant growth in transit ridership and available funding in the future, and is not expected within the 2031 horizon. No Technology Conversion Plan will be finalized until new information on this issue becomes available.**	Draft Transition Plan, March 2, 2007 (ID# 910) **Letter from York Region, April 3, 2012, responding MOE comments, April 3, 2012.(ID#8908)**	**Yes**	**EF (2012)**	2011 ACR: This item was not reviewed as the evidence provided is in Draft. 2012 ACR: The evidence provided (ID 8908) was found to support the assertion on how the condition was met.
84.	CMP Section 11.2 - The Ridership Monitoring Program and Technology Conversion Plan will be placed on the public record file at the EAAB and the MOE's Central Regional Office. A copy of these documents will also be provided to the City of Toronto, TTC, GO Transit, the Ministry of Transportation, the Towns of Markham and Richmond Hill and the City of Vaughan for review.	York Region	Status – ongoing As per above, the pending 2009 Network Update Report will address technology conversion. Ridership monitoring is ongoing as evidenced by the referenced reports. **The potential future evolution from Bus Rapid Transit to higher capacity Light Rail Rapid Transit is not being planned at this time, and is ultimately dependant on significant growth in transit ridership and available funding in the future, and is not expected within the 2031 horizon. No Technology Conversion Plan will be finalized until new information on this issue becomes available.**	YRT\Viva 2007 Revenue Ridership Summary, YRT\Viva 2007 Ridership Summary - Specialized Services – Mobility Plus, Viva Monthly Operations Summary December 2007 YC 8.02 (ID#'s 3106, 3107, 3108) **Letter from York Region, April 3, 2012, responding MOE comments, April 3, 2012.(ID#8908)**	**Yes**	**EF (2012)**	2012 ACR: The evidence provided (ID 8908) was found to support the assertion on how the condition was met.

Section 11.0 - Other Documents required by the Conditions of Approval					Compliance Review (Ecoplans)		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
85.	Complaints Protocol CMP Section 11.3 - Prior to construction, the Region will prepare a protocol on how it will deal with and respond to inquiries and complaints received during the construction and operation of the undertaking. The protocol will be submitted to the Central Region Director for placement on the Public Record.	York Region	Status - future Protocol will be prepared during the Detail Design phase.		No		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-1 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1] P	C	O	Location	Potential Environmental Effects	Proposed Mitigation Measures: Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation	Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
OBJECTIVE A: To improve mobility by providing a fast, convenient, reliable and efficient rapid transit service																		
A1 (a)	Maximize Inter-regional and local transit connectivity	Connections to inter-regional services and future gateways	✓		✓	Highway 7 & Highway 50	Opportunity to connect to a Brampton Rapid Transit Initiative "AcceleRide" to improve the inter-regional transit network.	Highway 7 transitway will provide a direct connection from western York Region to the Region of Peel. It also provides a direct connection from York University to the Region of Peel.	Increased potential for infill development around the regional boundary.	None	Positive effect	Monitor the ridership and the performance of the connection to the Region of Peel.	York Region	Status –Does not apply to H2 segment		No		
(b)		Connections to inter-regional services and future gateways	✓		✓	At 400 series highways, e.g. Highways 427, 400, 404 & 407	Opportunity to connect to MTO's future rapid transit services on the 400 series highways to improve the inter-regional transit network.	Highway 7 transitway will provide additional stations for transfers.	Increased potential for infill development around these transfer points.	None	Positive effect	Monitor the ridership and the needs to provide additional stations as warranted by the future rapid transit services.	York Region	Status – ongoing Opportunities to connect to MTO's Highway 407 Transitway at the Richmond Hill Centre have been explored through the Yonge Subway Extension and Highway 407 Transitway Transit Project Assessments. No additional stations added during H2 Conceptual Design for the purpose of connections to inter-regional services and future gateways. **Opportunities to include a Commuter Parking Lot at the Bathurst viva Station to serve as a regional intermodal station and to connect to MTO's Highway 407 Transitway have been explored.** Ridership monitoring is ongoing. See item 81 of this document.	**[1] Hwy 7 and Bathurst Street Station Commuter Parking Lot Review Task 1.2 Final 2012-07-13 (ID#8728)** **[1]Presentation, meeting notes and evaluation criteria from**	**Yes**		2012 ACR: The evidence provided (ID 8728, 8961) was found to support the assertion. This assertion does not address the required conditions to monitor the ridership and the needs to provide additional stations as warranted by the future rapid transit services. Item remains ongoing.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-1 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1] P	C	O	Location	Potential Environmental Effects	Proposed Mitigation Measures: Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation	Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
OBJECTIVE A: To improve mobility by providing a fast, convenient, reliable and efficient rapid transit service																		
															the Bathurst Station Workshop June 15, 2011 (ID#8961)			
A1 cont'd (c)		Connections to inter-regional services and future gateways	✓		✓	York University	Opportunity to connect to the City of Toronto and improve ridership on these transit services.	Vaughan North-South Link will provide a direct connection to the York University and to the future TTC rapid transit connecting the Toronto system prior the implementation of subway extension.	Increased potential for infill development around this transfer point.	None	Positive effect	Monitor the ridership and the performance of the connection to Toronto.	York Region	Status – Ongoing Ridership monitoring is ongoing. See item 81 of this document.		No		
(d)	Maximize Inter-regional and local transit connectivity (cont'd.)	Connections to inter-regional services and future gateways	✓		✓	Proposed Richmond Hill Centre Intermodal Station	Better connection to GO Stations and future provincial inter-regional 407 Transitway station will improve ridership on all transit services	Highway 7 transitway will provide a direct connection to GO Rail's Richmond Hill Line at the proposed Richmond Hill Centre Intermodal Station [1]. It will also have a connection to York's Yonge Street Transitway [2] and the future provincial transit corridor along Highway 407 [3].	Increased potential for infill development around Richmond Hill Centre Intermodal Station	None	Positive effect	Monitor ridership and the performance of the connection to GO Langstaff Station [4]	York Region	Status – ongoing [1] Pedestrian bridge between the viva Richmond Hill Terminal and the Bala Go Rail Platform was constructed and opened for use April 2008, improving connection to the Go Station. Opportunities to connect to MTO's Highway 407 Transitway at the Richmond Hill Centre have been explored through the Yonge Subway Extension [2] and Highway 407 Transitway Transit Project Assessments. [3] **Opportunities to include a Commuter Parking Lot at the Bathurst viva Station to serve as a**	**[3] Hwy 7 and Bathurst Street Station Commuter**	**Yes**	**[2,3] EF (2012)**	2012 ACR: Numbering was added and altered for commitment clarity. Status was changed to ongoing as work has been done. Assertion [1] was not reviewed as it appears completed. Evidence was not found for assertion [2]. The evidence provided was found to support the assertion [3] on how the condition was addressed. Assertion [4] is ongoing. 2012 edit: discussion with the Owner Engineer clarified that all current connections interconnect at the Richmond Hill Terminal. Therefore, the pedestrian bridge supports the assertion on how the condition [2] was addressed. The future provincial Transitway is supported through maintaining opportunities at Yonge and Bathurst, for example the commuter parking lot evidence

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-1 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1] P	C	O	Location	Potential Environmental Effects	Proposed Mitigation Measures: Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation	Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
OBJECTIVE A: To improve mobility by providing a fast, convenient, reliable and efficient rapid transit service																		
														regional intermodal station, to connect to MTO's Highway 407 Transitway, and to serve as an "over-flow" parking facility for the Yonge subway or for commuters accessing the 407 Transitway station have been explored. [3] **Possibility that GO Transit may use the facility in the future.** Ridership monitoring is ongoing. See item 81 of this document. [4]	**Parking Lot Review Task 1.2 Final 2012-07-13 (ID#8728)** **[3]Presentation, meeting notes and evaluation criteria from the Bathurst Station Workshop June 15, 2011 (ID#8961)**			(ID 8728) provided for assertion [3]. This changed the review.
A1 cont'd (e)		Connections to inter-regional services and future gateways	✓		✓	Unionville GO Station	Connection to Unionville GO Station will improve York's transit network.	A pedestrian walkway will be provided to transfer the transitway passengers to the Unionville GO Station. This will provide a fast and reliable service from the future Markham Centre to the City of Toronto or northern York Region via the GO Rail's Stouffville Line.	Increased potential for infill development around this transfer point.	None	Positive effect	Monitor the ridership and the performance of the connection to Unionville GO Station.	York Region	Status – Does not apply to H2 segment The Unionville GO Station is not within the H2 study limits		No		
(f)		Compatibility with proposed local network	✓		✓	Entire Corridor	Inconvenient transfer between local transit and Highway 7 Rapid Transit may discourage transit ridership.	Stations generally located on north-south local transit routes ensuring convenient transfers between services. Integrated fare system proposed.	Project may change the configuration of local transit.	Local services configured as grid where practical, to provide both community coverage and feeder roles	Positive effect	Regular review of effectiveness of local service plans.	York Region	Status - ongoing Regular review of effectiveness of local service plans is an ongoing YRT task. York Region currently plans to undertake a network		No		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-1 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1] P	C	O	Location	Potential Environmental Effects	Proposed Mitigation Measures: Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation	Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
OBJECTIVE A: To improve mobility by providing a fast, convenient, reliable and efficient rapid transit service																		
														connectivity review that will include review of the effectiveness of local service plans. RFP released and closed August 18, 2011.				
A2 (a)	Maximizes speed and ride comfort and minimizes safety risks and maintenance costs with an optimized alignment geometry.	Grade at station in excess of LRT standard of max. 1.0%.	✓		✓	Eastbound platform on Highway 7 at Chalmers Rd./ South Park Rd.	Running way grade at platforms is 2.49%. LRT should have the minimum climbing grade after stopping to load/unload passengers.	Grade through station will have to be modified locally resulting in a vertical separation from adjacent traffic lanes if LRT technology is introduced.	Minor retaining walls through station.	Incorporate safety barriers where required.	Significant		York Region	Status –Does not apply to H2 segment		No		
(b)		Grade at station in excess of LRT standard of max. 1.0%.	✓		✓	Westbound platform on Highway 7 at West Beaver Creek Rd./ Commerce Valley Dr. W	Running way grade at platforms is 2.13%. LRT should have the minimum climbing grade after stopping to load/unload passengers.	Grade through station will have to be modified locally resulting in a vertical separation from adjacent traffic lanes if LRT technology is introduced.	Minor retaining walls through station.	Incorporate safety barriers where required.	Significant		York Region	Status –Does not apply to H2 segment		No		
(c)		Grade at station in excess of LRT standard of max. 1.0%.	✓		✓	Both platforms on Highway 7 at East Beaver Creek Rd./ Commerce Valley Dr. E	Running way grade at platforms is 2.97%. LRT should have the minimum climbing grade after stopping to load/unload passengers.	Grade through station cannot be modified due to the close proximity of the next intersection.	Station grade exceeding desirable LRT maximum will remain.	None practical	Significant – LRT operation speed reduced.	Speed impact will be analysed during LRT system design.	York Region	Status –Does not apply to H2 segment		No		
(d)		Grade at station in excess of LRT standard of max. 1.0%.	✓		✓	Both platforms on Highway 7 at McCowan Road	Running way grade at platforms is 2.56%. LRT should have the minimum climbing grade after stopping to load/unload passengers.	Grade through station will have to be modified locally resulting in a vertical separation from adjacent traffic lanes if LRT technology is introduced.	Minor retaining walls through station.	Incorporate safety barriers where required.	Significant		York Region	Status –Does not apply to H2 segment		No		
A3	Maximize operational	N/A - Maintenance & storage facility				N/A	N/A	N/A	N/A	N/A	N/A	N/A	York Region	Status –Does not apply to H2 segment		No		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-1 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1] P	C	O	Location	Potential Environmental Effects	Proposed Mitigation Measures: Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation	Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
OBJECTIVE A: To improve mobility by providing a fast, convenient, reliable and efficient rapid transit service																		
	efficiency of maintenance and storage facility	included in Yonge St. Corridor EA Undertaking.																
A4	Increase attractiveness of rapid transit service	Travel time and service reliability	✓		✓	Entire Corridor	Adjustments to signal timing to achieve progression and minimize delay to rapid transit.	Micro-simulation of rapid transit operation and general traffic movements during detailed design will be used to optimize signal timing. Transit speed will be increased to maximum achievable with reasonable intersection operation.	Delay to transit or intersecting traffic may be unacceptable. May affect intersection capacity for general traffic movements.	Modification of inter-section signal timing.	Moderately significant	Pursue an on-going intersection performance monitoring program	York Region	Status – future The Draft H2 Design Basis & Criteria Report (DBCR) reports in Section 1.3 General Design Requirements that signal controlled transit priority at all major intersections is required. Further analysis of signal timing requirements will be done during Detail Design.	**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)**	No		2012 ACR: Not reviewed as status is Future and action to address further mitigation is in the future. Reference ID 8680 was bolded and highlighted to show updated DBCR.
A5	[1] Locate stations to maximize ridership potential and convenience of access for all users	Residents/Employees within walking distance of station locations. Accessibility of stations/transit system.			✓	Entire Corridor	Stations at locations with automobile-oriented land use could discourage rapid transit use.	Station locations selected to serve supportive land use. Facilities designed with weather protection, direct barrier-free access and attractive streetscapes within surrounding residential neighbourhoods.	Continued dependence on automobile if land use objectives not achieved	Greater emphasis on supportive land use	Positive effect	[2] Regular review of land use and new or infill development potential during detailed design phases for transitway and stations.	York Region	Status - ongoing Stations are being provided as per the EA Report. York Region has developed guidelines for assessing potential locations for new or additional viva stations as development occurs[1-2]	[1] Memo - Station Location Optimization (ID # 640). Other supporting documents (ID # 639 & 689)	No	[1] EFC 2010	[1] The documentation provided includes principles for ridership criteria of new viva stations, analysis on spacing requirements/effects of new viva stations, and proposed measurements of analysis for applying the principles (p. 4 Viva Phase 1 Capital Improvements document ID 689)

Notes: P – Pre construction, C – Construction, O – Operation

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
B1 (a)	Minimize adverse effects on and maximize benefits for communities in corridor	Potential displacement of community features		✓	✓	Entire Corridor	Potential displacement or loss of unique features.	[1] Avoid known distinct community features to minimize impact;[2] incorporate landscaping and furniture into streetscape to enhance corridor and community environment.	None expected	None expected	Negligible	[3] Future community consultation	York Region	Status – ongoing **[2011]**The Draft H2 Design Basis & Criteria Report (DBCR) incorporates guidelines which include Streetscape Design Guidelines - Section 4.10 and 4.11 that are also intended to minimize displacement or loss of unique features. **The Streetscape Design Guidelines above are currently provided in Section 3.** **Equivalent references to Section 3 of the Draft Design Basis & Criteria Report can be found in Section 3 of ID#8680 with associated reference to ID#8035.**	**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)** **Highway 7 Rapidway, Segment H3 – Yonge St to Kennedy Rd*, Preliminary Engineering Design Basis & Criteria Report, Update to Dec 2009 Final Version, Final Draft, November**	**Yes**	**[1,2] EF (2012)**	2011 ACR: This item was not reviewed as the evidence provided is in Draft. 2012 ACR: Numbering was added for clarity. The evidence provided (ID 8035) was found to support the assertions [1,2] on how the condition was addressed. Item remains ongoing to Detailed Design.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1] P	C	O	Location	Potential Environmental Effects	Proposed Mitigation Measures: Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation	Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
															2011 (ID#8035)			
B1 Cont'd (b)		Effect on community cohesion			✓	Entire corridor	Highway 7 may be perceived as a 'highway-like road, which in turn with the introduction of transit service vehicles, could create an unfriendly environment for pedestrians.	Design transitway to facilitate safe pedestrian road crossings with median refuge. Improved streetscaping in order to create a friendlier pedestrian environment.	During initial operation, vehicle/pedestrian incidents may occur due to the introduction of new traffic facilities and patterns.	Emphasis on education programs, signage, and stricter enforcement.	Negligible	Continue to monitor traffic behaviour and causes of incidents involving pedestrians.	York Region	Status - future		No		
(c)		Community facility utilization			✓	Entire corridor	Improved transit access could increase demand on facilities and services within the corridor.	Municipality can expand services and facilities through the increased development charge revenue.	Community facility expansion could impact stable existing communities.	Include mitigation measures in community facility expansion.	Positive effect	Monitoring of registration levels at the various facilities.	York Region	Status - future		No		
B2 (a)	Maintain or improve road traffic and pedestrian circulation	Reduction in main street intersection capacities due to rapid transit operations			✓	Highway 50	Implementation of rapid transit reduces the intersection capacity after future growth.	A dedicated WB transit phase of 10s and a WB transit left turn have been introduced.	Under 2021 considerations, EBL, WBT & SBT will operate at capacity in the AM peak hour, and; EBL, WBT, NBT & SBL will operate at capacity in the PM peak hour. The impact of the RT system on the intersection will be negligible as the transit vehicle will operate in conjunction with the WBL.	Under 2021 considerations, the addition of a WB protected left turn phase should be considered.	Significant	Monitoring required for WB protected left turn phase.	York Region	Status – Does not apply to H2 segment		No		
(b)	Maintain or improve road				✓	New Mid-block Road	Under 2021 considerations, EBL, EBT	Pedestrian split phasing should be	None expected	None required.	Significant	Monitoring required for pedestrian split	York Region	Status – Does not apply to H2 segment		No		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1] P	C	O	Location	Potential Environmental Effects	Proposed Mitigation Measures: Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation	Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
	traffic and pedestrian circulation (cont'd)						& WBT will operate at capacity in the AM peak hour. The SBL will operate at capacity in the PM peak hour.	considered in detailed design phase.				phasing.						
B2 Cont'd (c)					✓	Hwy 427 N-E/W Off-Ramp	Under 2021 considerations, WBT will approach capacity in AM peak hour, and; no capacity constraints are expected in the PM peak hour.	None required.	None expected	None required.	Insignificant	None required.	York Region	Status – Does not apply to H2 segment		No		
(d)					✓	Hwy 427 S-E/W Off-Ramp	Transit vehicles will experience delay due to heavy ramp traffic volumes.	Cycle length has been increased from 90 seconds to 120 seconds to accommodate the heavy volumes on the off ramp.	The ramp movements require more green time to maintain acceptable operating conditions.	Transit signal priority could be considered during the detailed design phase.	Moderately Significant	Monitoring required for active transit signal priority.	York Region	Status – Does not apply to H2 segment		No		
(e)					✓	Roybridge Road/ Vaughan Valley Boulevard	Implementation of RT reduces the intersection capacity.	N-S main phase has been increased to accommodate pedestrian crossing time.	The time for E-W main street movements will be reduced. WBT movements will operate at or near capacity.	Future pedestrian volumes should be monitored over time to determine the opportunity to provide a 2-stage crossing for pedestrians & thus allocate additional green time to the E-W main phase.	Moderately Significant	Monitoring required for 2-stage crossing.	York Region	Status – Does not apply to H2 segment		No		
(f)					✓	Highway 27	Implementation of RT reduces the intersection capacity.	N-S green time has been increased to accommodate the minimum pedestrian crossing time.	WBL will operate at capacity in the AM peak hour. This capacity issue currently exists today.	None required	Moderately Significant	None required	York Region	Status – Does not apply to H2 segment		No		
(g)						Kipling Avenue	Requirement for transit to transition to mixed-traffic complicates the intersection operation.	A ten second transit advance phase will be provided to facilitate the access/ egress of the transit	The additional transit phase will operate at capacity. WBT, SBT, EBL & EBT will operate at capacity	Split phasing should be considered to allocate additional green time to the E-W phase as the N-S	Moderately Significant	Monitoring required for implementation of split phasing or exclusive lanes in the SB approach.	York Region	Status – Does not apply to H2 segment		No		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
								vehicle to/from the transit lanes. WBR is permitted during the transit advance phase.	or approach capacity in AM/ PM peak hour.	phase will operate at a minimum split of 38s. Alternatively, implementation of exclusive lanes in the SB approach for example an exclusive left, through & right turn lane should be considered.								
B2 cont'd (h)	Maintain or improve road traffic and pedestrian circulation (cont'd)	Reduction in main street intersection capacities due to rapid transit operations (cont'd)			✓	Islington Avenue	Requirement for transit to transition to mixed-traffic complicates the intersection operation.	A ten second transit advance phase will be provided to facilitate the access/ egress of the transit vehicle to/from the transit lanes. EBR is permitted during the transit advance phase.	EBT, WBT, NBL & SBL will operate at capacity in AM/PM peak hour. Surrounding lands prevent road network improvements.	Pedestrian split phasing should be considered on the N-S phase to generate additional green time for the E-W movements. Improvements are not possible due to land/ grade constraints or would not improve operating conditions due to excessively high volumes. Minor remedial measures are not possible such as dual left turn lanes or signal modifications.	Significant	Monitoring required for implementation of split phasing or exclusive lanes in the SB approach. When the time comes to widen this section of the Highway 7 to 6 lanes, dual left turn lanes should be considered.	York Region	Status – Does not apply to H2 segment		No		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1] P	C	O	Location	Potential Environmental Effects	Proposed Mitigation Measures: Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation	Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
B2 cont'd (i)					✓	Pine Valley Drive	Implementation of RT reduces the intersection capacity.	N-S pedestrian crossing times have been increased. Protected-only EBL & WBL have been introduced. Due to property constraints, duel left turn lanes cannot be provided.	The number of permissive left turns will be limited due to the heavy E-W through volumes. WBL, EBL & NBL will approach capacity or operate at capacity during peak hours.	Review property impact during Preliminary Design Phase to assess the opportunities to provide a dual left turn lanes.	Moderately Significant	Review property impact during Preliminary Design Phase.	York Region	Status – future work Preliminary engineering was completed with protected left turn lanes in each direction. Property impacts were reviewed during Preliminary Design and the alignment moved one (1) metre to the south to further mitigate impacts to residential properties on the north side [1] and accommodate the future implementation of dual left turn lanes, should these be required. Additional traffic analysis will be undertaken in Detail Design to confirm operational requirements and the need for dual left turn lanes[2].	[1] Conceptual Design Roll Plan, drawing R1 (ID#8009)	No	[1] EC (2011)	2011 ACR: The initial drawings provided for evidence were R2, which were not correct. The correct drawing showing Pine Valley Drive is R1. This was updated by the Owner Engineer in the table. The review of the R1 drawing shows alignment was moved 1m south [1]. It was initially unclear regarding the provision for dual left turn lanes [2]. This was clarified by the Owner Engineer and marked as "future work" for Detail Design.
(j)					✓	Weston Road	Under 2021 considerations, the intersection is expected to operate at capacity during both peak hours.	None required.	Intersection will continue to operate at capacity.	None required.	Significant	None required.	York Region	**Status – No Action Required**		No		
(k)					✓	Famous Avenue	Under 2021 considerations, WB will approach capacity during both AM and PM peak hours.	None required.	Intersection will continue to operate at capacity.	None required.	Significant	None required.	York Region	**Status – No Action Required**		No		
(l)					✓	Highway 400 S-EW off-ramp	Under 2021 considerations, NB dual	None required.	Intersection will continue to operate	None required.	Significant	None required.	York Region	**Status – No Action Required**		No		

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			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
							left will approach capacity in the AM peak hour, and; no capacity constraints are expected during the PM peak hour.		at capacity.									
B2 cont'd (m)	Maintain or improve road traffic and pedestrian circulation (cont'd)	Reduction in main street intersection capacities due to rapid transit operations (cont'd)			✓	Highway 400 Interchange	As the area generates a significant amount of traffic, the interchange will operate at capacity conditions between Weston Road to Jane Street during the peak period.	None required initially. However, monitoring for active signal priority is required to confirm if active signal priority is necessary in the future.	None expected	None required.	Moderately Significant	Monitoring for active signal priority required	York Region	Status –future		No		
(n)					✓	Interchange Way	EBL, WBT & SBR will approach capacity or operate at capacity. Dual EBL could not be incorporated due to property constraints.	None required.	Intersection will continue to operate at capacity.	Review property impact during Preliminary Design Phase to assess the opportunity for dual eastbound left turn lanes.	Moderately Significant	Review property impact during Preliminary Design Phase [1]	York Region	**Status – Completed** **The impact of the Vaughan Corporate Centre Streetscape and Open Space Master Plan Study on roadway configuration was considered during PE Design and included consideration of the transfer of traffic movements from Interchange Way to Commerce Drive, eliminating the need for dual left turn lanes at Interchange Way, and further property assessment.**	**[1] Section 2.5.5, H2 Preliminary Engineering Highway 7 - Hunters Point Drive to Bruce Street, Storage Lane Analysis, TASK 03.08, 2011-December-23.(ID#8891)**	**Yes**	**[1] EC (2012)**	2012 ACR: Numbering added for clarity. The evidence provided (ID 8891) was found to support the assertion.
(o)					✓	Jane Street	Some transit vehicles are required to turn south to reach the York University.	A ten second transit phase will be provided to facilitate the movements [1]. The NB exclusive right turn lane will be permitted during the	The intersection of Highway 7 and Jane Street will operate at capacity during both peak periods. The protected left	Split phasing should be considered during the detailed design phase to provide a minimum split for the N-S pedestrian movement [2].	Moderately Significant	Monitoring required for implementation of split phasing. [3] Review opportunities for road network improvements to	York Region	Status –No action required [1,2] An EA amendment report subtitled "Response to Conditions of Approval – Vaughan N-S Link Subway Alignment Optimization"		No		2012 ACR: Assertion and evidence was bolded and underlined. Numbering was added for clarity. Evidence not provided for assertions [1,2,4]. The evidence provided was found to support the assertion [3] on

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
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			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
								transit phase. Review opportunities for road network improvements to improve left turn lane capacity issues.	turn restrictions resulting from the RT system will result in the eastbound and westbound left turns operating at capacity.	Review opportunities for road network improvements to improve left turn lane capacity issues.		improve left turn lane capacity issues. [4]		was approved by the Minister of the Environment on April 4, 2008. **[4] [2011]**The TTC has prepared a separate CMP for the Spadina Subway Extension Project and is responsible for compliance monitoring related to the Vaughan N-S Link segment of the undertaking.				how the condition was addressed. 2012 edit: text was removed by the Owner Engineer in the status and compliance document reference columns. This changed the review.
B2 cont'd (p)					✓	Interchange Way (Jane Street)	East approach is operating as a shared left-through and shared through-right. Heavy left turn volumes suggest an exclusive or dual westbound left turn lane is required.	Monitor east approach for widening	Intersection will continue to operate at capacity.	None expected	Moderately Significant	Recommend further intersection analysis during Preliminary Design Phase to determine if exclusive WB left turn widening is warranted.	York Region	Status –No action required An EA amendment report subtitled "Response to Conditions of Approval – Vaughan N-S Link Subway Alignment Optimization" was approved by the Minister of the Environment on April 4, 2008. **This requirement is no longer relevant because there is no southbound turn on Jane Street for the VNSL which was replaced by subway as in th EA amendment report.** **[2011]**The TTC has prepared a separate CMP for the Spadina Subway Extension Project and is responsible for compliance monitoring related to the Vaughan N-S Link segment		No		2012 ACR: Assertion and evidence was bolded and underlined. No review was undertaken as this condition is no longer applicable.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
														of the undertaking.				
B2 cont'd (q)					✓	Proposed East-West Road (Jane Street)	Under 2021 Considerations, SBL will operate at capacity and NBT will approach capacity during the AM peak hour. The opposing WBR will approach capacity during the PM peak hour.	Traffic volume should be monitored to determine if a SB dual left turn lane will be required to facility the heavy volume during the morning period.	Intersection will continue to operate at capacity.	None expected	Moderately Significant	Monitoring required for SB dual left turn lane.	York Region	Status –No action required An EA amendment report subtitled "Response to Conditions of Approval – Vaughan N-S Link Subway Alignment Optimization" was approved by the Minister of the Environment on April 4, 2008. **s requirement is no longer relevant because there is no southbound turn on Jane Street for the VNSL which was replaced by subway as in the EA amendment report.** **[2011]**The TTC has prepared a separate CMP for the Spadina Subway Extension Project and is responsible for compliance monitoring related to the Vaughan N-S Link segment of the undertaking.		No		2012 ACR: Assertion and evidence was bolded and underlined. No review was undertaken as this condition is no longer applicable.
B2 cont'd (r)	Maintain or improve road traffic and pedestrian circulation (cont'd)	Reduction in main street intersection capacities due to rapid transit operations (cont'd)			✓	Northwest Gate (Steeles Avenue)	Under 2021 Considerations, the intersection will operate at capacity during the AM peak hour.	None required.	Intersection will continue to operate at capacity.	None expected	Moderately Significant	None required.	York Region	Status –No action required An EA amendment report subtitled "Response to Conditions of Approval – Vaughan N-S Link Subway Alignment Optimization" was approved by the Minister of the Environment on April 4, 2008.		No		2012 ACR: Assertion and evidence was bolded and underlined. No review was undertaken as this condition is no longer applicable.

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			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
														This requirement is no longer relevant because there is no southbound turn on Jane Street for the VNSL which was replaced by subway as in the EA amendment report. **[2011]**The TTC has prepared a separate CMP for the Spadina Subway Extension Project and is responsible for compliance monitoring related to the Vaughan N-S Link segment of the undertaking.				
(s)					✓	Keele Street	Transit vehicles are required to turn onto Highway 7.	A ten second transit phase will be provided to facilitate the movements. The WB general traffic will be permitted during the transit phase.	Both peak periods show the left turn movements operating at capacity.	Additional green time to the critical movements should be considered in the detailed design phase; or road network improvements should be considered in the preliminary design phase.	Moderately Significant	Review opportunities to provide additional capacity for the left turn movements during detailed design phase/preliminary design phase.	York Region	Status –No action required An EA amendment report subtitled "Response to Conditions of Approval – Vaughan N-S Link Subway Alignment Optimization" was approved by the Minister of the Environment on April 4, 2008. **This requirement is no longer relevant because there is no eastbound turn for the VNSL which was replaced by subway as in the EA amendment report. However, intersection analysis has been undertaken as part of the PE Design.**	**H2 Preliminary Engineering Highway 7 - Hunters Point Drive to Bruce**	No		2012 ACR: Assertion and evidence was bolded and underlined. No review was undertaken as this condition is no longer applicable.

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GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
														[2011]The TTC has prepared a separate CMP for the Spadina Subway Extension Project and is responsible for compliance monitoring related to the Vaughan N-S Link segment of the undertaking.	**Street, Storage Lane Analysis, TASK 03.08, 2011-December-23.(ID#8891)**			
B2 cont'd (t)					✓	Creditstone Road	WBT, NBL & EBT will operate at capacity in the PM peak hour.	None required.	Intersection will continue to operate at capacity.	A 2-stage pedestrian crossing should be considered during the detailed design stage.	Significant	None required.	York Region	Status –future Opportunity for 2-stage pedestrian crossing to be reviewed during Detail Design.		No		
(u)					✓	Bowes Road/ Baldwin Avenue	Requirement for transit to transition to mixed-traffic complicates the intersection operation.	A ten second transit phase will be provided.	The intersection is expected to operate at good level-of-service with the RT system.	None expected	Positive effect	None required.	York Region	Status – future **[2011]**Dual EB to NB left turn lanes will be considered during H2 Detail Design. Section 2.2.1.4 in the Design Basis and Criteria Report describes the elimination of the consideration of dual left turn lanes because the change is not compatible with the City of Vaughan`s plans for Bowes Road as part of its VMC plan.		No		2012 ACR: discussion with the Owner Engineer clarified that the H2 Design Basis & Criteria Report (ID#8680) notes in several locations (e.g. Section 1.3) that transit signal priority will be provided at all major intersections. The final signal drawings at detail design will be the ultimate demonstration of this. Bolding was removed as item status remains future work and was not reviewed.
B2 cont'd (v)					✓	Centre Street/ North Rivermede	Requirement for transit to transition to mixed-traffic complicates the intersection operation.	EB transit vehicle will utilize the existing channelized right turn lane and diverge into the transitway downstream of the intersection to avoid delay.	The intersection will operate at a satisfactory LOS. NBT & EBT will approach capacity. Minimal delays or queues are expected between the two	None expected	Insignificant	None required.	York Region	Status - No action required		No		

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GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
									transitional intersections.									
(w)					✓	Centre/ Bathurst Streets	Transit vehicles are required to negotiate an EBL or SBR in the dedicated transit ROW.	EBL/SBR for transit, & EBL/EBT for general traffic has been permitted during a 10-second transit phase. All the left turn lanes operate under protected-permissive phases as the transit phase operate under an exclusive phase.	EBL, NBL & SBT will approach capacity in the PM peak hour.	None expected	Moderately Significant	None required.	York Region	Status - No action required		No		
(x)	Maintain or improve road traffic and pedestrian circulation (cont'd)	Reduction in main street intersection capacities due to rapid transit operations (cont'd)			✓	Worth Boulevard/Flamingo Road (Bathurst Street)	Requirement for transit to transition to mixed-traffic complicates the intersection operation.	A ten second transit phase will be provided. SBT will be permitted during this transit phase.	NBT will operate at capacity and SBT will approach capacity. Addition green time is required in the N-S direction.	Split phasing should be considered during the detailed design stage.	Significant	Monitoring required for split phasing.	York Region	Status- future Split phasing to be reviewed in Detail Design.		No		
(y)					✓	Bathurst Street Connection Road	Requirement for transit to transition to mixed-traffic complicates the intersection operation.	Three SB left turn lanes will be provided: one for an exclusive SB transit left turn lane; two for SB general left turn traffic. A dual EB left turn lane will be provided.	No capacity constraints.	None expected	Positive effect	None required.	York Region	Status - No action required		No		
B2 cont'd (z)					✓	Hunter's Point Drive	Requirement for transit to transition to mixed-traffic complicates the intersection operation.	A ten second transit phase will be provided. EBT will be permitted during this transit phase.	No capacity constraints.	None expected	Positive effect	None required.	York Region	Status – future To be confirmed during Detail Design. Currently, BRT operations are proposed to be in mixed traffic instead of Rapidway, WB between the Yonge Street Connection Ramp and west of Hunters Point Drive. Accordingly, WB		No		2010 ACR: ENF 2010 - No document provided. In the 2011 ACR the assertion has been changed: " to be confirmed in detail design." Status changed to future.

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GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
														BRT transition to mixed-traffic may be avoided in this area.				
(aa)					✓	Yonge Street Connection Road	Accessing the Richmond Hill Centre Intermodal Station complicates the intersection operation.	WB & SB right transit movements will operate in mixed traffic utilizing the existing channelized right turn lanes. EB & SB left transit movements will remain in the dedicated transit lanes. EB left transit & general traffic movements will operate together. Similarly, SB left transit & general traffic movements will operate together. **[1] Signal priority will likely be implemented to detect buses in the transitway & activate the appropriate phases to avoid long delays & prevent the buses from doubling up.**	EBL and WBT will approach capacity during the PM peak hour.	None expected	Positive effect	Monitoring required for signal priority. [2]	York Region	[1] Status - complete Signal Priority requirements determined during Detail Design. The Draft H2 Conceptual Design Basis & Criteria Report (DBCR) indicates that signal controlled transit priority will be provided at all major intersections. [1] [2] Status - future	**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **[1] Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)**	**Yes**	**[1] EF (2012)**	2012 ACR: Numbering was added for clarity and condition [1] was bolded and underlined for review. The evidence provided (ID 8680) was found to support the assertion [1] on how the condition was addressed. The status remains as future as work for item [1] appears to be completed. Status updated to reflect this.
B2 cont'd (ab)	Maintain or improve road traffic and pedestrian circulation (cont'd)	Reduction in main street intersection capacities due to rapid transit operations (cont'd)			✓	Red Maple Road	Requirement of mixed-traffic transition complicates the intersection operation. Under 2021 Considerations, volumes from Bayview Glen Development show the	An advance EB through phase will be implemented into the signal timing to permit the WB transit vehicle to transition to mixed traffic. The EB left will operate as protected only.	The intersection will operate at an acceptable LOS during the AM peak hour with the WB through approaching capacity. The WBT will operate at capacity in the PM	None expected	Moderately Significant	Review potential to provide a dual eastbound left turn lane during the Preliminary & Detail Design Phases.	York Region	Status – Does not apply to H2 segment		No		

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			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
							eastbound left to operate at capacity during the PM peak hour.		peak hour.									
(ac)					✓	Silver Linden Drive	EBL and WBT will operate at capacity or approach capacity in the PM peak hour.	None required.	Intersection will continue to operate at capacity.	None required.	Moderately Significant	None required.	York Region	Status – Does not apply to H2 segment		No		
(ad)					✓	Bayview Avenue Connection Ramp	Requirement for transit to transition to mixed-traffic complicates the intersection operation.	A ten second transit phase will be provided.	EBT will approach capacity in the AM peak hour.	The implementation of a dual EB left turn and/or split phasing for pedestrians should be considered during detailed design phase.	Moderately Significant	Evaluate option of implementing a dual eastbound left turn lane and/or review opportunity to provide split phasing for pedestrian.	York Region	Status – Does not apply to H2 segment		No		
(ae)					✓	South Park Drive/Chalmers Road	Requirement for transit to transition to mixed-traffic complicates the intersection operation.	A ten second transit phase will be provided.	E-W phase will operate at capacity during the PM peak hour. The EBL & WBT will operate a capacity.	Pedestrian split phasing should be considered.	Moderately Significant	Monitoring required for pedestrian split phasing.	York Region	Status – Does not apply to H2 segment		No		
(af)					✓	Leslie Street	WBL, SBL, EBL, EBT & NBL will operate at capacity or approach capacity in the AM & PM peak hours. The N-S movements will require a minimum split of 49 s to serve pedestrian crossing times. Long-term conditions expect high vehicular volumes in all approaches. Additional road improvements are insignificant due to high traffic demands from Highway 404 and surrounding future development.	Improvements are not possible due to land/ grade constraints or would not improve operating conditions due to excessively high volumes. Minor remedial measures are not possible such as dual left turn lanes or signal modifications.	Intersection will continue to operate at capacity.	Opportunities to reduce the minimum N-S split, such as a 2-stage pedestrian crossing, should be pursued as other critical phases require the additional green time.	Moderately Significant	None required.	York Region	Status – Does not apply to H2 segment		No		
B2 cont'd	Maintain or improve road	Reduction in main street intersection			✓	East Beaver Creek/ Commerce	EBL & WBL will operate at capacity due to the	Improvements are not possible due to	Intersection will continue to operate	None expected	Significant	A two-stage pedestrian crossing should be	York Region	Status – Does not apply to H2 segment		No		

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GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1] P	C	O	Location	Potential Environmental Effects	Proposed Mitigation Measures: Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation	Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
(ag)	traffic and pedestrian circulation (cont'd)	capacities due to rapid transit operations (cont'd)				Valley Drive East	protected-only phases. The reduction in east-west capacity is mainly attributed to the additional north-south green time required to accommodate pedestrians. Heavy volumes and proximity to the Highway 404 interchange result in capacity conditions with minimal improvement from minor remedial measures.	land/ grade constraints or would not improve operating conditions due to excessively high volumes. Minor remedial measures are not possible such as dual left turn lanes or signal modifications.	at capacity.			considered at the Commerce Valley Drive intersection to reduce side street green time demands.						
(ah)					✓	Highway 404 N-E/W Ramp	Requirement for transit to transition to mixed-traffic complicates the intersection operation.	The WB transit vehicles will be given a green indication in conjunction with the WB traffic. A ten second EB transit phase will be provided. The WBT will be permitted during this phase. Upstream & stop bar detection of the transit vehicle will be provided to allow the controller with advance warning and confirmation that a transit vehicle requires the advance transit phase.	Overall peak hour operations are not impacted. Transit delay between the two transition intersections is expected.	Should the resultant delays to transit vehicles be considered excessive, transit vehicle priority could be employed at both the transition intersections to advance the traffic signal display in anticipation of the arrival of the transit vehicle.	Moderately Significant	Review the need to provide transit vehicle priority.	York Region	Status – Does not apply to H2 segment		No		
B2 cont'd (ai)					✓	Highway 404 Interchange	Heavy volumes on off-ramps and through Highway 7 Corridor suggest major mitigative	Major mitigative measures should be considered in future.	Congestion within the interchange will remain.	None required.	Significant	Monitor queuing on off-ramps and on Highway 7 to assess need for improvements.	York Region	Status – Does not apply to H2 segment		No		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
							measures will be required in future.					Monitoring required for active signal priority.						
(aj)	Maintain or improve road traffic and pedestrian circulation (cont'd)	Reduction in main street intersection capacities due to rapid transit operations (cont'd)			✓	Highway 404 S-E/W Ramp	Requirement for transit to transition to mixed-traffic complicates the intersection operation.	The EB transit vehicles will be given a green indication in conjunction with the EB traffic. A ten second WB transit phase will be provided. The EBT will be permitted during this phase. Upstream & stop bar detection of the transit vehicle will be provided to allow the controller with advance warning and confirmation that a transit vehicle requires the advance transit phase.	Overall peak hour operations are not impacted. Transit delay between the two transition intersections is expected.	Should the resultant delays to transit vehicles be considered excessive, transit vehicle priority could be employed at both the transition intersections to advance the traffic signal display in anticipation of the arrival of the transit vehicle.	Moderately Significant	Review the need to provide transit vehicle priority.	York Region	Status – Does not apply to H2 segment		No		
(ak)					✓	Allstate Parkway/East Valhalla	EBL, WBT & SBR will operate at or above capacity in the AM & PM peak hours due to heavy volumes generated from the high-density office area and future Seneca College. An extended advance phase is required, which impacts the E-W available green time in the AM peak hour.	Extended EB advance phase should be considered. The implementation of a channelized SB right turn lane should be examined as well as a dual EB left turn lane during the detailed design stage.	Intersection will continue to operate at capacity.	None required.	Moderately Significant	Review potential to provide a channelized right turn lane in the southbound direction and a dual eastbound left turn lane.	York Region	Status – Does not apply to H2 segment		No		
B2 cont'd (al)					✓	Town Centre Boulevard (Town Centre Blvd. Alignment)	Transit vehicles are required to negotiate an EBR or NBL in the dedicated transit ROW.	EBR/NBL for transit, & WBT for general traffic has been permitted during a dedicated 10-second transit phase. The	EBT will operate at capacity in the PM peak hour.	None required.	Significant	None required.	York Region	Status – Does not apply to H2 segment		No		

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			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
								WBL will operate as protected-only in order to prohibit WBL vehicles from operating with the WBT volumes during the transit phase.										
(am)					✓	Clegg Road	WBT, SBL, EBL & NBL will approach capacity in AM/PM peak hour.	None required.	Intersection will continue to operate at capacity.	None required.	Significant	None required.	York Region	Status – Does not apply to H2 segment		No		
(an)	Maintain or improve road traffic and pedestrian circulation (cont'd)	Reduction in main street intersection capacities due to rapid transit operations (cont'd)			✓	Helen Avenue/ future North-South Connection Road	Transit vehicles are required to enter/exit the dedicated median transitway lanes.	An exclusive transit only phase will be provided.	Under 2021 Considerations, EBL & SBL will approach capacity in the AM/PM peak hour.	None required.	Significant	None required.	York Region	Status – Does not apply to H2 segment		No		
(ao)					✓	Helen Avenue (Kennedy Road)	Transit vehicles are required to negotiate an EBL or SBR in the dedicated transit ROW. Under 2021 Considerations, heavy volumes generated from Markham Centre West and GO Unionville Station will result in capacity constraints on NBL, SBT & WBL during AM/PM peak hour.	A transit phase of 10 s has been incorporated into the signal timings to operate in conjunction with the EBL & EBT movements. Under 2021 Considerations, a dual northbound left and channelized right turn should be considered.	Intersection will continue to operate at capacity.	None required.	Significant	Follow-up monitoring during full buildout conditions to examine the possibility of implementing a dual northbound left and channelized eastbound right turn lane.	York Region	Status – Does not apply to H2 segment		No		
B2 cont'd (ap)					✓	Avoca Drive(Kennedy Road)	Implementation of RT will reduce the intersection capacity. The proposed Markham Centre West developments at this intersection show heavy north-south volumes on	NBL & SBL will operate as protected left phases. Io reduce the northbound advance phase, improvements such as implementing a dual northbound left	Intersection will continue to operate at capacity.	None required	Significant	Follow-up monitoring to assess capacity issues during the PM peak hour with NB/SB through movements and the NB left.	York Region	Status – Does not apply to H2 segment		No		

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GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
							Kennedy Road. WBL, NBL & EBL will approach capacity in AM/PM peak hour.	turn lane should be considered in the detailed design phase.										
(aq)					✓	Kennedy Road	Transit vehicles are required to negotiate a NBR or WBL in the dedicated transit ROW.	A transit phase of 10 s has been incorporated into the signal timings to operate in conjunction with the WBT movements.	None expected.	A 2-stage pedestrian crossing should be considered during detailed design phase to meet the minimum split requirements in both directions.	Moderately significant	A 2-stage pedestrian crossing should be considered during detailed design phase.	York Region	Status – Does not apply to H2 segment		No		
(ar)					✓	Bullock Drive/ Commercial Access	EBL will operate at capacity as a protected left turn phase in PM peak hour.	None required	Intersection will continue to operate at capacity.	None required	Moderately significant	None required	York Region	Status – Does not apply to H2 segment		No		
(as)	Maintain or improve road traffic and pedestrian circulation (cont'd)	Reduction in main street intersection capacities due to rapid transit operations (cont'd)			✓	McCowan Road	WBL & NBL will operate above capacity.	None required initially. Based on future operations, improvements to the westbound left and northbound left may be required to improve operations at the intersections during the AM peak hour. To improve operating conditions, a two-stage pedestrian crossing should be investigated in both directions during the detailed design stage.	Intersection will continue to operate at capacity.	None required	Significant	Investigated the need to provide a two-stage pedestrian crossing in both directions during the detailed design stage. Review special needs for the westbound left and northbound left during the AM peak hour.	York Region	Status – Does not apply to H2 segment		No		
B2 cont'd (at)					✓	Grandview Boulevard/ Galsworthy Drive	Requirement for transit to transition to mixed-traffic complicates the	A ten second transit phase will be provided.	The intersection is expected to operate at an acceptable	None required	Positive Effect	None required.	York Region	Status – Does not apply to H2 segment		No		

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GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1] P	C	O	Location	Potential Environmental Effects	Proposed Mitigation Measures: Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation	Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
							intersection operation.		LOS.									
(au)					✓	Main Street Markham	E-W main phase is reduced significantly due to the pedestrian crossing time requirements to cross Highway 7.	WBL will operate at capacity in the AM peak hour and WBL & NBL will approach capacity in the PM peak hour.	Intersection will continue to operate at capacity.	None required	Significant	None required	York Region	Status – Does not apply to H2 segment		No		
(av)					✓	Wooten Way	Requirement for transit to transition to mixed-traffic complicates the intersection operation.	A ten second transit phase will be provided.	The intersection is expected to operate at an acceptable LOS.	None required	Positive Effect	None required.	York Region	Status – Does not apply to H2 segment		No		
(aw)					✓	Ninth Line	Under 2021 considerations, EBL, SBT, NBL, NBT & WBT will approach capacity or operate at capacity in the AM/PM peak hour.	None required	Intersection will continue to operate at capacity.	None required	Significant	None required	York Region	Status – Does not apply to H2 segment		No		
(ax)	Maintain or improve road traffic and pedestrian circulation (cont'd)	Reduction in main street intersection capacities due to rapid transit operations (cont'd)			✓	Bur Oak Avenue	Requirement for transit to transition to mixed-traffic complicates the intersection operation in the initial phase.	EBL transit and general traffic will operate together. Similarly, SB transit and general traffic will operate together. WBR transit vehicles will operate in conjunction with the SB phase.	The intersection is expected to operate without any capacity constraints.	None required	Positive Effect	None required.	York Region	Status – Does not apply to H2 segment		No		
B2 cont'd (ay)					✓	Future Markham By-Pass Extension	Under 2021 considerations, SBL will operate at capacity in the AM/PM peak hours.	Exclusive right turn lanes in all approaches should be considered in detailed design phase.	Intersection will continue to operate at capacity.	None required	Significant	Monitoring required for Exclusive right turn lanes.	York Region	Status – Does not apply to H2 segment		No		
(az)					✓	Reesor Road	Requirement for transit to transition to mixed-traffic complicates the intersection operation.	A ten second transit phase will be provided for EB transit vehicle in conjunction with the WB through general	The intersection will not be significantly impacted.	None required	Insignificant	None required.	York Region	Status – Does not apply to H2 segment		No		

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GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
								traffic.										
(ba)		Need to divert from main street at various locations, as required for the preferred alignment.			✓	TTC BRT Entrance/ Steeles Ave. IBM Entrance/ Town Centre Blvd.	New traffic signal will be required to facilitate a safe transit movement among the general traffic.	New traffic signal is introduced.	None expected.	None Expected	Insignificant	None required.	York Region	Status – Does not apply to H2 segment		No		
(bb)		Potential conflict at transition points between mixed-traffic operations and median transitway operations			✓	Proposed signalized Beech-wood Cemetery Entrance SB	Rapid transit may have to wait for opportunity to merge with the general through traffic resulting in service delay. New traffic signal will be required to facilitate a safe transit movement among the general traffic.	New traffic signal is introduced to accommodate transit movements. Also, this new intersection provides a better access for the cemetery.	None expected.	None Expected	Positive	None required.	York Region	Status- future Will be reviewed during Detail Design.		No		
(bc)		Critical left turn storage lengths			✓	Westbound dual left at Famous Avenue	High left turn volumes at this cinema's only access will deteriorate the intersection operation.	The dual left turn storage lengths have been maximized.	Due to the constraint of the intersection spacing (306 m), the maximized left turn storage lengths still cannot provide the required capacity. The left turn vehicles may spill out onto the adjacent through lane blocking the through traffic.	None Expected	Moderately Significant	None	York Region	Status - No action required.		No		
B2 cont'd (bd)	Maintain or improve road traffic and pedestrian circulation (cont'd)	Critical left turn storage lengths (cont'd)			✓	Eastbound and Westbound at Millway Avenue	High left turn volumes resulted from future Vaughan Corporate Centre development will deteriorate the intersection operation.	The left turn storage lengths have been maximized.	Due to the constraint of the intersection spacing (260 m in EB; 172 m in WB) and platform locations, the maximized left turn storage lengths still cannot provide the required capacity. The left turn vehicles may spill out onto the	None Expected	Moderately Significant	None	York Region	Status -No action required		No		

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GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1] P	C	O	Location	Potential Environmental Effects	Proposed Mitigation Measures: Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation	Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
									adjacent through lane blocking the through traffic.									
(be)					✓	Eastbound and Westbound left at Chalmers Road/ South Park Drive	High left turn volumes resulted from the business park will deteriorate the intersection operation.	The left turn storage lengths have been maximized.	Due to the constraint of the intersection spacing (220m in WB), the maximized left turn storage lengths still cannot provide the required capacity. The left turn vehicles may spill out onto the adjacent through lane blocking the through traffic.	None Expected	Moderately Significant	None	York Region	Status – Does not apply to H2 segment		No		
(bf)					✓	Westbound left at Saddlecreek Drive	High left turn volumes resulted from new development will deteriorate the intersection operation.	The left turn storage lengths have been maximized.	Due to the constraint of the intersection spacing (250 m), the maximized left turn storage lengths still cannot provide the required capacity. The left turn vehicles may spill out onto the adjacent through lane blocking the through traffic.	None Expected	Moderately Significant	None	York Region	Status – Does not apply to H2 segment		No		
B2 cont'd (bg)					✓	Eastbound and Westbound left at Times Avenue/ Valleymede Drive	High left turn volumes resulted from the business park will deteriorate the intersection operation.	The left turn storage lengths have been maximized.	Due to the constraint of the intersection spacing (250 m in EB; 405 m in WB) and the platform location, the maximized left turn storage lengths still cannot provide the required capacity. The left turn vehicles may spill out onto the	None Expected	Moderately Significant	None	York Region	Status – Does not apply to H2 segment		No		

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			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
									adjacent through lane blocking the through traffic.									
(bh)	Maintain or improve road traffic and pedestrian circulation (cont'd)	Critical left turn storage lengths (cont'd)			✓	Northbound left on Jane Street at Highway 407 north ramp	High left turn volumes accessing the Highway 407 will deteriorate the intersection operation.	The left turn storage length has been maximized.	Due to the constraint of the intersection spacing (230 m), the maximized left turn storage lengths still cannot provide the required capacity. The left turn vehicles may spill out onto the adjacent through lane blocking the through traffic.	None Expected	Moderately Significant	None	York Region	Status –No action required		No		
(bi)					✓	Eastbound and Northbound left at Kennedy Road and Helen Avenue	High left turn volumes accessing the GO Unionville Station will deteriorate the intersection operation.	The eastbound left turn storage length has been maximized and the northbound left turn storage length remains as existing.	Due to the constraint of the intersection spacing (245 m in EB), the maximized left turn storage lengths still cannot provide the required capacity. The left turn vehicles may spill out onto the adjacent through lane blocking the through traffic.	None Expected	Moderately Significant	None	York Region	Status – Does not apply to H2 segment		No		
B2 cont'd (bj)		Widening or construction of new structures resulting in major temporary disruption to highway or railway traffic during construction		✓		Hwy 427 CP Mactier Hwy 400 McMillian Yard Hwy 407/ Jane St. CN Halton CN Bradford Hwy 407/ Bathurst St. Yonge St. CN Bala Future Cedar Ave. Bayview Ave.	Construction staging at busy highway interchanges, such as at Hwy 404, could cause additional delay to general traffic. Temporary relocation of railway lines could cause delay to railway traffic.	Mitigation in the form of traffic accommodation plans and temporary works will be developed for all structures where disruption is unavoidable. Mixed traffic operation is introduced in the area	Reduction in transit and general traffic operation speed. Some delays likely during construction period.	None	Moderately significant	Monitor traffic operation to confirm whether dedicated transit lanes are required in the future.	York Region	Status – future Traffic management measures to be developed in the Detail Design phase.		No		

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			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
						Hwy 404 CP Havelock		of CP Mactier, CN Halton, CN Bradford, Hwy 407/ Bathurst St., Bayview Ave., CN Bala, Hwy 404 and CP Havelock to avoid widening of structures. Lane reduction is used at Hwy 400 to minimize the widening of the structure. The widening of the rest of the structures is considered unavoidable.										
(bk)	Maintain or improve road traffic and pedestrian circulation (cont'd	Access to minor side streets and properties along the Highway 7 Corridor transit routes	✓	✓	✓	Entire Corridor	Median transitway will eliminate random left turns into minor side streets and properties thereby requiring an alternative access route	In many cases, alternative access can be obtained to a site via another site access or an adjacent roadway with signalized access to Highway 7. The travel patterns for the major traffic generators will be changed. U-turns provided at major intersections for safe manoeuvres into side streets and to properties. Random permissive left turns eliminated thus increasing	Conflict with U-turns and Right may decrease safety.	None necessary	Moderately significant	Monitor traffic and prohibit Right Turns On Red movements from the side street at these locations if necessary	York Region	Status - future Traffic management measures to be developed in the Detail Design phase. Consideration will be given in Detail Design to prohibiting side street Right Turn on Red to mitigate potential conflict with mainline U-Turn vehicles. Mainline U-Turn traffic will have a separate signal phase to facilitate movement		No		

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GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1] P	C	O	Location	Potential Environmental Effects	Proposed Mitigation Measures: Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation	Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
								safety. Develop traffic management plans for construction.										
B2 cont'd (bl)		U-turn movements and the corresponding side street right-turn-on-red (RTOR) movements			✓	Hwy 7/ Helen St.; Hwy 7/ Town Centre Blvd.; Town Centre Blvd/ Cedarland Dr.; Kennedy Rd./ Avoca Dr.; Hwy 7/ Robinson St./ St. Patrick School Entrance; Hwy 7/ Grandview/ Galsworthy Dr.; Hwy 7/ McCowan Rd.; Hwy 7/ Laidlaw Blvd./ Conservation; Hwy 7/ Wooten Way; Hwy 7/ Ninth Line	The permitted U-turn movements at these locations may cause conflicts with RTOR movements.	Follow-up monitoring should be undertaken to review the interaction between the U-turn movement and any opposing cross-street RTOR movement. A RTOR prohibition may need to be enacted to reduce conflicts at these intersections.	None Expected	None Expected	Moderately Significant	Further monitoring should be undertaken to ensure the conflicts been reduced.	York Region	Status – future Will be addressed through post-construction monitoring		No		2011 ACR: Bolding and underline removed as item is not for review.
(bm)	Maintain or improve road traffic and pedestrian circulation (cont'd)	Potential for Traffic Infiltration			✓	Monsheen Drive Neighbourhood; Willis Rd./ Chancellor Dr.; Westminster Dr.; Beverley Glen Blvd; South Park Dr./ Commerce Valley Dr. E & W; Kennedy Rd. from Avoca Dr. to Swansea Rd.	In many neighbourhoods, traffic infiltration has already been occurring to circumvent Highway 7. With future constraints placed on Highway 7, it may prove more beneficial for traffic to utilize these local roadways.	Future traffic volumes through these neighbourhoods should be monitored before and after the implementation of the preferred transitway alternative to determine if additional measures are required to reduce traffic infiltration.	Infiltration may still require mitigation	Measures to reduce traffic infiltration could be implemented.	Insignificant	None	York Region	Status – future Consideration will be given in Detail Design to "before" traffic volume observations on affected roadways.		No		
B2 cont'd (bn)		Pedestrian Crossings			✓	Vaughan Valley Blvd./ Roybridge Gate;	Due to the width of the main street at intersection, pedestrians	Transitway median facilities generally provide a pedestrian	These intersections may require two-stage crossing in the	The decision to implement these special provisions	Moderately Significant	Monitoring is required to determine if the implementation of two-	York Region	Status – future Median station provides the		No		

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GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
						Hwy 427; Jane St./ Hwy 7; Creditstone Rd.; Keele St.; Islington Ave.; Aberdeen Ave./ Marycroft Ave.; Worth Blvd./ Flamingo Rd./ Bathurst St.; South Park/ Chalmers Rd.; Leslie St.; Commerce Valley Dr. E./ E. Beaver Creek; Town Centre Blvd./ Hwy 7; Kennedy Rd./ Avoca Dr. Kennedy Rd./ Hwy 7; McCowan Rd.	may not be able to cross the intersection in one signal phase based on the standard pedestrian crossing times of 7 seconds.	refuge at mid-crossing.	future to accommodate heavy main street traffic.	should be deferred until post-operation conditions are monitored and the need is identified		stage is a necessity.		opportunity for pedestrian two-stage crossings. To be further reviewed in Detail Design.				
B3	Maintain a high level of public safety and security in corridor	Access for emergency vehicles	✓	✓	✓	Highway 7, Jane Street, Town Centre Boulevard, Kennedy Road, future Burr Oak Avenue	Incorporation of median and construction will have adverse effects on Emergency Response Services (ERS) access and time	Provided U-Turns at intersections. Meet with emergency representatives. Median breaks to be provided to allow access to Emergency Response Vehicles only.	Some risk may remain as access type will change after implementation of mitigation	Address during detail design in conjunction with ERS	Insignificant	Obtain feedback from ERS	York Region	Status – future A strategy to provide access for EMS to properties and developments along the H2 segment will be discussed with EMS during Detail Design.		No		
B4 (a)	Minimize adverse noise and vibration effects	Noise effect for BRT and LRT due to widening of Highway 7 Corridor			✓	Entire corridor in proximity of residential uses	Combined effect of median transitway operation and general traffic on the widened Highway 7 Corridor roadways may result in increased noise levels for residents.	Modeling of future traffic activities indicated that expected noise increases in all, but one road segment, will not exceed the 5dB threshold at	Transitway noise above likely background levels in Civic Mall at future Markham Centre location.	Depending on lower floor building uses, may require noise screening along transitway and/or noise control features in residential design along Civic Mall	Insignificant	Undertake confirmation monitoring to verify compliance once the transitway is fully operational. In the event that the future noise level warrants	York Region	Status – future Will be addressed through post-construction monitoring		No		

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			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
								which mitigation measures are required. BRT and LRT sound level increases are expected to be marginal to none. However, at the future Markham Centre location, the BRT and LRT are predicted to exceed the background noise levels by as much as 8 dBA.		segment in Markham Centre area.		mitigation, appropriate noise reduction measures will be put in place.						
(b)		Vibration effect for BRT and LRT due to widening of Highway 7 Corridor			✓	Entire corridor in proximity of residential uses	Combined effect of median transitway operation and general traffic on the widened Highway 7 Corridor roadways may result in increased vibration levels for residents.	Modeling of future traffic activities indicated that expected vibration increases will not exceed the protocol limit of 0.1 mm/sec for LRT. BRT vibration levels are expected to be negligible.	None expected	None necessary	Negligible	Undertake confirmation monitoring to verify compliance once the transitway is fully operational.	York Region	Status – future Will be addressed through post-construction monitoring		No		
B5 (a)	Minimize adverse effects on cultural resources	Displacement of Built Heritage Features (BHF)	✓	✓	✓	Brown's Corners United Church (Markham)	Widened roadway could displace some of the cemetery's graves, unless alignment is modified.	Alignment is shifted up to 5.5 m to the south	Displacement of cemetery property is completely avoided.	None required	Negligible	None required.	York Region	Status – Does not apply to H2 segment		No		
(b)		Displacement of Cultural Landscape Units (CLU)	✓	✓	✓	None Expected	None Expected	None required	None expected	None necessary	Positive	None required	York Region	Status - No action required		No		
(c)		Disruption of Built Heritage Features (BHF)		✓		Residences in Vaughan: 5298 Hwy 7 (#2 CLU); 5263 Hwy 7 (#2 CLU); 1423, 1445, 1453	The potential introduction of rapid transit operation may cause changes in visual, audible and atmospheric environment around the cultural heritage features.	None required – transitway will be integrated with existing streetscape and road traffic operations.	None expected	None necessary	Insignificant	None required	York Region	Status - No action required.		No		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
						& 1139 Centre St. (1453 may have been demolished since survey)(#8 BHF;												
(d)						Residences in Markham: 4592 Hwy 7; 5429 Hwy 7 (#10 BHF); 6881 Hwy 7 (#12 BHF); 7170 Hwy 7 (#13 BHF); 7265 Hwy 7 (#14 BHF); 7482 Hwy 7 (#15 BHF).	The potential introduction of rapid transit operation may cause changes in visual, audible and atmospheric environment around the cultural heritage features.	None required – transitway will be integrated with existing streetscape and road traffic operations.	None expected	None necessary	Insignificant	None required	York Region	Status – Does not apply to H2 segment		No		
(e)				✓		Brown's Corners United Church (Markham)	The potential introduction of rapid transit operation may cause changes in visual, audible and atmospheric environment around the cultural heritage features.	None required – transitway will be integrated with existing streetscape and road traffic operations.	None expected	None necessary	Insignificant	None required	York Region	Status – Does not apply to H2 segment		No		
B5 cont'd (f)	Minimize adverse effects on cultural resources (cont'd)	Disruption of Built Heritage Features (BHF) (cont'd)		✓		Sabiston house (Markham) - 5110 Hwy 7 in shopping plaza (Markham) (#9 BHF)	The potential introduction of rapid transit operation may cause changes in visual, audible and atmospheric environment around the cultural heritage features.	None required – transitway will be integrated with existing streetscape and road traffic operations.	None expected	None necessary	Insignificant	None required	York Region	Status – Does not apply to H2 segment		No		
(g)				✓		Individual designated building within Markham HCD now Tim Hortons (#11 BHF)	The potential introduction of rapid transit operation may cause changes in visual, audible and atmospheric environment around the cultural heritage features.	None required – transit-way will be integrated with existing streetscape and road traffic operations.	None expected	None necessary	Insignificant	None required	York Region	Status – Does not apply to H2 segment		No		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1] P	C	O	Location	Potential Environmental Effects	Proposed Mitigation Measures: Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation	Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
(h)				✓		Historic Plaque: Reesor Cairn (Markham)(#16 BHF)	The potential introduction of rapid transit operation may cause changes in visual, audible and atmospheric environment around the cultural heritage features.	None required – transit-way will be integrated with existing streetscape and road traffic operations.	None expected	None necessary	Insignificant	None required	York Region	Status – Does not apply to H2 segment		No		
(i)		Disruption of Cultural Landscape Units (CLU)		✓		Farm complex in Vaughan: 6701 Hwy 7 (#1 CLU)	There is potential encroachment through widening to the CLU.	None required – transit-way will be integrated with existing streetscape and road traffic operations.	None expected	None necessary	Insignificant	None required	York Region	Status - No action required		No		
(j)				✓		Residences in Vaughan: 4976, 4908, 4902 & 4855 Hwy 7 (#2 CLU)	The potential introduction of rapid transit operation may cause changes in visual, audible and atmospheric environment to the cultural heritage features in the Cultural Landscape – former centre of settlement. (Brownsville)	None required – transit-way will be integrated with existing streetscape and road traffic operations.	None expected	None necessary	Insignificant	None required	York Region	Status - No action required		No		
(k)				✓		Residences in Vaughan: 2060, 2063, 1985 & 1929 Hwy 7 (#3 – #6 BHF) Southeast of Hwy 7 & GO Bradford (no street address)(#7 BHF) GO Bradford railway overpass	The potential introduction of rapid transit operation may cause changes in visual, audible and atmospheric environment around the cultural heritage features.	None required – transit-way will be integrated with existing streetscape and road traffic operations.	None expected	None necessary	Insignificant	None required	York Region	Status - No action required		No		
B5 cont'd (l)	Minimize adverse effects on cultural resources (cont'd)	Disruption of Cultural Landscape Units (CLU) (cont'd)		✓		Farm complex in Vaughan: Stong Farm in York U. – 3105 Steeles Avenue (#6 CLU)	The potential introduction of rapid transit operation may cause changes in visual, audible and atmospheric environment to the cultural landscape	Complete photo documentation of site context prior to construction.	None expected	None necessary	Insignificant	None required	York Region	Status –future Will be addressed in Detail Design.		No		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
							feature											
(m)				✓		Farm complex in Markham: 7996 Helen Avenue (#6 CLU)	The potential introduction of rapid transit operation may cause changes in visual, audible and atmospheric environment to the cultural landscape feature	Complete photo documentation of site context prior to construction.	None expected	None necessary	Insignificant	None required	York Region	Status – Does not apply to H2 segment		No		
(n)				✓		Brown's Corners United Church Cemetery (Markham) (#8 CLU)	The potential introduction of rapid transit operation may cause changes in visual, audible and atmospheric environment to the cultural landscape feature	None required – transitway will be integrated with existing streetscape and road traffic operations.	None expected	None necessary	Insignificant	None required	York Region	Status – Does not apply to H2 segment		No		
(o)				✓		Centre of settlement: Markham Village Heritage Conser-vation District designated under Part V OHA (#11 CLU)	The potential introduction of rapid transit operation may cause changes in visual, audible and atmospheric environment to the cultural landscape feature	None required – transitway will be integrated with existing streetscape and road traffic operations.	None expected	None necessary	Insignificant	None required	York Region	Status – Does not apply to H2 segment		No		
(p)				✓		Elmwood Cemetery (Markham)	The potential introduction of rapid transit operation may cause changes in visual, audible and atmospheric environment to the cultural landscape feature	Transitway will operate in mixed traffic to avoid widening adjacent to the cemetery.	None expected	None necessary	Insignificant	None required	York Region	Status – Does not apply to H2 segment		No		
B5 cont'd (q)	Minimize adverse effects on cultural resources (cont'd)	Disruption of Cultural Landscape Units (CLU) (cont'd)		✓		St. Andrews Cemetery (Markham)	The potential introduction of rapid transit operation may cause changes in visual, audible and atmospheric environment to the cultural landscape feature	Transitway will operate in mixed traffic to avoid widening adjacent to the cemetery.	None expected	None necessary	Insignificant	None required	York Region	Status – Does not apply to H2 segment		No		
(r)				✓		Farm complex in Markham:	The potential introduction of rapid transit operation	None required – transitway will be	None expected	None necessary	Insignificant	None required	York Region	Status – Does not apply to H2 segment		No		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
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OBJECTIVE B: To protect and enhance the social environment in the corridor																		
						6937 Hwy 7 (#12 CLU) 7323 Hwy. 7 (Likely demolished)(#13 CLU)	may cause changes in visual, audible and atmospheric environment to the cultural landscape feature	integrated with existing streetscape and road traffic operations.										
(s)				✓		Locust Hill – historical centre of settlement (#15 CLU)	The potential introduction of rapid transit operation may cause changes in visual, audible and atmospheric environment to the cultural landscape feature	Transitway development will not extend eastward beyond Reesor Road. Any rapid transit through Locust Hill to Pickering will operate in mixed traffic.	None expected	None necessary	Insignificant	None required	York Region	Status – Does not apply to H2 segment		No		
(t)				✓		At grade historic railway corridor: CP Havelock rail line (#16 CLU)	The potential introduction of rapid transit operation may cause changes in visual, audible and atmospheric environment to the cultural landscape feature	Transitway development will not extend eastward beyond Reesor Road. Any rapid transit through Locust Hill to Pickering will operate in mixed traffic.	None expected	None necessary	Insignificant	None required	York Region	Status – Does not apply to H2 segment		No		
(u)				✓		Roadscape: Reesor Road landscape north side. (#14 CLU)	The potential introduction of rapid transit operation may cause changes in visual, audible and atmospheric environment to the cultural landscape feature	None required – transitway will be integrated with existing streetscape and road traffic operations.	None expected	None necessary	Insignificant	None required	York Region	Status – Does not apply to H2 segment		No		
B5 cont'd (v)	Minimize adverse effects on cultural resources (cont'd)	Possible impacts to areas with potential for identification of archaeological sites	✓			Entire Corridor	There is potential for identification of archaeological sites within the project impact area.	Stage 1 Archaeological Assessment has been conducted. Stage 2 Archaeological Assessment will be performed in detailed	Archaeological sites may be identified during the course of Stage 2 Archaeological Assessment. In the event that deeply buried	Needs for further mitigation, possibly including Stage 3 Archaeological Assessment (test excavation) and Stage 4 Archaeological Assessment (further	Negligible for stage 1 Archaeological Assessment	No requirement for monitoring has been identified as a result of Stage 1 Archaeological Assessment. **Monitoring may be required, depending on the result of Stage**	York Region	Status – ongoing Archaeological Services Inc. (ASI) has completed a Stage 2 Archaeological Assessment and indicated on August 23, 2011 that		**Yes**	**EF (2012)**	2012 ACR: The evidence provided (ID 8294) was found to support the assertion on how the condition was addressed.

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GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1] P	C	O	Location	Potential Environmental Effects	Proposed Mitigation Measures: Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation	Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
								design: field survey in accordance with Ministry of Culture Stage 1-3 Archaeological Assessment Technical Guidelines to identify any sites that may be present within the proposed impact area. If areas of further archaeological concern are identified during Stage 2 assessment, such areas must be avoided until any additional work required by the Ministry of Culture has been completed. Mitigation options, including avoidance, protection, or salvage excavation must be determined on a site-by-site basis. If no potentially significant archaeological sites are identified during Stage 2, it will be recommended to the Ministry of Culture that the areas assessed be considered free of further archaeological concern.	archaeological remains are encountered during construction activities, the office of the Regulatory and Operations Group, Ministry of Culture should be notified immediately. In the event that human remains are encountered during construction, both the Ministry of Culture and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit, Ministry of Consumer and Commercial Relations should be notified immediately.	mitigative work, including mitigative excavation), must be determined following Stage 2 Archaeological Assessment, if archaeological resources are identified during survey.		**2 Archaeological Assessment.**		there is no further archaeological concern related to affected properties for H2. ASI is in the process of finalizing the Stage 2 Archaeological Assessment Report, copies of which will be provided for review to all relevant parties as noted including requesting First Nations. **The Stage 2 Archaeological (Property) Assessment Report was completed in February 2012 and is awaiting MTCS concurrence. It concluded that all lands within the study area can be considered clear of further archaeological concern and no further archaeological assessment is required.** **In the event that archaeological remains are found during subsequent construction activities, the consultant archaeologist, approval authority, and the Cultural Programs Unit of the Ministry of Tourism and Culture should be immediately notified.**	**Stage 2 Property Assessment VivaNext H2 Preliminary Engineering Highway 7 Corridor Islington Avenue to Yonge Street Connection Road Public Transit Improvements February 2012(ID#8294)**			

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
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OBJECTIVE B: To protect and enhance the social environment in the corridor																		
B6 (a)	Minimize disruption of community vistas and adverse effects on street and neighbourhood aesthetics	Visual Effects	✓		✓	Entire Corridor	Introduction of transit may reduce visual aesthetics of road	Introduction of a comprehensive landscaping and streetscaping plan for the corridor.	Narrow sections of ROW where property cannot be acquired may limit incorporation of streetscaping		Significant	Monitor redevelopment and acquire property through redevelopment applications	York Region	Status – ongoing The H2 Conceptual Design Basis & Criteria Report (DBCR) incorporates streetscaping recommendations under Streetscape Design Guidelines (Section 3.8), General Guidelines (Section 3.9), etc. **Equivalent references to Section 3 of the Draft Design Basis & Criteria Report can be found in Section 3 of ID#8680 with associated reference to ID#8035.**	**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)** **Highway 7 Rapidway, Segment H3 – Yonge St to Kennedy Rd*, Preliminary Engineering Design Basis & Criteria Report, Update to Dec 2009 Final Version, Final Draft, November**	**Yes**	**EF (2012)**	2011 ACR: This item was not reviewed as the evidence provided is in Draft. 2012 ACR: The evidence provided (ID 8035) was found to support the assertion on how the condition was met.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1] P	C	O	Location	Potential Environmental Effects	Proposed Mitigation Measures: Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation	Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
															2011 (ID#8035)			
B6 cont'd (b)		Visual Effects	✓		✓	Hwy 404 interchange	If necessary in the future, achieving a dedicated transitway through the interchange by adopting an elevated solution, could have an adverse effect on vistas in the area.	Initially, the option of lengthening the span of the existing interchange bridges will be analyzed and only if found impractical under traffic operations, will an elevated solution be developed. This design can be made visually acceptable given the surrounding highway interchange environment and the remoteness of adjacent land uses from which vistas may be degraded.	The overall height of the interchange works would be increased to that of the neighbouring Highway 407 interchange.	None	Insignificant if span lengthening is adopted. Moderately significant if elevated design is required.	Monitor the level of traffic congestion affecting the reliability of the preferred mixed traffic operation to assess the effectiveness of the planned new Hwy 404 road overpass north of the interchange.	York Region	Status – Does not apply to H2 segment		No		
(c)		Landscaping	✓		✓	Entire Corridor	Landscaping species may not survive in winter months	[1] Choose appropriate species for both winter and other months to maintain greenery throughout corridor. [2] Place landscaping in planters and incorporate buried irrigation systems.	Species may still not survive	[3] Change species, irrigation patterns, etc	Insignificant	[4] Monitor health of landscaping continuously	York Region	Status –ongoing The H2 Conceptual Design Basis & Criteria Report (DBCR) addresses sustainability of landscape features and a greater degree of greening – e.g. Section 3.14 of the DBCR. **[1,2] Equivalent references to Section 3 of the Draft Design Basis & Criteria Report can be found in Section 3 of ID#8680 with associated reference to ID#8035.**	Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria**	**Yes**	**[1,2] EF (2012)**	2011 ACR: This item was not reviewed as the evidence provided is in Draft. 2012 ACR: Numbering was added for clarity. The evidence provided (ID 8035) was found to support the assertions [1,2] on how the condition was addressed. Item remains ongoing through detailed design and operations.

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GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1] P	C	O	Location	Potential Environmental Effects	Proposed Mitigation Measures: Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation	Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
															Report FINAL June 2012. (ID#8680) **Highway 7 Rapidway, Segment H3 – Yonge St to Kennedy Rd*, Preliminary Engineering Design Basis & Criteria Report, Update to Dec 2009 Final Version, Final Draft, November 2011 (ID#8035)**			
B6 cont'd (d)		Encroachment on sites of existing buildings		✓	✓	Immediately west of Leisure Lane, south side	Modification of alignment is required to avoid the south building	Alignment shifted up to 2.3 m to the north	South building setback restored; internal parking required rearranging.	None	Insignificant	None Required	York Region	Status – Does not apply to H2 segment		No		
(e)	Minimize disruption of community vistas and adverse effects on street and neighbourhood aesthetics (cont'd)	Encroachment on sites of existing retaining walls		✓	✓	Between Islington Ave. and Bruce Street, north side	Relocation of existing retaining walls holding up residential properties would be required with the existing alignment.	Alignment shifted up to 2.8 m to the south	North retaining walls remain intact.	None	Negligible	None Required	York Region	Status –completed Alignment has been finalized. Refer to Section 2.3.5 Horizontal Alignment of the DBCR.	Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **Conceptual Design Roll Plan Drawings R1 and R2(ID#8009)**	**Yes**	NSE 2010 EFC 2010	Section 2.3.5 of the DBCR describes collective horizontal alignment adjustments but does not explicitly reference a 2.8m alignment shift. Through discussion with the Owner Engineer it was noted that the reference to Section 2.3.5 should be to the drawings – this table should be updated to include the drawing number and version. Evidence found of compliance in Concept Drawing dated 25-Aug-09.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1] P	C	O	Location	Potential Environmental Effects	Proposed Mitigation Measures: Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation	Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
																		2012 ACR: through discussion with the Owner Engineer it was clarified that prior to 100% design the expectation is there will be no change. This item is therefore completed and any changes will be listed in Item 67 for minor modification.
B6 cont'd (f)		Encroachment on sites of existing property		✓	✓	In the proximity of Whitmore/ Ansley Grove Roads	Additional road width required accommodate station platforms would result in property encroachment solely on the south side.	Alignment shifted up to 3.8 m to the north	Property impact on both sides becomes similar.	None	Insignificant	None Required	York Region	Status – completed Alignment has optimized to minimize property impacts. Refer to Section 2.3.5 Horizontal alignment of the DBCR.	Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476 See VFG-H2-Hwy7-R1 & R2 for examples	No	NSE 2010 EFC 2010	Section 2.3.5 of the DBCR describes collective horizontal alignment adjustments but does not explicitly reference a 3.8m alignment shift. Through discussion with the Owner Engineer it was noted that the reference to Section 2.3.5 should be to the drawings – this table should be updated to include the drawing number and version. Evidence found of compliance in Concept Drawing dated 25-Aug-09. 2012 ACR: through discussion with the Owner Engineer it was clarified that prior to 100% design the expectation is there will be no change. This item is therefore completed and any changes will be listed in Item 67 for minor modification.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1] P	C	O	Location	Potential Environmental Effects	Proposed Mitigation Measures: Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation	Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
(g)		Encroachment on sites of existing buildings		✓	✓	Northwest of Weston Rd. & Hwy 7	Additional road width required accommodate station platforms would result in removal of NW building. Modification of alignment is required.	Alignment shifted up to 4.7 m to the south	Encroachment to the NW building is avoided.	None	Negligible	None Required	York Region	Status –completed Alignment has optimized to minimize property impacts. Refer to Section 2.3.5 Horizontal alignment of the DBCR.	Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) Conceptual Design Roll Plan Drawings R1 and R2(ID#8009)	No	NSE 2010 EFC 2010	Section 2.3.5 of the DBCR describes collective horizontal alignment adjustments but does not explicitly reference a 4.7m alignment shift. Through discussion with the Owner Engineer it was noted that the reference to Section 2.3.5 should be to the drawings – this table should be updated to include the drawing number and version. Evidence found of compliance in Concept Drawing dated 25-Aug-09. 2012 ACR: through discussion with the Owner Engineer it was clarified that prior to 100% design the expectation is there will be no change. This item is therefore completed and any changes will be listed in Item 67 for minor modification.
B6 cont'd (h)		Encroachment on sites of existing property		✓	✓	Northwest of Town Centre Boulevard & Hwy 7	The NW is being developed and the future buildings will be constructed very close to the existing north ROW such that property negotiation is not feasible. Modification of alignment is required.	Alignment shifted up to 7.0 m to the south. Agreement has been made with the developer that they will grade YRTP's proposed sidewalk at the limit of ROW.	Property impact on the north side is avoided.	None	Insignificant	None Required	York Region	Status – Does not apply to H2 segment		No		
(i)		Encroachment on sites of existing building		✓	✓	Southwest of Clegg Rd. & Town Centre Boulevard	Encroachment to the existing SW building would be required.	Alignment shifted up to 4.1 m to the east.	Encroachment to the SW building is avoided.	None	Negligible	None Required	York Region	Status – Does not apply to H2 segment		No		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
(j)		Encroachment on sites of existing property		✓	✓	Between Bullock Dr. and McCowan Rd., north side	North property would be subjected to greater property impact than the south.	Alignment shifted up to 1.2 m to the south.	Property impact on the north side is minimized.	None	Moderately significant	None Required	York Region	Status – Does not apply to H2 segment		No		
(k)		Encroachment on sites of existing property		✓	✓	Northeast of Robinson Street/ Jolyn Road and Hwy 7	Encroachment to existing fenced residential property would be required.	Alignment shifted up to 3.5 m to the south and retaining walls along the limit of north ROW are introduced.	Property impact on the north side is avoided.	None	Insignificant	None Required	York Region	Status – Does not apply to H2 segment		No		
(l)		Encroachment on sites of existing buildings		✓	✓	Galsworth Dr./ Grandview Blvd., south side	Encroachment on sites of existing buildings would be required.	Alignment shifted up to 1.5 m to the north.	Encroachment of new boulevard on sites of existing buildings is minimized.	None	Moderately significant	None Required	York Region	Status – Does not apply to H2 segment		No		

Notes: P – Pre construction, C – Construction, O – Operation

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
C1 (a)	Minimize adverse effects on Aquatic Ecosystems	Fuel spills, due to accidents during construction refuelling and accidents during operation, entering the watercourses		✓	✓	Entire Corridor	Fish kills due to chemical spills resulting in short term population decline.	No refuelling within 10 m of a watercourse. Emergency Response Plan.	Short term population decline. Some contaminants within storm-water system.	None practical	Insignificant	None required	York Region	Status – future An Emergency Response Plan will be developed during Detail Design.		No		
(b)		Sediment laden stormwater entering watercourses during construction		✓		Entire Corridor	Fish kills and loss of aquatic habitat resulting in short term population decline.	Construction fencing at work areas near watercourses limiting area of disturbance. Erosion and Sedimentation Control Plan.	Short term population decline.	None practical	Insignificant	None required	York Region	Status – future A Draft Drainage Study was completed for the conceptual design phase on August 3, 2010. SWMP to be finalized in the Detail Design phase. An Environmental Protection Plan will be prepared during Detail Design.	Draft Drainage Study for Vivanext H2: Highway 7 (Y.R.7), Centre Street (Y.R.71), Bathurst Street (Y.R.38) – August 3, 2010 (ID# 6279) **vivaNext H2 Vaughan Metropolitan Centre (VMC) Drainage Report Final April 05, 2012(ID#8459)**	No	EFC 2010	Evidence found for completion of the drainage study. 2012 ACR: Drainage study was updated from draft to final report. No review was undertaken.
(c)		Sediment laden stormwater entering watercourses during operation			✓	Entire Corridor	Loss of aquatic habitat resulting in population decline.	Stormwater management facilities such as grassed swales oil and grit separators, stormwater ponds. Detailed Storm Water Management Plan will be prepared during the detailed design stage.	Short term population decline.	Clean-out facilities as required.	Insignificant	Monitor sediment accumulation in stormwater management facilities.	York Region	Status - future A Draft Drainage Study was completed for the conceptual design phase on August 3, 2010. SWMP to be finalized in the Detail Design phase. An Environmental	Draft Drainage Study for Vivanext H2: Highway 7 (Y.R.7), Centre Street (Y.R.71), Bathurst Street (Y.R.38) – August 3, 2010 (ID# 6279)	No	EFC 2010	Evidence found for completion of the drainage study. 2012 ACR: Drainage study was updated from draft to final report. No review was undertaken.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
														Protection Plan will be prepared during Detail Design	**vivaNext H2 Vaughan Metropolitan Centre (VMC) Drainage Report Final April 05, 2012(ID#8459)**			
C1 cont'd (d)		Loss of site-specific habitat.		✓		All watercourses within entire corridor.	Potential loss of fish habitat as a result of new culverts/bridges, culvert/bridge extensions and/or culvert/bridge replacements or repairs.	Design transitway cross-sections to avoid modifications at culverts/bridges. Span meander belt or 100-year erosion limit of the watercourse. Avoid in-water work to the extent possible. Minimize the area of in-water alteration to the extent possible. Follow in-water construction timing restriction. Perform all in-water work in the dry using a temporary flow bypass system.	A harmful alteration of fish habitat will likely result from culvert modifications at approximately 25 culverts that convey watercourses that support fish habitat.	Negotiations with regulatory agencies during detail design. Compensate for the harmful alteration of fish habitat.	Insignificant	On-site environmental inspection during in-water work. Post-construction monitoring of fish habitat compensation measures.	York Region	Status – future Table 7 of Appendix D of the EA identifies locations of potential HADD (Harmful Alteration, Disruption or Destruction of fish habitat) within the H2 segment. H2 conceptual design consultation with TRCA commenced regarding proposed works on March 17, 2010. At a meeting on June 24, 2010, TRCA staff indicated that based on the information provided, the effects of the proposed works in these segments could be mitigated and that consequently, a Letter of Advice would be acceptable as a HADD would not result at any crossing. To be resolved in the detail design phase / discussed	Minutes of Meeting: Meeting TRCA – Review of Vivanext phase H2 – Hwy 7, Centre Street, Bathurst Street - March 17, 2010 (ID# 6562) Minutes of Meeting: TRCA with York Consortium – June 24, 2010 (ID# 6386)	No	EFC 2010	The Meeting minutes dated June 24, 2010 between TRCA and YC satisfy this commitment.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
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			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
														with TRCA, as required.				
(e)	Minimize adverse effects on Aquatic Ecosystems (cont'd)	Fish mortality		✓		All watercourses within entire corridor.	Fish may be injured or killed by dewatering.	Design transitway cross-sections to avoid modifications at culverts/bridges. Avoid in-water work to the extent possible. Perform all in-water work in the dry using a temporary flow bypass system. Capture fish trapped during dewatering of the work zone and safely release upstream. Prohibit the entry of heavy equipment into the watercourse.	None expected.	None	Negligible	On-site environmental inspection during in-water work.	York Region	Status – future Provision for site-specific measures for in-water work will be made in the Detail Design phase.		No		
C1 cont'd (f)		Barriers to fish movement.		✓	✓	All watercourses within entire corridor.	Culvert/bridge extension, repair or replacement may create a barrier to fish movement.	Use open footing culverts or countersink closed culverts a minimum of 20% of culvert diameter. Span the watercourse, meander belt or floodplain with new structures where warranted by site conditions.	Culvert extensions will be designed to avoid the creation of a barrier to fish movement.	Negotiations with regulatory agencies during detail design.	Negligible	On-site environmental inspection during in-water work.	York Region	H2 conceptual design consultation with TRCA has commenced regarding proposed works on March 17, 2010. At a meeting on June 24, 2010, TRCA staff indicated that based on the information provided, the effects of the proposed works in these segments could be mitigated and that consequently, a Letter of Advice would be acceptable as a HADD would not result at any	Minutes of Meeting: Meeting TRCA – Review of Vivanext phase H2 – Hwy 7, Centre Street, Bathurst Street - March 17, 2010 (ID# 6562) Minutes of Meeting: TRCA with York Consortium – June 24, 2010 (ID# 6386)	No	EFC 2010	Document reviewed: 6386

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
														crossing. To be resolved in the Detail Design phase / discussed with TRCA, as required.				
C1 cont'd (g)		Baseflow alterations		✓	✓	All watercourses within entire corridor.	New impervious surfaces can lead to changes in the frequency, magnitude and duration of flows.	Reduce the area of impervious surfaces to the extent possible. Use stormwater management practices that encourage infiltration and recharge of groundwater.	None expected.	None	Negligible	Post-construction inspection of stormwater management facilities to evaluate their effectiveness. On-going maintenance as required.	York Region	Status –future A final SWM plan will be completed in Detail Design. The H2 Design Basis & Criteria Report (DBCR) was developed and indicates: - The Transition zone or the continuity strip (Section 3.15.1) - eco pavers allow for water percolation improving quality and reducing quantity. The median island also includes softscape wherever possible to achieve same. Current design requirements within the draft drainage design report include oil/grit separators to treat the runoff from impervious areas ensuring a net improvement in runoff quality for all release points. A Draft Drainage Study was completed for the conceptual design phase on August 3, 2010 and a further Draft Drainage Study was completed for preliminary engineering of	**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) Draft Drainage Study for Vivanext H2: Highway 7 (Y.R.7), Centre Street (Y.R.71), Bathurst Street (Y.R.38) – August 3, 2010 (ID# 6279) **[2011]**Draft H2 Vaughan Metropolitan Centre (VMC) Drainage Report, August 8, 2011 (ID#7720) **Highway 7 Segment H2 Islington Avenue to Richmond**	No	EFC 2010	Document reviewed: 6279 2012 ACR: Drainage study (ID 6279) was updated from draft to final report (ID 8459). The DBCR was updated from draft (ID 6476) to final report (ID 8680). No review was undertaken.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
														the Vaughan Metropolitan Centre (VMC) segment dated August 8, 2011.	**Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)** **vivaNext H2 Vaughan Metropolitan Centre (VMC) Drainage Report Final April 05, 2012(ID#8459)**			
C1 cont'd (h)	Minimize adverse effects on Aquatic Ecosystems (cont'd)	Increased temperature		✓	✓	All watercourses within entire corridor	Clearing of riparian vegetation and stormwater management practices can impact temperature regimes.	Minimize the area of stream bank alteration to the extent possible. [1] Use stormwater management practices that encourage infiltration and recharge of groundwater. [2]	Shading provided by culvert/bridge offsets shading lost through removal of riparian vegetation.	Restore riparian areas disturbed during construction with native vegetation. [3]	Negligible	Post-construction inspection of stormwater management facilities to evaluate their effectiveness. [4] On-going maintenance as required. [5] Post-construction inspection of riparian plantings to confirm survival. [6]	York Region	Status - future An Environmental Control Plan will be developed during Detail Design. A Draft Drainage Study was completed for the conceptual design phase on August 3, 2010 and a further Draft Drainage Study was completed August 8, 2011for preliminary engineering of the Vaughan Metropolitan Centre segment. The SWMP will be finalized in the Detail Design phase.	Draft Drainage Study for Vivanext H2: Highway 7 (Y.R.7), Centre Street (Y.R.71), Bathurst Street (Y.R.38) – August 3, 2010 (ID# 6279) **[2011]**Draft H2 Vaughan Metropolitan Centre (VMC) Drainage Report, August 8, 2011 (ID#7720)	No		2012 ACR: Numbering was added for clarity. Drainage study (ID 6279) was updated from draft to final report (ID 8459). No review was undertaken.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
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			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
															vivaNext H2 Vaughan Metropolitan Centre (VMC) Drainage Report Final April 05, 2012(ID#8459)			
C1 cont'd (i)		Disturbance to rare, threatened or endangered species		✓	✓	All watersheds within entire corridor.	Humber River watershed known to support redside dace, American brook lamprey, and central stoneroller. Don River watershed known to support redside dace and American brook lamprey. Rouge River watershed known to support redside dace, American brook lamprey, and central stoneroller.	Design transitway cross-sections to avoid modifications at culverts/bridges. Mixed traffic operation has been introduced at the Humber River, West Don River, East Don River and Little Rouge Creek bridges to avoid widening and disturbance to rare, threatened and endangered species. Avoid in-water work to the extent possible. Perform all in-water work in the dry using a temporary flow bypass system. Capture fish trapped during dewatering of the work zone and safely release upstream. Prohibit the entry of heavy equipment into the watercourse.	None expected.	None required.	Negligible	None required.	York Region	Status –future An Environmental Control Plan will be developed during Detail Design.		No		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
C2 (a)	Minimize adverse effects on Terrestrial Ecosystems	Loss of wildlife habitat and ecological functions		✓	✓	Entire corridor.	Construction of the transitway and associated facilities may result in the removal of vegetation and ecological functions it supports.	Minimize the area of vegetation removals to the extent possible. Minimize grade changes to the extent possible. Use close cut clearing and trimming to minimize the number of trees to be removed. Delineate work zones using construction fencing/tree protection barrier. Protect trees within the clear zone using guiderail, curbs, etc. to prevent removal.	None expected.	Restore natural areas disturbed using construction with native vegetation, where feasible. Replace ornamental vegetation as part of landscaping.	Negligible	None required.	York Region	Status -future An Environmental Control Plan will be developed during Detail Design.		No	EFC 2010	Evidence found for completion of the drainage study.
(b)		Wildlife mortality		✓	✓	Entire corridor.	Removal of wildlife habitat may result in wildlife mortality.	Perform vegetation removals outside of wildlife breeding seasons (typically April 1 to July 31). Perform culvert/bridge extension, repair and replacement outside of wildlife breeding season	None expected.	None required.	Negligible	None required.	York Region	Status –future An Environmental Control Plan will be developed during Detail Design.		No		
(c)	Minimize adverse effects on Terrestrial Ecosystems (cont'd)	Barriers to wildlife movement and wildlife/vehicle conflicts		✓	✓	Entire corridor	Culvert/bridge extension, repair or replacement may create a barrier to wildlife movement. Increase in width of Highway 7 to accommodate transitway	Maintain or enhance riparian corridors and terrestrial wildlife passage under new/ realigned bridges. New or modified culverts and bridges will be	Transitway represents an incremental increase in road width compared to existing barrier created by Highway 7.	Use of existing culverts/bridges maintains wildlife passage under transit-way and does	Insignificant at new/ realigned bridges with appropriate mitigations	None required.	York Region	Status –future Existing culverts/bridges used, maintaining wildlife passage under transitway.		No		

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GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
							and associated facilities may create an additional impediment to wildlife movement and increase the potential for wildlife/vehicle conflicts. New crossings at Upper Rouge River & Rouge River Tributary 4 may create a barrier to wildlife movement.	investigated during preliminary and detail design to identify opportunities to promote wildlife passage. Methods to enhance wildlife passage such as increasing vertical and horizontal clearances, drift fence, dry benches, etc. will be taken into consideration.	Required culvert extensions will not impede wildlife passage under Highway 7.	not offer opportunities to enhance wildlife passage.							
C2 cont'd (d)		Wildlife/vehicle conflicts			✓	Entire corridor.	Increase in width of Highway 7 to accommodate transitway and associated facilities may increase the potential for wildlife/vehicle conflicts.	Span bridges across the meander belt. Use oversized culverts to promote wildlife passage under the road. Stagger culvert inverts to create wet and dry culverts.	Transitway represents an incremental increase in road width compared to existing hazard to wildlife created by Highway 7.	None required.	Insignificant	None required.	York Region	Status- No Action Required		No		
(e)		Disturbance to rare, threatened, or endangered wildlife		✓	✓	Entire corridor.	Three rare species were identified within the study area: rough-legged hawk (non-breeding migrant/ vagrant, extremely rare breeding occurrence by MNR); northern shrike (non-breeding migrant/vagrant, very rare to uncommon breeding occurrence by MNR); and, milk snake ('special concern' by COSEWIC, and 'rare to uncommon' by MNR)	Prevent the harassment of eastern milk snake if encountered during construction. Perform vegetation removals outside of wildlife breeding seasons (typically April 1 to July 31). Perform culvert/bridge extension, repair and replacement outside of wildlife breeding season	None expected.	None required.	Negligible	None required.	York Region	Status –future An Environmental Control Plan will be developed during Detail Design.		No		
(f)	Minimize adverse effects on Terrestrial Ecosystems	Disturbance to vegetation through edge effects, drainage modifications and road salt		✓	✓	Entire corridor.	Clearing of new forest edges may result in sunscald, windthrow, and	Minimize the area of vegetation removals to the extent possible.	Vegetation communities within the study	Landscape treatments.	Insignificant	None required.	York Region	Status –future An Environmental Control		No		

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GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
	(cont'd)						invasion of exotic species. Ditching, grading and other drainage modifications may alter local soil moisture regimes. Road salt may result in vegetation mortality and die back.	Minimize the grade changes and cut/fill requirements to the extent possible. Use close cut clearing and trimming to minimize encroachment on remaining vegetation Delineate work zones using construction fencing/ tree protection barrier. Manage the application of road salt to the extent possible. TRCA guidelines for Forest Edge Management Plans & Post-Construction Restoration will be followed. All valley lands disturbed will require restoration with native herbaceous & woody species.	area are primarily cultural in origin and have been impacted by Highway 7. The transitway represents an incremental encroachment into these already disturbed communities.				Plan will be developed during Detail Design.					
C2 cont'd (g)		Disturbance to rare, threatened or endangered flora		✓		Entire Corridor.	Twenty-two regionally rare or uncommon species are located within the study limits including: Black Walnut, Common Evening Primrose, Cut-leaved Toothwort, Groundnut	Minimize the area of vegetation removals to the extent possible. Minimize grade changes to the extent possible. Use close cut clearing and trimming to	Trees may be removed by the transitway and its associated facilities.	None required.	Insignificant	Monitor clearing activities to ensure that minimum work zones are used to avoid any unnecessary tree removal.	York Region	Status –future An Environmental Control Plan will be developed during Detail Design.		No		

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			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
							Hitchcock's Sedge, Michigan Lily, Ninebark, Purple-stemmed Angelica, Red Cedar, Red Pine, Red-sheathed Bulrush, Sandbar Willow Shining Willow, Showy Tick-trefoil, Spike-rush Spotted Water Hemlock, Spring-beauty, Stickseed, Tall Beggar-ticks, Three-square Turtlehead, and Virginia Wild-rye.	minimize the number of trees to be removed. Delineate work zones using construction fencing/ tree protection barrier. Protect trees within the clear zone using guiderail, curbs, etc. to prevent removal. Transplant rare species to safe areas prior to construction.									
C3 (a)	Improve regional air quality and minimize adverse local effects	Degradation of existing local and regional air quality when compared to MOE standards			✓	York Region	Situation expected to be unchanged or marginally better than 2001	The fleet average emissions will drop significantly due to technological improvements balancing the increase in traffic volumes. The BRT will divert commuters from individual highly polluting sources (single passenger automobiles)	Forecast improvement in all pollutants assessed (PM_{10}, NO_X, SO_2, CO) when comparing 2021 forecasts with and without the proposed Rapid Transit (see Tables 4.3 & 4.4 of **Appendix L**, 3.6% decrease in PM_{10} & CO, 4.4% in SO_2)	None required	Positive Effect	None recommended	York Region	Status – No Action Required		No		
(b)		Increase in emissions of Greenhouse Gases (GhG)			✓	York Region	Fewer GhGs are expected to be emitted	Compared to the status quo (no additional transit) there will be far less GhGs emitted per commuting person	Reduction per capita emissions of GhGs (overall annual reduction of 54 kilotonnes of CO_2 forecast	None required	Positive Effect	None recommended	York Region	Status – No Action Required		No		

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GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
									in 2021)									
C3 cont'd (c)		Degradation of air quality during construction		✓		Highway 7 Corridor	Some dust is expected during the construction period.	The law requires that all possible pollutant emission mitigation steps possible be taken during construction activities	Some PM emissions locally.	None required.	Negligible	Regular inspection of site dust and construction vehicle exhaust emissions during construction in compliance with MOE's standards and municipal by-laws.	York Region	Status –future An Environmental Control Plan will be developed during Detail Design.		No		
C4 (a)	Minimize adverse effects on corridor hydro-geological, geological, hydrological and geomorphic conditions	Water quality in shallow groundwater that can affect quality in surface watercourses			✓	Areas located hydraulically down gradient of transit alignment, where receiving surface watercourses are present.	Transitways will require de-icing salt and also will accumulate various chemical substances that can impact water quality of runoff. Impacted runoff that infiltrates can increase concentrations in shallow groundwater. Potential to affect shallow groundwater that discharges to surface watercourses.	Dilution and other natural processes will attenuate elevated parameters in groundwater.	Potential effects to water quality of surface water courses. Groundwater quality effects are anticipated to be detectable.	Reduce application of road salt, where possible. Curbs and gutters to convey impacted runoff away from permeable soil areas.	Moderately Significant	None required. Water quality effects are anticipated to remain acceptable.	York Region	Status –future To be addressed in detail design, during and following construction The H2 Conceptual Design Basis & Criteria Report (DBCR) includes requirements for curbs and gutters to convey impacted runoff away from permeable soil areas. Existing rural road cross section segments will be converted to urban road cross section with run-off piped to stormwater management areas.	**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)**	No		2012 ACR: The DBCR was updated from draft (ID 6476) to final report (ID 8680). No review was undertaken.
(b)		Water quality in shallow groundwater that can affect quality in water supply wells			✓	Areas located hydraulically down gradient of transit alignment, where shallow dug wells in active use are present.	Transitways will require de-icing salt and also will accumulate various chemical substances that can impact water quality of runoff. Impacted runoff that infiltrates can increase concentrations in shallow groundwater.	Dilution and other natural processes will attenuate elevated parameters in groundwater.	Potential effects to groundwater quality used as drinking water. Groundwater quality effects in water wells may be detectable.	Reduce application of road salt, where possible. Curbs and gutters to convey impacted	Moderately Significant	None required. Water quality effects are anticipated to remain acceptable within Ontario Drinking Water Standards. Well inspection will be performed during the detailed design phase	York Region	Status –future To be addressed in detail design, The H2 Conceptual Design Basis & Criteria Report (DBCR) includes requirements for curbs and gutters to convey	**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **Highway 7**	No		2012 ACR: The DBCR was updated from draft (ID 6476) to final report (ID 8680). No review was undertaken.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
							Potential to affect shallow groundwater that is extracted by down gradient supply wells.			runoff away from permeable soil areas.		to confirm the relationship of the widened roadway to existing active water well will not have an adverse affect on water quality. If it does or domestic well use is confirmed, a contingency plan will be developed.		impacted runoff away from permeable soil areas. Existing rural road cross section segments will be converted to urban road cross section with run-off piped to stormwater management areas.	**Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)**			
C4 cont'd (c)		Baseflow in surface water courses		✓	✓	Recharge areas within proposed alignment, particularly in areas of Newmarket Till and sand textured glacial lake deposits.	Increase of pavement area decreases the pervious area that existed prior to construction, resulting in proportionally decreased recharge to shallow groundwater.	N/A	Decreases in recharge can decrease baseflow in surface water course(s). Reduced baseflow in surface watercourses.	Construction of pervious surfaces where practical, including grassed areas and permeable pavements.	Negligible	None required. The degree of impact is anticipated to be undetectable.	York Region	Status –No Action Required The H2 Conceptual Design Basis & Criteria Report (DBCR) was developed and Section 2.7Drainage– indicates provisions for use of pervious and semi-pervious surfaces in median works, side islands and platform bases. The surfacing of these median and side islands will be either open-topped planters or porous block surfaces (Eco-uniblock or similar).	Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476)	No		
(d)	Minimize adverse effects on corridor hydro-geological, geological, hydrological and geomorphic conditions (cont'd)	Increased pavement; decreased infiltration			✓	Entire corridor	Minor increase in quantity of surface runoff. Minor decrease in quantity of groundwater.	Storm water management facilities such as grassed swales and storm water ponds.	Minor increase in peak streamflows. Minor decrease in groundwater.	None practical	Negligible	None required	York Region	Status –future A Draft Drainage Study was completed for the conceptual design phase on August 3, 2010 and a further preliminary engineering Draft Drainage	Draft Drainage Study for Vivanext H2: Highway 7 (Y.R.7), Centre Street (Y.R.71), Bathurst Street (Y.R.38) –	No	EFC 2010	Evidence found for completion of the drainage study. 2012 ACR: The drainage report was updated from draft (ID 7720) to final report (ID 8459). No review was

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
														Study for the Vaughan Metropolitan Centre Segment completed August 8, 2011 with the aim of decreasing potential negative impacts. SWMP will be finalized in the Detail Design phase.	August 3, 2010 (ID# 6279) **[2011]**Draft H2 Vaughan Metropolitan Centre (VMC) Drainage Report, August 8, 2011 (ID#7720) **vivaNext H2 Vaughan Metropolitan Centre (VMC) Drainage Report Final April 05, 2012(ID#8459)**			undertaken.
C4 cont'd (e)		Changes in flood levels from the widening of existing bridges and culverts			✓	Beaver Creek crossing at Sta 37+790	HEC-RAS model provided by TRCA was used to assess changes in flood level due to widening the existing culvert by 10 m.	No increase in Regional storm or return period flood levels upstream of the crossing. See **Appendix G** for results of the analysis.	N/A	N/A	Negligible	None required.	York Region	Status – Does not apply to H2 segment		No		
(f)					✓	Rouge River (Apple Creek) crossing at Sta 38+695	HEC-RAS model provided by TRCA was used to assess changes in flood level due to widening the existing bridge by 18 m.	Regional storm flood level upstream of the bridge would increase by up to 50 mm. No increase in return period flood levels upstream of the crossing. See **Appendix G** for results of the analysis.	Minor increase in Regional storm flood level. Widening will not adversely impact upstream water levels.	N/A	Negligible	None required.	York Region	Status – Does not apply to H2 segment		No		
(g)					✓	Rouge River crossing at Sta 43+256	HEC-RAS model provided by TRCA was used to assess changes in flood level due to widening the	No increase in Regional storm flood levels. Return period flood levels upstream of the	Minor increase in return period flood levels. Widening will not	N/A	Negligible	None required.	York Region	Status – Does not apply to H2 segment		No		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
							existing bridge by 8 m.	crossing would increase by up to 30 mm. See **Appendix G** for results of the analysis.	adversely impact upstream water levels.									
C4 cont'd (h)		Changes in flood levels from the construction of a new bridge.			✓	Proposed Rouge River crossing at Sta 540+190	HEC-RAS model provided by TRCA was used to assess changes in flood level due to a proposed bridge with a width of 10 m and a span of 30 m.	Regional storm flood level upstream of the bridge would increase by up to 20 mm. The 100 year return period flood level would increase by 110 mm just upstream of the crossing The increase for the 25 and 2 year events would be 50 mm and 0 mm respectively. See **Appendix G** for results of the analysis.	Minor increase in Regional storm flood level. Increase in 100 year flood level. The 100 year flood level is over 2 m below the Regional storm flood. No change in existing regulatory floodline or developable area.	N/A	Negligible. The 100 year flood level is contained within the Regional storm flood plain and the increase is not significant.	None required.	York Region	Status – Does not apply to H2 segment		No		

Notes: P – Pre construction, C – Construction, O – Operation

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-4 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE D: To promote smart growth and economic development in the corridor																		
D1 (a)	Support Regional and Municipal Planning Policies and approved urban structure	Need for pedestrian-friendly streets and walkways for access to stations		✓	✓	Entire corridor	Streetscape will create a more pedestrian-friendly atmosphere.	Signalized pedestrian crosswalks will be provided at all station locations and an appropriate number of intersections; Pedestrian safety will be considered in the design of station precincts and road signage will be highly visible to both pedestrians and automobiles.	Potential for jaywalking in vicinity of stations, which could lead to increased in number of vehicle/pedestrian incidents.	Platform edge treatment will discourage illegal access	Negligible	Monitor traffic accidents involving pedestrians to establish whether cause is transit related.	York Region	Status – ongoing The Draft H2 Conceptual Design Basis & Criteria Report (DBCR) addresses pedestrian safety, for example: Guardrail / Railings (Section 3.5), Safety and Security Guidelines (Section 3.9.4), Placement of Streetscape Elements (Section 3.8), Crosswalks (Section 3.18),, etc. **Equivalent references to Section 3 of the Draft Design Basis & Criteria Report can be found in Section 3 of ID#8680 with associated reference to ID#8035.**	**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)** **Highway 7 Rapidway, Segment H3 – Yonge St to Kennedy Rd*, Preliminary Engineering Design Basis & Criteria Report, Update to Dec 2009 Final Version, Final Draft,**	No	EFC 2010	The draft DBCR addresses pedestrian safety in sections 3.5, 3.9.4, 3.8, 3.18, and 3.20. 2012 ACR: Numbering was added for clarity and the status was changed to ongoing. The DBCR was updated from draft (ID 6476) to final report (ID 8680). The final report for the H2 DBCR references the design of H3 DBCR (ID 8035). Although the evidence provided (ID 8035) was found to support the assertion on how the condition was addressed, the item remains ongoing through detail design, construction and operations. No review was undertaken.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-4 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE D: To promote smart growth and economic development in the corridor																		
															November 2011 (ID#8035)			
D1 cont'd (b)		Locating higher density and transit-oriented development where it can be served by transitway			✓	New and redevelop-ment/infill locations	Current landowners could object to implementation of existing land use pattern changes along transit corridor.	Regional/Municipal land use controls and approval processes to encourage transit-oriented development or re-development in support of OP objectives.	Redevelopment pressure on surrounding areas	Apply Municipal Site Plan approval process	Insignificant	Monitor re-development activity to control overall increase in development density	York Region / Vaughan / Markham / Richmond Hill	Status – future To be addressed as new development proposals are received		No		
(c)		Reflection of historical districts through urban design and built form.			✓	Main Street Markham	Station aesthetics may not be compatible with the character of heritage districts along the corridor.	In the area of Main Street, the rapid transit is discontinued with rapid transit operating in mixed traffic. Incorporate station designs and features that reflect the surrounding historical districts where further redevelopment is limited through consultation with community and heritage groups.	Historical district is generally north of Highway 7.	Apply Municipal Site plan approval process	Insignificant	Municipalities to monitor nature of re-development in sensitive districts	York Region / Markham	Status – Does not apply to H2 segment		No		
D2	Provide convenient access to social and community facilities in corridor	Potential barrier effects during construction and operation		✓	✓	Entire corridor	Transitway could be perceived as a barrier in access to future community centres, hospital(s), malls, parks, etc.	Construction Traffic and Pedestrian Management Plan will avoid wherever possible, barriers to entrances/exits to large attractors along Highway 7. Transitway median design will recognize pedestrian access requirements, particularly in proximity to community facilities.	Alternative access routes to facilities may affect adjacent properties	Mark detours and alternative access points clearly	Insignificant	Monitor congestion levels during construction and traffic patterns during operations.	York Region	Status –future Construction Traffic and Pedestrian Management Plans will be developed during Detail Design. Transitway design retains crossing opportunities at all existing crosswalk locations.		No		
D3 (a)	Minimize adverse effects on business	The potential for an increase in business	✓	✓	✓	Entire corridor	Increased pedestrian traffic via the	A higher density of development on	Increase in vehicular traffic;	Encourage intensification	Insignificant and positive	Monitor building applications/ permits,	York Region / Vaughan /	Status –future		No		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-4 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE D: To promote smart growth and economic development in the corridor																		
	activities in corridor	activity.					implementation of a rapid transit system will increased the potential for business activity.	underutilized sites, infill locations and on vacant land should increase the market for some business activity.	increase in workforce/ population.	meeting urban form objectives.		economic influences (employment rate, etc.)	Markham / Richmond Hill	To be addressed as development proposals are received.				
D3 cont'd (b)		The potential for a decrease in business activity.		✓	✓	Entire corridor	Modification of road access could lead to displacement and/or business loss.	Implement procedures to address requests of affected businesses; Incorporate design solutions and construction methods to minimize number of businesses affected.	Decrease in traffic; decrease in workforce/population	Encourage alternative compatible development	Moderately significant	Cooperative response to business loss concerns addressed to municipalities.	York Region	Status –future Traffic management plans will be developed during H2 Detail Design. Community liaison procedures and construction staging plans will be developed further during Detail Design.		No		
D4 (a)	Protect provisions for goods movement in corridor	Ease of Truck Movement			✓	Entire Corridor	Median transitway will restrict truck movement in corridor	Provided U-turns at major intersections to allow for truck access to side streets and properties. Traffic analysis at intersections indicated sufficient capacity for trucks using U-turns.	In areas of 4-lane cross-section, intersections with no station or landscaping in median do not allow sufficient turning width for WB 17 (articulated trucks).	Traffic signs prohibit large truck at these intersections (see next entries). [1] Designate truck routes. [2]	Insignificant	Monitor and widen Highway 7 with right turn tapers at side streets to allow for movement [3]	York Region	Status –ongoing The H2 Design Basis & Criteria Report (DBCR) Section 2.0 outlines in most of the sub sections that U-turns will be provided with left turn lanes and to support pedestrian safety, right turn lanes will only be provided at major intersections under specific criteria [3]. This issue will be further reviewed during Detail Design.	**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)**	**Yes**	EF 2010 **[3] EF (2012)**	2010 ACR: Section 3.0 of the DBCR states that design and construction will be in accordance with the following: Ontario Building Code 2006 CAN CSA – S6 – 00 NRC – CNRC User's Guide – NBC 1995 Structural Commentaries Ontario Electrical Safety Code Canadian Electrical Code It is unclear how not including right turn tapers from the design addresses providing U-turns at major intersections to allow for truck access to side streets and properties. 2011 ACR: This item was not reviewed as the evidence provided is in Draft. Bolding and underline was removed.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-4 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE D: To promote smart growth and economic development in the corridor																		
																		2012 ACR: Numbering was added for clarity. The DBCR was updated from draft (ID 6476) to final report (ID 8680). The evidence provided (ID 8680) was found to support the assertion [3] on how the condition was addressed.
D4 cont'd (b)	Protect provisions for goods movement in corridor (cont'd)			✓		Entire Corridor	Construction may limit access for trucks	ffic management plan to ensure truck access at all times	May not be possible in some areas	Designate alternative truck routes	Negligible	None required	York Region	Status –future Construction Traffic Management Plans will be developed during Detail Design.		No		
(c)		Truck U-turn Movement Prohibited			✓	Westbound at Kipling Ave. intersection	The effect is not anticipated to be critical because: ▪ the gas station at the SE corner also has an access on Kipling Ave.; ▪ there is no other commercial property on the south side between Kipling Ave. and Islington Ave.	None required.	None expected.	None required.	Insignificant	Monitor and widen Highway 7 with right turn tapers at side streets to allow for movement, or widen Highway 7 from 4 lanes to 6 lanes.	York Region	Status – Does not apply to H2 segment		No		
(d)					✓	Eastbound at Kipling Ave. intersection	There is a need for trucks to access to the many commercial properties on the north side between Kipling Ave. and Parkfield Crt/ Woodstream Blvd. The next U-turn permitted intersection, i.e. Islington Ave. is approximately 600m away and trucks will have to travel additional	Truck U-turn Movement at this intersection cannot be prohibited.	Trucks making U-turn will have to negotiate with the EB through traffic as they will need to move out of the left-turn lane in order to make the U-turn.	Traffic signs required to warn EB through traffic of the truck U-turn movements.	Moderately significant	Monitor the truck u-turn operation to confirm if this operation will impede EB through traffic operation severely. Widen Highway 7 with right turn tapers at side streets to allow for movement, or widen Highway 7 from 4 lanes to 6 lanes.		Status – Does not apply to H2 segment		No		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-4 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE D: To promote smart growth and economic development in the corridor																		
							120m to access these north side properties.											
(e)					✓	Westbound at Bruce St. intersection	The effect is not anticipated to be critical because: ▪ the commercial property on the SE corner has no access on Highway 7; ▪ there is no other commercial properties on the south side between Bruce St. and Helen St./ Wigwoss Dr.; and ▪ the next U-turn permitted intersection is only approximately 400m away at Islington Ave.	None required.	None expected.	None required.	Insignificant	Monitor and widen Highway 7 with right turn tapers at side streets to allow for movement, or widen Highway 7 from 4 lanes to 6 lanes.	York Region	Status –future The volume of traffic using side roads does not justify the use of right turn tapers. This item will be reviewed further during Detail Design.	**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) sets out criteria for justifying use of right turn tapers. (page 19 Section 2.2.1)	No		2010 ACR: UNCLEAR - It is unclear to what the compliance document reference is showing compliance. 2011 ACR: No reviewed as the compliance document is draft. 2012 ACR: The DBCR was updated from draft (ID 6476) to final report (ID 8680). Item to be reviewed further during detail design. No review was undertaken. 2012 edit: through discussion with the Owner Engineer it was clarified that this item is a future monitoring issue. Text was removed from the compliance document reference column. The modification did not change the review.
D4 cont'd (f)	Protect provisions for goods movement in corridor (cont'd)	Truck U-turn Movement Prohibited (cont'd)			✓	Westbound at Swansea Rd. intersection	The effect is not anticipated to be critical because: ▪ the commercial property opposite Bullock Dr. can be accessed at the signalized Bullock intersection; ▪ there is no other commercial properties on the south side between Swansea Rd. and Bullock Dr.; and ▪ the next U-turn	None required.	None expected.	None required.	Insignificant	Monitor and widen Highway 7 with right turn tapers at side streets to allow for movement, or widen Highway 7 from 4 lanes to 6 lanes.	York Region	Status – Does not apply to H2 segment		No		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-4 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review (Ecoplans)		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation								
OBJECTIVE D: To promote smart growth and economic development in the corridor																		
							permitted intersection is only approximately 450m away at Kennedy Rd.											

Notes: P – Pre construction, C – Construction, O – Operation

Appendix 2 Action for comments received from the Government Review Team on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment Final Report					Compliance Monitoring			Compliance Review (Ecoplans)		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
Ministry of the Environment – Technical Support	Mr. Ernie Hartt, Supervisor – Air, Pesticides and Environmental Planning Central Region	1	a) Section 8.3.2 – In this section, Alternative B1 is identified as preferred, noting that this alternative will attract the highest ridership on east-west Hwy 7 service, contradicting the evaluation findings in Table 8.3-1 which indicate that this alternative "circuitous route to York U for trips from the east reduces Hwy 7 service daily boardings by 7-10%. Clarification should be obtained to ensure that the increased capital costs and increased potential for environmental impacts associated with the selection of Alternative B1 are justified based on the broader goals and objectives of this undertaking.	a) Section 8.3.2.4 of the EA report indicates that the preferred alternative is a combination of Alternative B1 and continuation of the partially-segregated Phas 1 Keele St service. This combination has the highes potential to attract ridership to both major destinations, Vaughan Corporate Centre (VCC) and York University, thus overcoming the primary disadvantage of Alternative B1 alone while gaining some of the benefits of Alternative B2.	York Region	a) Status - No action required		No		
			b) Section 8.3.4.2 – The alternative alignments under consideration were evaluated using an analysis of the advantages and disadvantages of the various options (Table 8.3-4). This approach is not consistent with the approach used for the evaluation of other segments which consider a broader range o environmental features (Tables 8.3-3 and 8.3-5). As the EA is seeking two alternative alignments in this section, an evaluation method as included under Tables 8.3-3 and 8.3-5 is recommended as it includes a broader discussion of environmental impacts that is included in the advantages/disadvantages table. The general comments provided in Chapter 10 of the EA are not sufficient, as they do not specifically discuss the Hwy 404 area under Goal C2, natural environment.	b) The alternative methods of crossing the Hwy 404 interchange were not considered a comparison of alignments within a segment of the route but an evaluation of the advantages and disadvantages of local design solutions to achieve a segregated right-of-way through the existing interchange. As noted in Section 8.3.4.2 of the EA report, the preferred initial strategy (option C-B1) is to avoid environmental impacts and significant capital costs by operating the rapid transit in mixed traffic through the existing underpass on Hwy 7, basically a "do nothing" approach between the inner traffic signals at the interchange.		b) Status – Does not apply to H2 segment		No		
			c) Section 8.3.4.2 – Figure 8.3-13 identifies three local alignment options for alternative C-B2, which is the alternative for which approval is also being sought (as a contingency if the preferred alternative, C-B1, cannot provide the necessary level of service). Recognizing that this may be a highly urban area, th lack of an evaluation table does not allow us to determine if there are any natural features which could be impacted by the selection of one alignment over another. It is recommended that the Region identify the preferred alignment that this EA will be seeking approval for and discuss any potential	c) The EA is seeking approval of Option C-B2, as an ultimate solution for phased implementation if Option C-B1 becomes unreliable. This option will focus on maintaining the transitway within the Hwy 7 right-of-way by modifying the lane arrangements or span of the existing Hwy 404 underpass as the preferred design solution. A table assessing the potential effects of the variations of alternative C-B2 is include as supplementary information.		c) Status – Does not apply to H2 segment		No		

Appendix 2 Action for comments received from the Government Review Team on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment Final Report					Compliance Monitoring			Compliance Review (Ecoplans)		
Representative	**Name**	**#**	**Comment**	**Response**	**Responsible Agency / Person**	**Status and Description**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Results**	**Notes**
			environmental impacts.							
		1 cont'd	d) Section 8.3.5.2 – The text in this section indicates that the "civic mall easement" is the preferred route alignment for this segment, while the accompanying table (Table 8.3-6) highlights the "Enterprise Drive Option" as being preferred over the "Civic Corridor Option". Clarification is recommended.	d) The highlighting in Table 8.3.6 of the EA report was inadvertently placed in the incorrect column. As stated in the text, the Civic Mall easement is the preferred option.		d) Status – Does not apply to H2 segment		No		
			e) Section 12.5 – Central Region has received information from the TTC indicating the preferred alignment for the Spadina Subway Extension has been selected as the diagonal alignment at Steeles Ave. The result of the selection of this alignment is that the future works for the station at Hwy 407 would be located to the north of the future Hwy 407 rapid transit r.o.w. and would be constructed under the Hwy 407 ramps without directly impacting the Black Creek meander belt, reducing potential impacts to the watercourse. This section identifies that York Region is proposing to prepare an addendum upon final approval of TTC's EA to consider the extent of potential environmental impacts, including those on Black Creek, for the alignment recommended by the TTC. As indicated in Table 12.6-3, this amendment will include a detailed analysis of both subway tunnel and station construction methods and associated mitigation measures for the section from Hwy 407 to Steeles Ave. Central Region recommends this type of analysis be undertaken in the EA amendment for the entire subway length from Hwy 7 to Steeles Ave to ensure a consistent level of environmental impact assessment for the entire subway component of this undertaking.	e) The EA amendment will assess the effects of subway construction and operation of any components developed in more detail than in this EA between Hwy 407 and the limit of the TTC EA undertaking at Steeles Ave.		e) Status – No Action Required An EA amendment report subtitled "Response to Conditions of Approval – Vaughan N-S Link Subway Alignment Optimization" was approved by the Minister of the Environment on April 4, 2008. The TTC has prepared a separate CMP for the Spadina Subway Extension Project and is responsible for compliance monitoring related to the Vaughan N-S Link segment of the undertaking.	MOE letter of approval of the undertaking - Vaughan N-S Link Subway Alignment Optimization – SVCC 1.0 (ID# 4160)	No		
			Mitigation and Monitoring f) With respect to environmental commitments and monitoring, the revision to Chapter 12 provides a more substantial level of detail than provided for in the draft EA document, and this information will provide greater direction to the Region in the development of the Monitoring Program. APEP is encouraged by the outline of construction and operations monitoring and the commitment to establish an independent Environmental Compliance	f) Comment noted (refer to Section 11.3 of the EA report for Environmental Commitments and Section 11.4 for Monitoring).		f) Status – No Action Required		No		

Appendix 2 Action for comments received from the Government Review Team on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment Final Report					Compliance Monitoring			Compliance Review (Ecoplans)		
Representative	**Name**	**#**	**Comment**	**Response**	**Responsible Agency / Person**	**Status and Description**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Results**	**Notes**
			Manager.							
		1 cont'd	g) It is important to note that these commitments should be identified as minimum monitoring requirements, and that monitoring of additional environmental elements may be included in the Monitoring Program if further environmental impacts are identified. APEP encourages the Region to prepare an Annual Monitoring Program Report, outlining the results of the Monitoring Program and how any environmental impacts experienced have been addressed.	g) Comment noted for consideration during developmer of the detailed Monitoring Program as noted in Section 11.4.1 of the EA report.		g) Status – No Action Required		No		
Ministry of the Environment – Air Quality	Mr. Ernie Hartt, Supervisor – Air, Pesticides and Environmental Planning Central Region	2	To a large degree, the comments are intended to reflect how effectively York Region and Senes have revised the EA report and Air Quality (AQ) appendix in line with Technical Support's July 29/05 comments that were provided to the Region with respect to the draft EA report. Technical Support (TS) continues to have some outstanding concerns with the August 2005 documents that require further attention with particular regard to: the incorporation of the Senes AQ Impact Assessment into the EA report with respect to "Future" cases, and the approach taken by Senes in their AQ Impact Assessment.[1-2]		York Region	Status – completed An updated Air Quality Impact Assessment Report for a Study Area Bounded by Hwy50 to York Durham Line was completed in April 2011 using the CAL3QHCR dispersion model as required in the terms and conditions for the Hwy 7 Corridor & Vaughan North-South Assessment Compliance Monitoring Program (CMP). The purpose of the Study was to assess the cumulative air quality effects that may arise due to the proposed Bus Rapid Transit (BRT undertaking. [1] The MOE accepted the air quality assessment report on June 17, 2011 and is satisfied that Condition 5.4 of the EA Notice of Approval has been Addressed. [2]	Final Air Quality Report (2011-04-29) (ID#7270)[1] MOE Letter of Acceptance, June 17, 2011 (ID#7713)[2]	No	**[1-2] EF (2011)**	he evidence provided in the 2011 CR was found to support the ssertion. lo further review warranted.
		2 cont'd	*Lack of Detail in EA Report on AQ Impacts of the Projec (Future Cases)* a) The details on the AQ impacts relating to the "Future Base Case" and the "Future BRT Case" have not been included in the body of the EA report in support of the brief summary statements made in Table 10.4 3 of the EA report. This approach is not considered appropriate by TS. It has consistently been TS's	a) The results of the AQ assessment are summarized i Chapter 10 (Table 10.4-3) of the EA report consisten with the summary of other potential environmental effects. The EA document references Appendix L which provides the detailed AQ assessment. The Proponent does not believe that a revision to the EA document is warranted.		a) Status - No Action Required. See above		No		

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			position that any evaluation of AQ impacts of a project such as this EA report should constitute the primary focus of the EA report as it relates to AQ. In the EA report, the Region continues to make the discussion of existing conditions the primary focus (Section 6.6.1) and has relied solely on referring the reader to the Senes AQ Impact Assessment when it comes to the Future Cases. This definitely detracts from the stand-alone nature of the EA report as a means of supporting decisions on the impact of the project with respect to AQ. It remains TS's position that York Region should further revise the EA report accordingly to resolve this issue.								
			Focus of EA Report and Senes Report on Particulate Matter Emissions *b)* TSP "was not assessed because the larger particles only affect visibility, while the PM_{10} has been associated with health impacts". Since TSP is a parameter regulated by the MOE, TS might have wished to see some further discussion of TSP and its role in defining existing AQ, however TS does acknowledge that it is not a health based parameter and agree to its being excluded from further discussion.	b) Comment noted.		b) Status - No Action Required		No		
			c) $PM_{2.5}$ is included in the "Existing Conditions" discussion and has been discretely inserted into the text/discussions of the "Existing Base case", "Future base Case" and "Future BRT Case". However, overall PM emissions as discussed in the August 2005 AQ Impact Assessment continue to focus on PM_{10} as is demonstrated by Tables 3.2,.3.3 and 3.4 as well as Table 5.1 and 5.2, none of which have been revised to include $PM_{2.5}$. Figures 5.1 and 5.6 also focus on PM_{10}. TS feels that the adjustments made by York Region and Senes to include $PM_{2.5}$ are inadequate and continues to recommend that $PM_{2.5}$ be fully incorporated into all aspects of the AQ Impact Assessment.	c) As noted in the Senes AQ Impact Assessment, there is little information about $PM_{2.5}$ emissions from vehilcles and roadways, and therefore the ratio method of PM_{10} to $PM_{2.5}$ was used in order to calculate the values for $PM_{2.5}$. Note in the Terms of Reference it says that respirable particulate matter ($PM_{2.5}$) will also be assessed in comparison with the proposed Canada Wide Std of 30 ug/m^3.		c) Refer to items 16 & 17 of this document.		No		
			Comparison of Existing AQ Data with MOE AAQC Values d) Overall, some inaccuracies remain in the MOE AAQC's which have been included in the	d) Comment noted.		d) Status - No Action Required		No		

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			assessment of historical and measured data that appears in Section 6.6.1.3 of the EA report and in Section 2.3 of the Senes AQ report. However, TS does not require further clarification of these inaccuracies.							
		2 cont'd	e) TS acknowledges that Senes has reviewed the historical and monitored data bases in some detail and found them to be accurate and not in need of further adjustments or changes.	e) Comment noted.		e) Status - No Action Required		No		
			f) TS is in agreement with the comments in the preamble to Tables 6.6-6 and 6.6-7 of the EA report and Tables 2.6 and 2.8 of the Senes report that reflect PM as being the most significant parameter of concern with respect to both historical data and measured ambient monitoring data.	f) Comment noted.		f) Status - No Action Required		No		
			The concerns identified with respect to PM (ie. PM_{10} and $PM_{2.5}$) are to be dealt with in comments which follow in terms of dispersion modeling and mitigation.					No		
			Development of Vehicle Emissions Data TS acknowledges that their concerns identified in the Vehicle Emissions data/discussion have been reviewed by York Region and dealt with satisfactorily. TS is in agreement that no further action is required on these concerns at this time.	g) Comment noted.		g) Status - No Action Required		No		
			Dispersion Modeling/Assessment of Air Quality h) TS still has some concerns with respect to the representation of the project measurement/monitoring locations and the accuracy of the measurement/monitoring data collected during the somewhat limited program. TS however do not feel such concerns are significant and acknowledge that they will not change the overall conclusions of the AQ Impact Assessment.	h) Comment noted.		h) Status - No Action Required		No		
			Matching of Alternatives Assessed in EA Report with Those Screened in the Senes Report i) The July 2004 Senes Report and the draft EA report did not clearly match-up in terms of the evaluation of alternatives noted in Section 8 of the EA report and the preliminary screening of alternatives dealt with in Section 3 of the Senes Report. To clarify this issue Senes removed Section 3 from their report. In order	i) The assessment of the effects of route segment alternatives on air quality, while a factor in the evaluation of natural environmental effects, did not provide any different result in the selection of the preferred alternatives from that shown in Section 8 o the EA report.		i) Status - No Action Required		No		

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			to clear up this matter, TS requests that York Region confirm that Senes' approach on screening with respect to AQ did not provide any different result on selection of the preferred alternative from that shown in Section 8 of the final EA report.							
		2 cont'd	*Identification of Mitigation Measures* j) Section 9.1.1 of the EA report contains a statement noting the intent to plant trees as part of the landscaping plan and that "trees also act as a solid body for air pollutants to settle on and therefore reduce negative effects in the atmosphere". TS would identify such efforts as tree planting as a facto in such mitigation and requests that they be considered by York Region and the appropriate revisions reflected in Table 10.4-3.	j) A conceptual streetscape plan is identified in Section 9.1.1 of the EA report. A detailed streetscape plan will be developed during detailed design. It is acknowledged that tree planting provides an additional built-in positive effect on air quality. Tree planting will be considered further in the development in the detailed streetscape plan.		j) Status –future The H2 Conceptual Design Basis & Criteria Report (DBCR) incorporates streetscaping recommendations under Streetscape Design Guidelines (Section 3.8), General Guidelines (Section 3.9), etc **Equivalent references to Section 3 of the Draft Design Basis & Criteria Report can be found in Section 3 of ID#8680 with associated reference to ID#8035.**	**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)** **Highway 7 Rapidway, Segment H3 – Yonge St to Kennedy Rd*, Preliminary Engineering Design Basis & Criteria Report, Update to Dec 2009 Final Version, Final Draft, November 2011 (ID#8035)**	No		2012 ACR: The DBCR was updated from draft (ID 6476) to final report (ID 8680). The final report for the H2 DBCR references the design of H3 DBCR (ID 8035). The updated documents indicate that the preliminary design is the beginning of the process of meeting the commitment and that compliance will be completed and shown during detailed design.
			k) Before any specific comment can be made on the implication of the landscaping plan, it is necessary to look at the AQ related statements in Table 10.4-3. The statement as noted under Proposed Mitigation Measures – Potential Residual Effects, suggests a 3.6% (it actually appears to be 1.6%) improvements (or decrease) in PM_{10} concentrations "when comparing 2021 (future) forecasts with ("Future BRT Case") and without ("Future Base Case") proposed rapid transit. The major difficulty that TS has with the conclusion on future PM_{10} concentrations (as noted above) is that it does not include consideration of Table 3.2, the existing base case pollutant concentration estimates. It is TS's opinion to include consideration of the fact that PM_{10} emissions will increase markedly from the existing base case to the future base case. As a result there will be a 38%	k) The increase in PM (2001-2021) without the project i due solely to an increase in traffic volume. Without a change in the public's attitude toward the use of single-occupancy vehicles this increase is unavoidable. The introduction of the BRT system wi slow this increase. The EA report's presentation of effects in 2021 is a true reflection of the conditions with and without the undertaking operating as a mature alternative transportation mode. The purpos of this undertaking is to provide an efficient alternativ travel mode with the potential to reduce the growth in private automobile use and the consequent traffic volumes generated. Further mitigation to address th natural growth in trip-making in the Region's major corridors is beyond the scope of this EA.		k) Refer to items 16 & 17 of this document		No		

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			increase in PM_{10} initially and it will decrease 1.6% with inclusion of BRT. For York Region to then conclude that the focus should be only on 2021 is misleading and not something we can easily agree to. At the very least TS feels that this change over the period 2001 to 2021 could be characterized in terms of BRT "slowing" the increase but it should in TS's opinion include consideration of "Further Mitigation" based on significant initial increase in PM_{10} concentrations.							
		2 cont'd	l) The reference for the statement in k above is data noted as being available in Tables 4.3 and 4.4 of the Senes Report, when in fact it should be Tables 3.3 and 3.4.	l) Comment noted. Table 10.4-3 of the EA report should refer to Tables 3.3 and 3.4 of the Senes AQ report, and not Tables 4.3 and 4.4.		l) Status - No Action Required		No		
			m) In light of comments b and c, it is TS's opinion that the issue of $PM_{2.5}$ concentrations also needs further review and as such, Table 10.4-3 should be modified to include consideration of $PM_{2.5}$ as well as PM_{10}.	m) There will be a net positive effect to the environment from $PM_{2.5}$ and PM_{10}, therefore no further mitigation i required.		m) Refer to items 16 & 17 of this document		No		
			Monitoring of Construction PM Emissions n) Table 10.4-3 of the EA report includes comments on "Degradation of air quality during construction: which indicates that "some PM emissions locally" are expected but no "Monitoring" is recommended. This information raises some concern with TS about its compatibility with information provided in Section 11.4.1 of the EA report, which does indicate that "Monitoring" will be done in the form of regular inspections of dust and vehicular emissions control. Table 11.4-1 of the EA report does provide some qualitative comment on "Monitoring" associated with "effect of construction activities on air quality (dust, odour)." TS strongly in favour of the need to do such monitoring and requests that York Region clarify what appears to be contrary statements in table 10.4 3 that no "Monitoring" is recommended.	n) Table 10.4-3 of the EA report was intended to indicate that no specific monitoring program beyond that normally required by the construction contract conditions is recommended. The Region will enforce the requirements of the standard contract conditions as described in Section 11.4.1 of the EA report.		n) Status - No Action Required		No		
			Senes Project Description o) The content of Section 1.1 of the Senes report has been reasonably clarified with the addition of explanatory paragraph.	o) Comment noted.		o) Status - No Action Required		No		
			Executive Summaries p) Both the EA report and the Senes report executive	p) There are no changes proposed to the main EA		p) Status - No Action Required		No		

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			summaries need further review in order to substantiate that they are compatible with changes to the bodies of the reports as may occur in terms of addressing the comments provided by TS and noted in the memo.	report to address comments provided by TS. Clarification will be provided as appropriate.						
			Overall Assessment of Air Quality *q)* The Overall Assessment as noted in Section 8 of the Senes report and quoted in the EA report needs further review in order to substantiate that they are compatible with changes to the bodies of the reports as may occur in terms of addressing the comments provided by TS and noted in the memo.	q) There are no changes proposed to the main EA report to address comments provided by TS. Clarification will be provided as appropriate.		q) Status - No Action Required		No		
Ministry of the Environment – Water Resources	Ms. Ellen Schmarje, Supervisor, Water Resources Unit, Central Region – Technical Support Section	3	a) In reference to the definitions of "Insignificant" and "Significant" in Section 10.1: Assessment Methodology, an effect that is temporary or short term in duration may be considered significant as the release of suspended solids to a watercourse can potentially cause a permanent loss of critical or productive aquatic habitat.	a) Comment noted. As described in Section 10.1 of the EA report, the definition of significant effect includes permanent loss of critical or productive aquatic habitat, regardless of the duration of the original net effect that precipitates the permanent effect.	York Region	a) Status - No Action Required		No		
			b) The Proponent should note that Section 53 (OWRA) approvals from the MOE will be required for the new and expanded storm sewers and end-of-pipe stormwater management facilities prior to the construction phase (Section 11.2: Project Implementation Plan).	b) Comment noted and will be carried forward for consideration during detailed design. Section 11.2.1 of the EA report identifies examples of other approvals that may be required during the detailed design phase, but is not intended as a complete list o all post EA approvals that will be required.		b) Status- future Approvals, as required, will be obtained as a result of and during Detail Design.		No		
			c) A permit to take water must be obtained for all dewatering activities in excess of 50,000 L/day. The permit must be obtained prior to the commencement of any construction related activities requiring groundwater dewatering (Section 11.2: Project Implementation Plan).	c) Comment noted and will be considered during both the preparation of the EA amendment for the southern portion and during detailed design of the entire undertaking.		c) Status – future Permits, as required, will be determined and sought during Detail Design.		No		
			d) Table 11.3 indicates that "in the event a shallow or upward groundwater movement becomes an issue due to construction of the subway during the detailed design stage, TRCA's hydrogeologist will be consulted." It is important to note, that any groundwater issues (including dewatering or water quality issues) related to the proposed undertaking must be dealt directly with the MOE, which may consult with TRCA if necessary.	d) Comment noted. The MOE and TRCA will be consulted accordingly during detailed design.		d) Status – Does not apply to H2 Segment To be addressed during desig and construction of the Spadina Subway Extension, covered under a separate CMP.		No		

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			e) No major outstanding surface water or groundwater issues were identified regarding the preferred alternative. Additional input during the detailed design phase may be required to ensure that monitoring, mitigation and contingency plans adequately assess any adverse impacts to the natural environment and/or sufficiently protect the natural environment.	e) Comment noted. The MOE will be consulted during development of the detailed Monitoring Program as appropriate.		e) Status – future A Draft Drainage Study was completed for the conceptual design phase on August 3, 2010 and a further preliminary engineering Draft Drainage Study for the Vaughan Metropolitan Centre Segment completed August 8, 2011 with the aim of decreasing potential negative impacts. SWMP will be finalized in the Detail Design phase.	Draft Drainage Study for Vivanext H2: Highway 7 (Y.R.7), Centre Street (Y.R.71), Bathurst Street (Y.R.38) – August 3, 2010 (ID# 6279) **[2011]**Draft H2 Vaughan Metropolitan Centre (VMC) Drainage Report, August 8, 2011 (ID#7720) **vivaNext H2 Vaughan Metropolitan Centre (VMC) Drainage Report Final April 05, 2012(ID#8459)**	No		ACR 2010: ECF Evidence found that confirms the completion of the draft drainage study. 2012 ACR: The drainage report was updated from draft (ID 7720) to final report (ID 8459). No review was undertaken.
Ministry of the Environment – Air and Noise Unit	Mr. Denton Miller	4	**Noise** a) With respect to Section 5 of Appendix K, there were several errors noted in the assessment of the 2021 baseline, BRT and LRT noise calculations. Some of the errors cancelled other errors and it is unlikely tha the actual impact will change the overall conclusions drawn in Appendix K. Nonetheless the errors should be corrected.	Please refer to the attached Noise and Vibration Supplementary Information package for revised tables and appendices to Appendix K – Noise and Vibration Impact Assessment, of the EA report. a) Refer to responses below. As shown in the revised data attached, the conclusions drawn in the original report are still valid.	York Region	a) Status - No Action Required		No		
			Surface Type Used in Stamson Calculations b) The majority of the calculations in Appendix K are based on absorptive ground surfaces. Based on drawings submitted with the proposal, it is the Air and Noise Unit's opinion that ground absorption was used incorrectly in the assessment of the roadway. The Proponent should revise the subject calculations accordingly or clarify why this approach was used.	b) In all cases where noise monitoring was conducted (receptors) the intermediate surface was covered by grass and therefore it was determined that an absorptive designation was appropriate. ORNAMENT Technical Document (MOE 1989), states that "Soft ground surfaces such as ploughed fields, or ground covered with grass, shrubs, or other forms of vegetation are considered to be sound absorptive". This is also reflected in the monitoring results. The predicted sound levels for existing conditions (2002) (section 4.0 in Appendix K) closely resemble the measured sound levels. To be consistent in the modeling approach, the absorptive surface was also used in the prediction of noise level for future cases. However, in light of the above comment b, the noise modeling was revised using a reflective ground surface The predicted sound levels were found to be still within		b) Status - No Action Required		No		

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				the range of the measured results in most instances. Therefore, all scenarios have been revised using a reflective ground surface and are attached for review.						
			Daytime and Nighttime Receiver Heights Used in Stamson Calculations c) The receiver heights used in the assessment of the receptors are not consistent with Section 5.5.4 of the MOE's publication ornament where it is stated that for the purposes of assessing the noise impact on single family dwellings and townhouse units, the following receiver heights are used: 1.5 m for defining the outdoor living area, and 4.5 m for defining a 2nd storey window. The proponent should revise the subject calculations accordingly or clarify why this approach is used.	c) The purpose of Section 4.3 in Appendix K is to compare the predicted sound level (from traffic) with the existing sound levels using noise monitoring data collected at specific receptors along the route. For this purpose only, the actual height of the microphon of the noise monitoring equipment was used for a direct comparison with the traffic passby at each specific receptor location. However, for predicting future noise impact the noise modeling was carried out using 1.5 m for outdoor living area and 4.5 m for 2nd story window.		c) Status - No Action Required		No		
		4 cont'd	*Nighttime Receiver Source Distances Used in Stamson Calculations* d) When homes are backing onto the subject roadway, the daytime source receiver distance should not be equal to the nighttime source receiver distance. The daytime distances should address the sound levels i the outdoor living area (backyard), and the nighttime distance should address the sound levels at the plane of a bedroom window. In the majority of cases the two distances should differ by 3m. This was not the case in the assessments in Appendix K. The Proponent should revise the subject calculations accordingly or clarify why this approach was used.	d) The shorter of the two horizontal distances was conservatively used for both daytime and nighttime. In any case, the 3 m difference does not result in a significant/noticeable difference in the predicted sound levels. However, the nighttime receptor distances used in the revised model have been changed to reflect the 3 m difference. Refer to the attached STAMSON sheets.		d) Status - No Action Required		No		
			Percent Traffic Split of Provincial Roadways that should be used in Stamson Calculations e) The recommended day-night traffic volume ratios are 85%-15% for provincial roads. Hwy 7 is a provincial roadway. Clarification is required as to why the appropriate traffic split was not used in the assessment or the calculations should be adjusted accordingly.	e) The 90%-10% day-night traffic volume ratio used in the modeling was derived from traffic count data and adopted as an appropriate representation of conditions on Highway 7 in the study area.		e) Status - No Action Required		No		
			Designation of Buses in Stamson Calculations f) As noted in the MOE's publication ornament, buses are considered to be medium trucks, hence the percentage of medium trucks should not be the same	f) The added bus transit traffic was treated as an RT/Custom source for the STAMSON modeling, that is, a separate source from the regular traffic. Also,		f) Status - No Action Required		No		

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			in Appendices K-D (Predicted 2021 Baseline Traffic Noise Levels) and K-E (Sound Levels Due to Added Bus Transit Traffic). The Proponent should revise the subject calculations accordingly or clarify why this approach was used.	the traffic volume of bus transit was not included in the AADT volume for the regular traffic. Hence the percentage of medium trucks is indeed the same in Appendices K-D and K-E. The actual noise level for the bus transit was provided by the manufacturer.						
			AADT Inconsistencies g) Section 5.2 of Appendix K (Scenario 2 – Bus Transit Option), states that "Scenario 2 predicts the sound levels on the same road segments for the same year (2021), but with the added influence of the bus transit traffic". However the AADT in Appendix K-E (54,144 Sound Levels Due to Added Bus Transit Traffic) is lower that the AADT in Appendix K-D (54,528; Predicted 2021 Baseline Traffic Noise Levels). The proponent should revise the subject calculations accordingly or clarify why this approach was used.	g) The data used were generated by the travel demand modeling with the model calibrated against York Region's most recent AADT counts for Highway 7. The AADT figure for the "with BRT" scenario represents general traffic only and does not include the BRT vehicles themselves. The modeling projects a minor reduction in auto vehicle use after BRT implementation however the overall person-capacity of the roadway is increased by the carrying capacity of the BRT service.		g) Status - No Action Required		No		
		4 cont'd	*Distances in Stamson Calculations* h) Some of the distances in the assessment of the proposal are not correct. For example, the distance to the centre of the eastbound segment of the roadway is 28.6 m. This is clearly not correct when assessed against Figure 9.7 of the EA report. The proponent should revise the subject calculations accordingly or clarify why this approach was used.	h) The distances have been revised to reflect those shown in the figures in Chapter 9 of the EA report. Refer to the attached STAMSON sheets.		h) Status - No Action Required		No		
			LRT Assessment i) The above concerns are for the most part also applicable to the assessment of the proposed LRT. The Proponent should revise the subject calculations accordingly or clarify why this approach was used.	i) The distances have been revised to reflect those shown in the figures in Chapter 9 of the EA report. Refer to the attached STAMSON sheets.		i) Status - No Action Required		No		
			Preferred Assessment Methodology j) The preferred assessment would see the dedicated bus lanes and the LRT, defined as separate segments in Stamson. This approach would simplify the Proponent's assessment and our review of the undertaking.	j) The recommended assessment methodology as suggested by the MOE was used in the study submitted. The bus transit and LRT were treated as a separate segment in the Stamson modeling. Pleas refer to Appendix K-E and Appendix K-F.		j) Status - No Action Required		No		
			Vibration *Reference Vibration Value* k) Confirm that the reference value for the vibration calculations in Section 6.1 of Appendix K is 1 micro-metre per second. If correct, please provide a	k) This issue had been previously responded to and discussed with Mr. Denton Miller of the MOE Noise Unit in June 2005. Please see the revised Table 6.1		k) Status - No Action Required		No		

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			detailed sample calculation of the results noted in Table 6.1. If incorrect please comment on the use of an appropriate reference value and the impact it will have on the calculations and the subsequent conclusions.	attached.						
Ministry of the Environment	Ms. Gemma Connolly, Special Project Officer	5	*CEAA Approval* a) Page 1-1 identifies that approval under the Canadian Environmental Assessment Act is being sought through an integral parallel process. No federal trigger was identified by CEAA through their review of the provincial EA. Therefore, EAAB is unaware of any coordinated and/or concurrent federal approval process.	a) Given that federal funding has not yet been approved it is anticipated that the only likely trigger will be the DFO's approval of the major river crossings. The Region expects that this local approval will be obtained through DFO's delegation of authority to the TRCA.	York Region	a) Status – future DFO's approval, through TRCA, of the major river crossings will be obtained during detail design. At a meeting on June 24, 2010, TRCA staff indicated [1] that based on the information provided the effects of the proposed works in these segments could be mitigated and that consequently, a Letter of Advice [2] would be acceptable as a HADD would not result at any crossing.	Navigable Waters Determination Letter. August 25, 2010 (ID#6429) Minutes of Meeting: TRCA with York Consortium – June 24, 2010 (ID# 6386) [1]	No	[1] EF (2010)	ACR 2010: Document reviewed: 6386 supported assertion regarding Letter of Advice
		5 cont'd	*Chapter 8 Evaluation Local Alignment Options* b) It is difficult to follow the evaluation methodology used to select the preferred local alignment options. This analysis is identified in Tables 8.3.-3 to 8.3-7.	b) Generally, where applicable, these options were evaluated using the major objectives adopted for the primary route alternatives analysis. In some cases, such as the Markham Centre/Enterprise Dr area, more specific local factors were used to compare options.		b) Status - No Action Required		No		
			c) Table 8.3-5 identifies Option C3-4 as the preferred option and Option C3-3 as the next preferred. It is unclear how these options were ranked and evaluated.	c) The table presents the basis for the evaluation of the options by listing the key attributes or effects of each option in terms of the goals and primary objectives adopted for evaluation of the larger route segments along the corridor. Each option's performance against the goals was assessed by evaluating the individual attributes/effects to identify the preferred option in term of each of the five main objectives. Options C3-3 and C3-4 were selected from this initial screening. The relative merits of these two options were discussed in the text supporting the evaluation table in Section		c) Status – Does not apply to H2 segment		No		

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				8.1.5.1. This comparison indicates that Option C3-4 is cost-effective and would provide the most convenient access to rapid transit for several trip types and destinations. At the same time the design of the new Rouge crossing to meet TRCA requirements will mitigate adverse effects on the natural environment.						
			d) Table 8.3-6 highlights Enterprise Dr as the preferred option, while the text identifies Civic Corridor as the preferred option. Qualitative rankings are provided in Table 8.3-6 indicating fair, good but no rationale is provided on what this means in the weighing of the criteria.	d) In Table 8.3-6, the Enterprise Drive option was inadvertently highlighted as the "Technically Preferre Option". The qualitative rankings shown against eac indicator were assessed collectively with implicit weighting and found to support the conclusion in the text that the Civic Mall Option best met the objectives for improved transit service through the planned Markham Centre.		d) Status – Does not apply to H2 segment		No		
		5 cont'd	e) Table 8.3-7 provides check marks with no rationale on what these mean. Please provide further clarification on how these local alignment options were assessed and evaluated.	e) Each check mark in Table 8.3-7 indicates the alignment alternative (Option C-C1 or C-C2) that is preferred in terms of the individual planning criteria noted in the table. For some criteria, both options were considered to be equally responsive and thus both were checked. Again, these responses were assessed collectively leading to the recommendation of the northern alignment stated in the text.		e) Status - No action required		No		
			f) Section 8.3.4.2 is seeking approval for both C-B1 and C-B2. The preferred option is identified as C-B1 Any proposed changes to the preferred option would be considered an amendment to the undertaking.	f) The alternative methods of crossing the Hwy 404 interchange were not considered a comparison of alignments within a segment of the route but an evaluation of the advantages and disadvantages of local design solutions to achieve a segregated right-of-way through the existing interchange. As noted in Section 8.3.4.2 of the EA report, the preferred strategy (option C-B1) is to avoid environmental impacts and significant capital costs by operating the rapid transit in mixed traffic through the existing underpass on Hwy 7, basically a "do nothing" solution. The Region is seeking approval of Option C-B2, as the preferred ultimate solution for phased implementation if Option C-B1 becomes unreliable. This option will focus on maintaining the transitway within the Hwy 7 right-of-way by modifying the lane arrangements or span of the existing Hwy 404 underpass as the preferred design solution. A supplementary table assessing the potential effects o the three variations of alternative C-B2 is attached.		f) Status – Does not apply to H2 segment.		No		

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				Option C-B2, grade separated right-of-way, will be th Region's preferred ultimate option if and when required to traverse the Hwy 404 interchange withou congestion delays. Option C-B1, operation of the transitway in mixed traffic, will be used until such tim congestion problems trigger the need for the grade separation Option C-B2. Improvements to the road system, currently planned by the municipalities will also influence the timing of and need for the ultimate grade separated right-of-way (C-B2).						
		5 cont'd	*Intermodal Stations* g) The York Region intermodal terminal and Richmond Hill intermodal terminal are discussed as part of the undertaking on page 9-2. These stations are not supposed to be part of this EA approval and should not be described as part of the approved undertaking.	g) Comment noted. These terminals were mentioned a examples of associated facilities in the context of inter-connectivity with other modes.		g) Status - No Action Required		No		
			Missing Information h) Please provide the missing information in Table 10.4 2 on page 10-9.	h) A completed page 10-9 of Table 10.4-2 from the EA report is provided as supplementary information.		h) Status - No Action Required		No		
			Effects and Mitigation i) On Table 10.4-2 some issues are evaluated as "Significant" after mitigation, yet monitoring is not recommended. Could you please justify why monitoring will not occur?	i) The issues identified as significant after mitigation ar those concerning intersection levels of service analyzed as near or at capacity. The anticipated traffic volumes with or without the undertaking are such that monitoring will not lead to any further mitigation options.		i) Refer to Table 10.4-2 in Appendix 1 above for individual comments.		No		
			Vaughan North-South Link Ultimate Conversion to Subway Technology j) Page 6 of the terms of reference allowed the Region to assess the environmental effects of a subway extension between the VCC to York University. This assessment was contingent upon the Spadina Subway being extended from Downsview Station to York U in the City of Toronto.	Refer to the detailed supplementary information provided for the Vaughan North-South Link j) The extension of subway technology from York University to VCC was contingent on the extension from Downsview Station to York University being completed. The Region's EA for the extension into York Region is contingent on approval of the EA for the portion within the City of Toronto.		j) Items j, k & l: Not applicable to H2 segment. An EA amendment report subtitled "Response to Conditions of Approval – Vaughan N-S Link Subway Alignment Optimization" was approved by the Minister of the Environment on April 4, 2008.	MOE letter of approval of the undertaking - Vaughan N-S Link Subway Alignment Optimization – SVCC 1.0 (ID# 4160)	No		
			k) Chapter 12 identifies that the logical northern limit of the Spadina subway extension would be the VCC.	k) The Terms of Reference for the City's EA identify the Region-owned land north of Steeles as the northern		Status – No Action Required		No		

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			As a result, a major component of the analysis would have built upon the conclusions and recommendations of the City's Spadina Subway Extension EA Study, which is still ongoing. Without the conclusions of the City's study, it is difficult to determine whether or not the protection of Alignment A-1 would be feasible and should be considered as part of this EA approval.	limit of all alignment options to be analyzed in their EA. Only the orientation of the alignment at this limit is not specified. Chapter 12 of the Region's EA describes the rationale for selecting Alignment A-1 to access the VCC and identifies the potential zone where A-1 may have to be modified to link with the range of alignments being considered by the City's EA south of Steeles Ave.. The EA commits the Region to develop and assess the effects of any modification through this zone in an amendment carried out after the City's EA is approved. (Refer to detailed supplementary information)		The TTC has prepared a separate CMP for the Spadina Subway Extension Project and is responsible for compliance monitoring related to the Vaughan N-S Link segment of the undertaking.				
		5 cont'd	l) Section 12.5 also defers most of the effects assessment of Alignment A-1 to be done as part of an amendment to the EA. It may be premature to protect a r.o.w. without having the benefits of what types of effects are anticipated to occur. EAAB would like the opportunity to meet with the Region and the City to discuss this component of the EA.	l) Refer to the detailed supplementary information.		Status – No Action Required		No		
City of Vaughan	Mr. Roy McQuillan, Manager of Corporate Policy	6	Committee Report Recommendations (a through d): a) The MOE be advised that the City of Vaughan supports the approval of the Hwy 7 EA as submitted by the Region of York.	a) Comment noted	York Region	a) Status - No Action Required		No		
			b) The Region of York be advised that the report entitled "Design Concept for Avenue 7 including Rapid Transit Through the Vaughan Corporate Centre" also forms part of the City's comments on the Hwy 7 EA report and that the recommendation contained in that report be implemented as requested.	b) Comment noted and information will be carried forward for consideration during development of a detailed streetscape plan (refer to Section 9.1.1) at the time of detailed design. The Proponent will commit to consult the local municipalities during development of the detailed streetscape plan.		b) Status – future Attention will be given to the development of a streetscape plan in Detail Design. Consultation with municipalities commenced as described under item 33 of this document.		No		
			c) The Region of York be requested to proceed with the amendment to the subway extension component of this EA (Vaughan North-South Link Ultimate Conversion to Subway Technology) at first opportunity, once the TTC Spadina Subway EA is approved, in order to finalize the subway alignment north of Steeles Ave.	c) Detailed comment noted. As noted on Figure 12-4 and described in Section 12.5 of the EA report, the final alignment of the subway from Hwy 407 to Steeles Ave will be determined following completion of the Toronto/TTC EA Study (Spadina Subway Extension from Downsview Station to Steeles Ave).		c) Status – No Action Required		No		

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			d) The Region of York be advised that the City of Vaughan is currently completing a number of land use studies along Hwy 7 and along the Vaughan North-South Link. It is requested that the Region of York work with the City in refining the transitway and boulevard treatments in response to the land use and design policies that may result from the studies in order to optimize the attractiveness of the urban environment and support the Region's and the City's development objectives; and that such consultation take place during the detailed design phase for the transitway and associated road allowances.	d) Detailed comment noted. York Region will work with the local municipalities, including the City of Vaughan during detailed design and development of a detailed streetscape plan to incorporate recommendations from adjacent land use planning studies where feasible.		d) Status – future Attention will be given to the development of a streetscape plan in Detail Design. Consultation with municipalities commenced as described under item 33 of this document.		No		
		6 cont'd	*The Undertaking – Implications for the City of Vaughan* e) The introduction of a rapid transit service will be a major catalyst in the transformation of the current Hwy 7 and Centre and Bathurst Streets from a Provincial highway to an urban arterial road. The City is looking to build on and support this initiative through the Centre St Study and the Hwy 7 Futures Study.	e) Detailed comment noted.		e) Status - No Action Required		No		
			f) Generally, the impacts were positive or could be mitigated to a minimal level of significance. Given the diversity of the corridor and the form of the transitway, there will be impacts on traffic operations and urban design.	f) Detailed comment noted. As noted in Table 11.4-2 of the EA report, the Region is committed to monitoring traffic operations after implementation of the undertaking. In addition, a detailed traffic management plan will be developed prior to commencing construction (Section 11.2.2.1).		f) Status – future Traffic management concepts and plans will be developed in the Detail Design phase.		No		
			Urban Design g) The plan shown in the EA for the Corporate Centre does not reflect the City's ultimate preference as illustrated in the report to Committee of the Whole on October 11, 2005. The plan currently shows minimal landscaping. The recommendations contained in this report should reaffirm the City's desire to see the streetscaping/transitway plan revised either by amendment to the EA or at the time of detailed design to reflect the City's ultimate intentions. It is noted that the subway extension portion of the EA deals specifically with this issue by stating that "Transit intermodal facilities will be developed in consultation with Vaughan as part of the introduction of a comprehensive landscaping and streetscaping plan for the VCC and station precinct". These	g) As described in Section 9.1.1 of the EA report, a conceptual streetscape plan has been developed as part of this EA and will provide the basis for the detailed streetscape design. The Region will commit to working with the local municipalities during detailed design to incorporate streetscape elements recommended through other studies where feasible.		g) Status - future Attention will be given to the development of a streetscape plan in Detail Design. Consultation with municipalities commenced as described under item 31 and 33 of this document.		No		

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			measures will need to be taken into account in the original transitway design.							
			h) In addition, the plan shows a "VCC Transit Square Concept" at the northwest corner of the intersection of Millway Ave and Hwy 7, which is identified as a transit terminal facility in Section 12 of the EA report. It is recognized that there will be the need for some surface intermodal facilities at a future subway terminal station. However, there is minimal information available on the facility identified in the EA study. It will have to be addressed further with the City in accordance with the statement quoted above, including the basis for the selection of this location.	h) The intention in showing a concept for the surface intermodal facilities is to identify the need for an efficient means of transferring passengers from feeder bus services to the rapid transit service. The concept, while not intended to be a detailed design is representative of the extent of surface facilities and indicative of the opportunities for integration of these facilities into the urban design of the transportation node. It also provides a basis for assessment of any potential effects on the surrounding built or natural environment. The location of the typical concept was based on the recommendations of the draft report on the City of Vaughan's study of streetscaping for the VCC.		h) Status – future Consultation with stakeholders regarding potential surface transit facilities is ongoing. For example, the issue was considered at a December 18, 2008 Vaughan Corporate Centre Workshop with stakeholders. Further consultation with stakeholders and the public on the preliminary engineering concept for surface intermodal facilities is planned for November , 2011 as a series of H2 Open Houses. Opportunity for comment will be provided at that time as well.	Presentation and Minutes - December 18, 2008 Vaughan Corporate Centre Workshop (ID# 3888 & 4454)	No		
		6 cont'd	i) The study acknowledges that there are areas that have insufficient road allowance width to permit significant landscaping. An example is the section of Hwy 7 between Martin Grove and Pine Valley Dr. For such areas, the plan suggests that redevelopment be monitored and that property be acquired through redevelopment. An alternative would be to incorporate sufficient setbacks to allow for landscaping to be provided on the private lands between road allowance and the building.	i) Comment noted. The Region will work with the local municipalities to secure the required r.o.w. and setbacks through the development approval process		i) Status – future Will be addressed as development proposals are received		No		
			j) The City is currently conducting several land use studies in areas that will be directly affected by the transitway. These include the Hwy 7 Futures Study and the Steeles Ave Corridor Study-Jane St to Keele St. Both studies are nearing conclusion. Each will have land use and urban design implications for these areas. In order to optimize the opportunities for aesthetic improvements along Hwy 7 and in the Vaughan North-South Link, the outcomes of these	j) Comment noted. York Region will work with the local municipalities, including the City of Vaughan, during detailed design and development of a detailed streetscape plan to incorporate recommendations from adjacent land use planning studies where feasible.		j) Status – future Attention will be given to the development of a streetscape plan in detailed design. Consultation with municipalities commenced as described under item 33 of this document.		No		

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			studies should be taken into account during the detailed design of the transitway and the surrounding road allowance. Improving the urban and aesthetic environment will support both the Region's and City's development objectives and improve the chances of their being achieved. A recommendation has been included requesting that the Region work with the City during the detailed design phase for the transitway to take into account the results of these studies.							
		6 cont'd	*Road Operations:* The introduction of the centre median will have a number of effects, which include: k) A prohibition on left turns in and out from driveways and minor roads due to the transitway – The EA indicates that alternative access can be obtained by way of another site or an adjacent roadway. Users will have to adapt and find alternative routes. The introduction of U-turns at signalized intersections is also provided. The impact of the introduction of U-turns to accommodate left-in and left-out turns – in some instances there might be conflicts between U-turns and right turn movements onto Hwy 7 from side streets when the traffic signal is red. It may be necessary to restrict right turns on red lights from side streets. This should be monitored and measures taken to reduce any potential conflicts. It is noted that some of the intersections with four lane road sections may not permit U-turns by large trucks. Restrictions may have to be imposed where warranted.	k) Detailed comment noted. The Region will consult with the local municipalities during development of the detailed Traffic Management Plan (as described in Section 11.2.2.1 of the EA report).		k) Status –ongoing The H2 Design Basis & Criteria Report (DBCR) Section 3.0 documents the justification for design on the basis of eliminating most right turn lanes at intersections. For design consistency and to improve pedestrian circulation right turn tapers will not be included in the design. York Region is currently evaluating its policy on right turn on red as well. **Section 2.2.1.5 in DBCR documents the elimination of most right turn lanes at intersections for the implementation of bicycle lanes.**	**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 (ID# 6476) **Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)**	**Yes**	**EF (2012)**	2011 ACR: This item was not reviewed as the evidence provided is in Draft. Bolding and underline were removed. 2012 ACR: The evidence provided (ID 8680) was found to support the assertion on how the condition was addressed. Item remains ongoing.
			l) Pedestrian crossings given the additional road width in some areas – Given the introduction of the transitway and the station facilities, there is a substantial increase in the paved portion of the road allowance, especially at major intersections. Some pedestrians may not be able to cross in one signal phase. The transitway will have pedestrian refuge areas built into the design to allow them to wait at mid-crossing. A further alternative would be to have a two-stage crossing system to accommodate	l) Detailed comment noted and will be carried forward for consideration of the detailed Traffic Management Plan (Section 11.2.2.1). Traffic Operation Monitoring (noted in Table 11.4-2) will include consideration of effects on pedestrians.		l) Status- future Median station provides the opportunity for 2-stage pedestrian crossing. To be reviewed in Detail Design.		No		

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			heavier traffic. Before proceeding to a two-stage system, monitoring should occur under operating conditions to determine if it is warranted.							
			m) The potential for traffic infiltration in some areas – Traffic infiltration has been identified as a possible problem in certain neighbourhoods, resulting from drivers trying to avoid Hwy 7. This may increase as a result of the constraints introduced by the transitway. The following neighbourhoods may be affected: Monsheen Dr, Willis Rd/Chancellor Dr, New Westminster Dr, and Beverly Glen Blvd. The EA recommends that these neighbourhoods be monitored before and after the implementation of the transitway to determine if additional mitigation measures are required.	m) Detailed comment noted. York Region will work with the municipalities during monitoring of traffic operations after implementation of the transitway to address issues/concerns including traffic infiltration.		m) Status – future To be addressed in detail design.		No		
		6 cont'd	*Vaughan North-South Link Ultimate Conversion to Subway Technology* n) The EA study confirmed the alignment selected through the Higher Order Transit Corridor Protection Study, which was incorporated into OPA 529, subject to consideration of the results of TTC's current EA process.	n) Comment noted.		n) Status - No Action Required		No		
			o) This EA is seeking the approval of this alignment with the option to finalize the portion south of Hwy 407 to tie into the alignment that may ultimately be chosen through the TTC's EA process for the Spadina Subway Extension. No change to the alignment to the north of Hwy 407 is proposed.	o) Comment noted. Refer to Section 12.5 and Figure 12-4 of the EA report.		o) Status - No Action Required		No		
			p) The recommendations of this portion of the EA study should be supported. Putting in place the EA approvals for a subway extension from Steeles Ave to the Corporate Centre is a welcomed initiative for a number of reasons. It will clearly establish a commitment to the development concepts that are being put forward in City, Regional and Provincial planning documents in the interim it will inform investment decisions by both the public and private sectors; it will allow for the necessary property protection; and the project will be design-ready so that the next steps in the process can take place quickly once financing has been committed.	p) Comment noted.		p) Status - No Action Required		No		

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			q) There is a level of uncertainty surrounding the alignment between Steeles Ave and Hwy 407 as a result of the TTC's Spadina Subway Extension EA. This is unavoidable due to the timing of the two processes. Of primary concern is maintaining the Millway Ave alignment through the Corporate Centre in order to ensure that the Hwy 7 station can be built at its planned location and so property protection and acquisition can continue. The TTC has demonstrated that the three alignment alternatives currently under consideration in the Spadina EA will all work in the context of the City's objectives for the Corporate Centre. All three can provide for the location of an additional station at the planned Hwy 407 Transitway, on the west side of Jane St, south o the highway.	q) Comment noted.		q) Status- No Action Required		No		
		6 cont'd	r) In order to overcome this issue, the EA recommends that additional studies take place when the preferred designs for the inter-related facilities have received EA approval. These studies would form the basis for an EA amendment. It is critical that none of the EA processes be slowed. Approval of this portion of the EA on the basis of the planned amendment should be supported. In addition, the Region of York should be requested to initiate the amending report shortly after the approval of the TTC's EA. Failure to proceed expeditiously with the amendment to the EA may be interpreted as a lack of commitment to the project, possibly altering investment decisions and compromising the preservation of r.o.w.	r) Detailed comment noted. As noted on Figure 12-4 and described in Section 12.5 of the EA report, the final alignment of the subway from Hwy 407 to Steeles Ave will be determined following completion of the Toronto/TTC EA Study (Spadina Subway Extension from Downsview Station to Steeles Ave).		r) Status - No Action Required		No		
			s) The implementation of the YRTP will be a positive step in the evolution of the Region of York and the affected local municipalities. The plan will promote the transformation of southern York Region into a more urban place by shaping the style and intensity of development in the affected corridors, supporting economic development, increasing public mobility and improving environmental quality by offering an alternative to the private automobile. For these reasons the approval of the EA should be supported.	s) Comment noted.		s) Status - No Action Required		No		
Ontario Secretariat for Aboriginal	Mr. Richard Saunders, Director	7	a) In Section 14.2-Stakeholder Consultation of the EA Report, the Proponent indicates that they have	a) Comment noted.	York Region	a) Status - No Action Required		No		

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Affairs (OSAA)	Negotiations Branch		followed OSAA's recommendations as outlined in correspondence dated July 28, 2005. This table indicates the responses and requests for information from the various First Nations contacted by the Proponent.							
		7 cont'd	b) OSAA recommends that the Proponent continue to contact the relevant First Nations and that follow-up contact be made with all the identified First Nations and Aboriginal organizations.	b) Comment noted. The Proponent will continue to consult First Nations based on their identified interests/concerns and specific request for additional involvement (as an example, any First Nation that identifies an interest in archaeological findings will be forwarded any future archaeological reports prepared during detailed design).		b) Status – ongoing Hwy 7 EA Notice of submission of CMP for public review and comment[1] Stage 2 Archaeological Report will be provided, once completed. Notifications for public meetings will continue to be provided. **The Stage 2 Archaeological (Property) Assessment Report was completed in February 2012 and is awaiting MTCS concurrence The circulation of the report to First Nations will be completed in Detail Design.**	Notice of Submission of CMP (ID# 4121) and CMP distribution lists to First Nations, Government Review Team and other stakeholders (ID# 4122, 4123, 4124, 4125) [1] **Stage 2 Property Assessment VivaNext H2 Preliminary Engineering Highway 7 Corridor Islington Avenue to Yonge Street Connection Road Public Transit Improvements February 2012(ID#8294)**	**Yes**	[1] EF 2010 **EF (2012)**	ACR 2010: Ongoing, evidence found of consultation. 2011 ACR: the assertion is that consultation will continue with First Nations but status is marked as complete. In the 2010 ACR the status was assumed to be ongoing. It should be clarified how the EA Notice of Submission of the CMP fulfills this assertion including consultation by identified interest/concern. Owner Engineer revised status to "Ongoing". 2012 ACR: the evidence provided (ID 8294) was found to support the assertion on how the condition was addressed. Item remains ongoing.
			c) The Crown has a duty to consult with Aboriginal peoples where its actions may adversely affect established or asserted Aboriginal or treaty rights. OSAA recommends that MOE consult their legal branch for advice on whether the Crown has any constitutional or other legal obligations to consult Aboriginal peoples in these circumstances.	c)		c) Status – completed Notices of "Open House" format public consultation opportunities were provided through newspaper advertising.	Newspaper advertising (ID# 2865), (ID# 3754)	No	**EF (2011)**	2011 ACR: The evidence provided in the (ID# 2865, 3754) was found to support the assertion on notification.
Health Canada	Ms. Carolyn Dunn, Environmental Assessment Officer	8	These comments are in regards to the responses to Health Canada comments on the draft EA report dated July 8, 2005. a) Section 6.2.5 – A contingency plan for managing effects to drinking water wells needs to be developed as part of the environmental assessment, rather than later in the process. Furthermore, no responses were provided related to the identification of	a) As noted in Table 11.3-1 (I.D.#4), the Proponent has committed to preparing a contingency plan to address potential effects to water wells during detailed design of the undertaking. Identification of wells and municipal drinking water intakes will be undertaken during detailed design.	York Region	a) Status – future Requirements to be addressed during detailed design.		No		

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			municipal drinking water intakes; this is required as part of the assessment.							
			b) Appendix K – it is crucial that construction noise be included in the EA. This is standard practice in EA, to consider the effects of all phases of the project. The changes in the acoustic environment during construction constitute an important potential effect to human health.	b) As noted in Table 11.4-1 (Construction Monitoring), the Proponent has committed to monitoring noise generated by construction activities to ensure compliance with Municipal By-Laws.		b) Status – future An Environmental Control Plan will be developed during Detail Design.		No		
			c) Appendix L – In order to fully protect human health, ozone must be included in the air quality assessment of the EA. The reference for odour and formaldehyde in Section 4.2 of the air quality assessment should be provided in the EA (not referenced on the internet).	c) As noted in Table 10.4-3, there is a net positive effect on all air pollutants assessed related to the proposed undertaking.		c) Status- No Action Required		No		
Ministry of Transportation (MTO)	Mr. Robb Minnes, Project Manager	9	The notes below are items that the MTO raised on the draft EA report and how they have been addressed in the final EA report. *GO BRT and Hwy 407 Transitway* a) MTO indicated that the references in the EA to the relationship between the GO BRT project and the 407 Transitway were confusing. While not a critical issue, it would have been preferred if section 1.3g had included the following clarification: "The initial phase of the GO BRT project, as supported by MTO, consists of buses running in mixed traffic on existing road facilities including section of Hwy 407. The 407 Transitway, which has been planned and is being protected by MTO, is designed as a fully grade separated transit facility supporting bus or LRT technologies. It will run adjacent to, but outside of the Hwy 407 r.o.w. between Burlington and Oshawa"	a) Comment noted. The undertaking for the 407 Transitway will be defined through a separate EA by the MTO.	York Region	a) Status - No Action Required		No		
			b) MTO had also requested that where the EA discusses Hwy 7 or Vaughan north-south transit service interface with Hwy 407 transit service, it should address both shorter term interface with GO BRT mixed traffic service on Hwy 407 as well as longer term interface with the grade separated 407 Transitway service. This has been done.	b) Comment noted.		b) Status - No Action Required		No		
			Plans and Figures c) All of the plans referring to "407 Transitway" have been changed to "Future 407 Transitway" except	c) Comment noted.		c) Status - No Action Required		No		

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			Figures 8.3-1 through 8.3-17.							
			d) The proposed sidewalk on the south side of Hwy 7, shown on Figures 9-43 and 9-44 has been deleted as requested.	d) Comment noted.		d) No Action Required		No		
			Structures e) Section 9.1.5 identifies work required to accommodate the transit corridor where it crosses CAH designations including lane width and sidewalk reductions as well as structure modifications. Pursuant to the MTO's request, the introduction to Section 9.1.5 now indicates that the identified modifications within the CAH must be reviewed and approved by the Ministry. Further, the CAH modifications are now identified throughout this section.	e) Comment noted.		e) No Action Required		No		
			f) The Final EA document is acceptable to the MTO.	f) Comment noted.		f) No Action Required		No		
Town of Markham	Mr. Arup Mukherjee	10	General Committee Report re. Hwy 7 EA a) Recommendations include that Council endorse the findings of the Environmental Study Report for the Hwy 7 rapid transit project, and that staff continue to work with Regional and YRTP staff to finalize the design for the rapid transit facility.	a) Comment noted. York Region will continue to work with local municipalities including the Town of Markham, during detailed design and implementation of the undertaking.	York Region	a) Status – Does not apply to the H2 Segment.		No		
			b) Based on the above endorsement, staff has worked with the Proponents for the Liberty development to secure and protect sufficient r.o.w. along Town Centre Blvd for the rapid transit proposal. It is recognized that further consultation will be required with IBM to secure the remaining r.o.w. for this option.	b) Comment noted. The Region will work with the local municipalities to secure the required r.o.w.		b) Status – Does not apply to the H2 segment		No		
City of Toronto	Mr. Rod. McPhail	11	Letter dated December 6, 2005 Hwy 7 EA a) The EA report indicates that, in the absence of an approved alignment for the Spadina Subway extension between Downsview Station and Steeles Ave, the study could not come to any conclusions regarding a recommended alignment and preferred design for a further extension of the Spadina Subway north of Steeles Ave. The EA report proposes, in spite of the lack of a recommended alignment or preferred design, that a subway extension from the potential Steeles Station to Vaughan Corporate	Throughout the Region's EA Study process, York Region TTC and City of Toronto staff have participated in a reciprocal manner on the respective Technical Advisory Committees for the Spadina Subway Extension, both in Toronto and York Region. The confirmation of subway alignment recommended in prior studies relating to property protection for the VCC and the identification of the extent and scope of the tie-in alignment to be addressed in the addendum resulted from close collaboration with TTC staff and their consultant. This consultation has ensured that the alignment for the	York Region	Status- No Action Required An EA amendment report subtitled "Response to Conditions of Approval – Vaughan N-S Link Subway Alignment Optimization" was approved by the Minister of the Environment on April 4, 2008. The TTC has prepared a separate CMP for the Spadina Subway Extension Project and is	MOE letter of approval of the undertaking - Vaughan N-S Link Subway Alignment Optimization – SVCC 1.0 (ID# 4160)	No	EFC 2010	Document reviewed: #4160

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			Centre (VCC) be approved. The EA report recommends, however that in order to follow through on a subway extension, an amendment (or addendum) to the EA will be completed. This amendment would use the approved alignment from the TTC/City EA, once MOE approval is received, as a starting point to develop and assess alternative design concepts for the subway extension between Steeles Ave and VCC. Chapter 12 of the EA report contains a description of the components of the amendment report.	portion of the subway extension north of Hwy 407, for which approval is sought in the Region's EA is compatible with all alignment options from which the TTC/City of Toronto EA's preferred alignment will be selected. Also, the discussions and exchange of information form the basis of the description of components that are required to be addressed in the proposed addendum for the portion south of Highway 40 where the tie-in to the TTC's preferred alignment would be achieved.		responsible for compliance monitoring related to the Vaughan N-S Link segment of the undertaking				
			EA Consultation *b)* Both the Hwy 7 EA and the Spadina Subway Extension EA had a TAC with staff representatives from York Region, City of Vaughan, YRT, City of Toronto and TTC.	A revised Figure 12-4 is included in the supplementary information regarding the Vaughan North-South Link and includes the preferred alignment identified in the TTC Spadina Extension EA (The preferred TTC EA alignmen had not been confirmed at the time the Region's Hwy 7 and VNSL EA was being completed for formal submission).		Status –No Action Required		No		
		11 cont'd	c) In addition to attending TTC/City EA TAC meetings for the Spadina Subway extension EA, York Region, YRT and City of Vaughan representatives have met with TAC staff regarding proposed Steeles Ave station options and subway design requirements to extend the subway beyond the proposed Steeles Av station. The outcome of this work was the development and evaluation of concepts for the proposed Steeles Ave station, subway alignment, and ancillary facilities. The preferred concept for the Steeles Ave station, and the subway alignment in its vicinity, will be put forward to the MOE upon Toronto City Council approval of the Spadina Subway Extension EA findings and the completion of the EA report (early 2006). The preferred alignment (N-3 on attached figure) was identified through the TTC/City EA study process and was evaluated by the TAC during the summer of 2005. This alignment is not consistent with the preferred alignment A-1 shown in the Hwy 7 EA.			Status – Does not apply to H2 segment		No		
			Timing of Evaluation/Selection of Alignments d) The draft Hwy 7 EA was circulated for review in April 2005. At that time the TTC/City Spadina Subway Extension EA study was finalizing the selection of a			Status – Does not apply to H2 segment		No		

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			preferred route, which was shown at public meetings in May 2005. The City's review of the draft EA, noting no substantial comments, was based on their understanding that the component of the study dealing with the subway would be updated to reflect current work from the TTC/City study prior to York Region submitting its final EA report. In particular that Chapter 12 would be reworked to reflect the TTC/City EA work.							
			e) York Region changed the final version of Chapter 12 quite substantially from the draft EA. However, the evaluation of alignment options relies almost entirely on alignments generated based on the 1993 TTC EA for the subway extension. While the recommended A-1 alignment, for which approval is requested, is similar to one of the alignments evaluated in the more recent TTC/City EA (as far as the tail track north of Steeles Ave), it is not the preferred alignment that has been put forward to Toronto City Council for approval. The preferred alignment from the TTC/City EA was not evaluated in the Hwy 7 EA, even though that alignment was identified prior to the Region finalizing its EA report in August 2005.			Status – Does not apply to H2 segment		No		
		11 cont'd	Amendment to Hwy 7 EA f) The City of Toronto and TTC suggest that an addendum to the Hwy 7 EA, reflecting the preferred alignment to Steeles West Station, would be an appropriate venue to address the concerns that they have, assuming that an addendum is completed prio to the City and TTC considering a further extension of the Spadina Subway for approval through the City's and TTC's planning and approval processes.			Status – Does not apply to H2 segment		No		
Region of Peel	Sabbir Saiyed, Principal Transportation Planner	12	a) The Region of Peel Official Plan places a strong emphasis on the increased use of sustainable transportation nodes such as transit, cycling and walking. Peel Region recently adopted the following transportation vision to focus efforts in achieving a desired future transportation system: "Peel Region will have a safe, convenient, efficient, multi-modal, sustainable and integrated transportation system tha supports a vibrant economy, respects the natural and urban environment, meets the diverse needs of residents and contributes to a higher quality of life".	a) Comment noted.	York Region	a) Status - No Action Required		No		

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			b) The Region of Peel supports a balanced transportation system that promotes both roads and transit. The Region encourages improved accessibility by road and public transit to major nodes and corridors. On page E-7, it is stated that the preferred alternative will be able to meet long-term growth needs and planning objectives. They suggest that the current EA should take into consideration the needs to move automobile and truck traffic safely and efficiently on the Hwy 7 corridor and examine an alternative that supports all modes of transportation. Thus, a balanced alternative needs to be investigated further.	b) Comment noted. A wide range of alternatives to the undertaking were included in the assessment (refer t Chapter 3 of the EA report) to address the purpose o the undertaking as approved by the Minister of the Environment. The purpose of the undertaking is summarized in Section E.2 of the EA report. The preferred alternative to the undertaking (described in Section 3.1.5) includes all components of the "curren commitments" (described in Section 3.1.2), including all York Region Transportation Master Plan improvements. The Transportation Master Plan includes a multi-modal approach to address travel demand and goods movement to 2031.		b) Status - No Action Required		No		
		12 cont'd	c) Local public transit along Hwy 7 (Regional Rd 107) in Peel Region is operated by the City of Brampton. Therefore in order to improve future transit services on the Hwy 7 corridor, it is important to coordinate transit improvements in close partnership with the City of Brampton and Peel Region.	c) The Region of Peel has been included in the Technical Advisory Committee and the Government Review Team for this formal EA submission. York Region will work with Peel to integrate any future Hw 7 transit improvements west of Hwy 50 with the York Region undertaking defined in this EA.		c) Status – Does not apply to H2 Segment		No		
			d) A station should be considered in the vicinity of Hwy 7 and Hwy 50. Schedule A of the City of Brampton Official Plan designates this area as a "Primary Office Node". Since this area will be a major trip generator, a station is justified at this location. Section 4.3.4.12 of the Peel Region's Long Range Transportation Plan (LRTP) supports this position by directing the Region to "support gateways and interconnections between the local bus network and future transitways, especially at Regional urban Nodes".	d) As noted in Figures 9-1 and 9-2, a transit stop has been proposed at Hwy 50 which is the planned terminus of rapid transit service as defined through this EA. Should rapid transit service be planned wes of Hwy 50 into Peel Region, York Region will work with Peel Region to integrate services appropriately.		d) Status – Does not apply for H2 segment		No		
			e) A reference is made regarding Hwy 427 on page 9-8 as: "Between Hwy 50 and Hwy 27, the existing Hwy 7 alignment would shift to the north up to 6.7 m to incorporate the MTO's future Hwy 427 extension allowing Hwy 7 to be widened on the north side only" This should be discussed with Peel Region and MTO before proceeding further.	e) MTO will be consulted during detailed design as it relates to any work within their jurisdiction, including widening of the existing Hwy 7 structure over Hwy 427.		e) Status – Does not apply to H2 segment		No		
			f) To ensure that there will be good connectivity between Peel and York Regions, the EA study area (page 2-1) should include areas west of Hwy 50 along Hwy 7 in Peel.	f) The study area for this EA extends from the York/Peel boundary (Hwy 50) to the York/Durham boundary. Should Peel Region or Brampton choose to define transit improvements west of Hwy 50, York Region will work with the neighbouring jurisdiction to		f) Status – Does not apply to H2 segment		No		

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				integrate services accordingly.						
			g) The Region of Peel LRTP has the following policies regarding transit improvements and promotion: - LRTP Policy 4.3.4.4: Support fare integration and service coordination of inter-regional and local transit, especially at transfer points within Peel, with services in neighbouring municipalities and with GO Transit. - LRTP Policy 4.3.4.9: Work with all levels of government to advance inter-regional transit plans including rapid transit, commuter rail, GTA transit corridors and GTA transportation centres. - To make transit an attractive alternative between York and Peel Regions, Viva and the City of Brampton – AcceleRide – transit initiative should commit to plan and implement seamless travel between York and Peel with better fare integration and hassle-free transfer service.	g) Comments noted. The undertaking defined in this EA includes rapid transit service as far west as the York/Peel boundary. Should Peel Region or the City of Brampton choose to plan additional service within their municipal boundary, York Region will work with the neighbouring jurisdiction to integrate services accordingly. Transit fare integration is outside the scope of this EA.		g) Status – Does not apply to H2 segment		No		
		12 cont'd	h) The pedestrian environment is not adequately addressed at the boundary of Peel/York Region. The EA study indicates that Hwy 7 may be perceived as a highway-like road, which in turn with the introduction of transit service vehicles could create an unfriendly environment for pedestrians" (page 10-5). In order to attract transit users, it is important to provide a safe, comfortable and attractive pedestrian environment. An unfriendly pedestrian environment can be a barrier for commuters to choose transit as their preferred mode of transportation. Therefore, more effort should be taken to ensure the pedestrian friendliness of the project.	h) As shown on Figure 9-2, sidewalks are planned for both sides of Hwy 7 as far west as the York/Peel boundary (Hwy 50). A conceptual streetscape plan is described in Section 9.1.1 of the EA report. A detailed streetscape plan will be developed during detailed design. Page 10-5 (Table 10.4-2) identifies potential Environmental Effects. The table also identifies the Built-in Positive Attributes of the undertaking (i.e. Design transitway to facilitate safe pedestrian road crossings with median refuge. Improved streetscaping in order to create a friendlier pedestrian environment).		h) Status – Does not apply to H2 segment		No		
			i) On page E-5, the description of route alternatives is provided for Segment A: between Hwy 50 and Hwy 400. It is mentioned that "…the only feasible route alternative is to locate the transitway in the median of the existing Hwy 7 cross-section…". The above statement needs to be discussed further and coordinated with Peel Region and the City of Brampton for further service integration.	i) Chapter 5 of the EA report includes screening of route alternatives for Segment A (York/Peel boundary to Hwy 400) and includes the consideration of six different routes (Steeles Ave, Hwy 407, Hwy 7, Langstaff Rd, Rutherford Rd and Major Mackenzie Dr). See Table 5.1-1 (Preliminary Screening of Route Options) and Table 5.3-1 (Analysis of Alternative Routes and Technology Combinations).		i) Status - No Action Required		No		
Durham Region	Mr. Ramesh Jagannathan,	13	a) As noted in the EA report, the preferred option proposes buses operating in mixed traffic between	a) Comment noted.	York Region	a) Status - Does not apply to the H2 segment		No		

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	Manager Transportation Planning and Research		the York-Durham Line and Reesor Rd, until such time as an extension of the transitway is warranted. Durham Region supports the wording that has been added to Section 8.3.6.1 since the draft EA report, which states that additional r.o.w. east of Reesor Rd should be acquired through the site plan process for adjacent development, in order to accommodate dedicated transit lanes in the long-term.							
			b) The Region will assume local transit services from the area municipalities on January 1, 2006. Accordingly, Durham Region Transit is committed to working with York Region Transit to coordinate future transit service delivery.	b) Comment noted.		b) Status - No Action Required		No		
		13 cont'd	c) The preferred option (Option 9-1.1) proposes a future transit station at Hwy 7 and the York-Durham Line. Durham Region note that this station has been detailed further, since the Draft EA report in the preferred alignment drawing (i.e. Figure 9-81). Durham Region suggests that additional wording be added in Section 8.3.6, noting that this station could potentially be moved to an easterly location in the future urban area of Seaton. This would provide a more direct connection with Durham Region Transit services. Please note that the proposed Draft Central Pickering Development Plan for the Seaton urban area identifies a future transit station (referred to as a Transit Interchange) at Hwy 407 and Sideline 26.	c) Comment noted. York Region Transit will work with Durham Region Transit to ensure coordinated servic at the boundary between the two jurisdictions.		c) Status – Does not apply to H2 segment		No		
			d) The choice of Hwy 7 for rapid transit services, over Hwy 407, is understandable given York Region's focus on intra-regional urban transit services. The Hwy 407 Transitway, however, is more significant from an inter-regional point of view. As such, rapid transit service on Hwy 7 should be treated and designed to be complementary with future Hwy 407 Transitway services, rather than competitive.	d) Comment noted. As noted in this comment and described in the Region's Transportation Master Plan and in various sections of the EA report, the undertaking is a key component of the York Region Rapid Transit Plan, which focuses on intra-regional urban rapid transit, with connections to inter-regional services (such as GO Rail and 407 Transitway) and other neighbouring rapid transit (TTC etc…).		d) Status - No Action Required		No		
Toronto and Region Conservation Authority	Ms. Beth Williston	14	a) TRCA recognizes that the Preferred Design requires a new crossing of the Rouge River (see figure 9-60). Staff met on site with York Region and Rouge Park representatives to discuss the implications of this	a) TRCA agreement in principle to the proposed Rouge River crossing is noted.	York Region	a) Status – Does not apply to H2 segment		No		

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			crossing on November 18, 2005. Further to this meeting, staff completed its review of the document and advises that TRCA has no objection to the proposed crossing, as its impact to the placement and function of the transitway is now understood.							
			b) Table 8.3-9 should be revised in order to clearly distinguish this alternative as preferable to the others, particularly as it will have the greatest negative impact on the natural environment.	b) A revised Table 8.3-9 is included in the attached supplemental information to TRCA. The table is revised to include more of the detailed information as presented in Table 8.3-5 and wording as summarized in the text of section 8.3.5.1 that better distinguishes the preferred alignment alternative.		b) Status – Does not apply to H2 segment		No		
			c) Any new crossing of a valley or stream corridor has a significant impact on the ecological function of the system. In accordance with TRCA's Valley and Stream Corridor Management Program as well as Rouge Park programs and policies, valley and stream crossings must be minimized in order to preserve the environmental integrity of the system. To this end, TRCA is advising that any future crossings of the Rouge River and its tributaries in this area are of significant concern. TRCA and Rouge Park will require that future Environmental Assessment or Planning Act applications in this area be developed such that no new crossings of the Rouge River, Apple Creek or Beaver Creek are approved.	c) Comment noted for future Environmental Assessmen or Planning Act applications in this area.		c) Status –Does not apply to H2 segment		No		
		14 cont'd	d) TRCA requests that York Region commit to restoring the surrounding valley land and floodplain as part of a compensation plan to address the impacts associated with this new crossing. This process would include the acquisition of the flood plain property west of Warden Avenue and south of Cedarland Drive for this purpose. A restoration plan should be prepared in consultation with TRCA staff to ensure that Terrestrial Natural Heritage objectives are met to maximize the ecological benefit to this area. Not withstanding the above, additional compensation may be required when this project moves to detailed design.	d) The Region will work with TRCA to develop a compensation plan during detailed design that satisfies the agencies requirements. As noted in section 11.2.1, the requirement for TRCA permits are identified as part of post-EA approval activities.		d) Status – Does not apply to H2 segment		No		
			Please note that other outstanding TRCA concerns are provided below:	e) Comment noted.		e) Status - No Action Required		No		

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			e) The sentence in the third paragraph on page E-7 tha ends "… to preserve the aquatic habitat" should be revised to read "… to preserve the aquatic and terrestrial habitat".							
			f) It should be noted on Page 9-16 that the minimum crossing opening for Local Alignment C3-4 to satisfy geomorphic requirements is expected to be approximately 80 to 120 metres, and may be greater depending on site conditions. Additionally, the conceptual crossing structure profile and dimensions should be removed from Fig 9-60 to ensure that the EA is not misinterpreted to read that a 30 metre crossing may be permitted.	f) Section 9.1.5 (27) indicates that a meander belt analysis and a 100 year erosion limit will be determined during preliminary and detailed design to determine the sizing of the bridge span for the planned Rouge River crossing. Figure 9-60 also indicates that the sizing of the structure will be determined during the design phase. A revised figur 9-60 is attached and has been revised to delete the reference to a 30 metre structure span.		f) Status – Does not apply to H2 segment		No		
		14 cont'd	g) Table 8.2-1 has been revised to include an indicator under Objective C4 for "extent of channel realignment", but not for impacts to restriction of channel plan form as per previous comments. Staff considers the extension of existing watercourse crossings to be potentially detrimental to physical processes in the watercourse, as this will impede natural plan form migration by confining additional channel length in structures that are of insufficient width to allow full meander bend development and evolution. Table 8.2-1 and 10.4-3 should be revised so that this issue is reflected in the evaluation.	g) The indicator "extent of channel realignment" has been considered a measure of any additional restriction of channel plan form due to the channel having to be re-aligned locally at existing crossings t follow the increment of increase in length of existing crossing structures. Generally, this increase is unde 5 metres at the entrance and exit of culverts and bridges which at present, have a length suitable for crossing a 5-7 lane roadway. The Region agrees that the textual assessment of effects preceding Table 10.4-3 should include recognition that the extension of existing crossings with insufficient width to allow full meander development will introduce a moderately significant effect on natural plan form migration at existing crossing entrances and exits. This will be addressed further during the TRCA permit approval stage in the development of a compensation plan to maximize ecological benefit.		g) Status – future To be resolved with TRCA in the Detail Design phase / permit approval stage.		No		
			h) The number of new and widened watercourse crossings associated with each alternative route should be included in Table 8.3-2, as per evaluation tables in other sections.	h) The three alternatives for Segment B East (refer to page 8-10 of the EA report) have the following new/widened watercourse crossings. Alternative B4 – No new or widened crossings required. Alternative B5 – New crossings include: Westminste Creek east of Dufferin Street; West Don River east o Dufferin Street, west of Bathurst Street and east of Bathurst Street; Widened structures at Hwy 7 over East Don River.		h) Status - No Action Required		No		

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				Alternative B6 – No new crossings or widened crossings required. With the inadvertent omission of listing the watercourse crossings from Table 8.3-2 in the EA report, the selection of Alternative B6 as the Technically Preferred Alternative does not change.						
			i) The transitway station on Fig 9-60 should be removed from the Rouge Valley corridor and regiona floodplain. The note provided does not sufficiently indicate that the station location must be outside the valley corridor and floodplain.	i) During detailed design, the Region will refine the station location and design solution to meet TRCA requirements for protection of the valley corridor and flood plain based on a detailed survey of site conditions.		i) Status – Does not apply to the H2 segment		No		
			j) The Stormwater Management Preliminary Assessment provided in Appendix G is not sufficient to confirm that an effective stormwater management system for the transitway can be provided, and therefore the "insignificant" level of impact to water quality assumed in Table 10.4-3 cannot be confirmed. The material provided in Appendix G does not confirm the locations and availability of land for stormwater management measures and for many segments of the transitway no stormwater management measure are proposed. The consultan presents an argument to explain the latter in Appendix G as follows: "The existing roadway runoff has a greater impact on the downstream watercourses that the potential increase in runoff due to the proposed transitway. Stormwater management in urbanized areas should therefore be developed as part of an initiative to provide treatmen on a watershed basis rather than trying to manage the incremental change resulting from the proposed transitway. This type of initiative would be separate from the current environmental assessment for the Hwy 7 Corridor Public Transit Improvements." This rationale does not justify that lack of proposed treatment for portions of the transitway, as it is the objective of the TRCA to obtain a net benefit in wate quality treatment for all new transportation infrastructure projects. Deferring the fulfillment of treatment of this objective to large scale initiatives fo urban stormwater retrofit, as the consultant suggests is not acceptable, as it has been shown to be	j) The Proponent will commit to working with the TRCA during preliminary [1] and detailed design [2] to ensure that the stormwater management plan provides a net improvement in water quality of the receiving watercourse. Opportunities to include treatment for this undertaking with broader infrastructure initiatives will be reviewed during the design phase. The proponent agrees that deferring the fulfillment of treatment of this objective is not acceptable. Additional information regarding the Stormwater Management Preliminary Assessment is included as supplementary information with this response to TRCA.		j) Status – ongoing To be resolved in the detail design phase / discussed with TRCA, as required.	Draft Conceptual Design Basis & Criteria Report, September 8, 2010 – H2 5.02 (ID# 6476)**[2011]** **[1] Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)** Draft Drainage Study for Vivanext H2: Highway 7 (Y.R.7), Centre Street (Y.R.71), Bathurst Street (Y.R.38) – August 3, 2010 H2 5.04 (ID# 6279) **[2011]**Draft H2 Vaughan Metropolitan Centre (VMC) Drainage Report, August 8, 2011 (ID#7720) **[1] vivaNext H2 Vaughan Metropolitan Centre (VMC)**	**Yes**	EFC 2010 **[1] EF (2012)**	The evidence found that the draft drainage study was completed. 2012 ACR: The DBCR was updated from draft (ID 6476) to final report (ID 8680). The drainage report was updated from draft (ID 7720) to final report (ID 8459). No review was undertaken. The evidence provided was found to support the assertion [1] on how the condition was addressed.

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			significantly more difficult and costly to provide stormwater treatment in a retrofit context than incrementally during the design and construction of new infrastructure. Therefore, the Proponent should demonstrate that stormwater measures for the transitway can be provided that will provide a net improvement in water quality in the receiving watercourses. The appendix should be revised to address stormwater management for all sections of transitway that will be service by each measure. It may be useful for the consultant to review the recent EA report for the Markham Bypass (southern portion being prepared by the Regional Municipality of York, as it contains an appendix that addresses stormwate to a comparable level of detail as is expected in the response to the above comments.				Drainage Report Final April 05, 2012(ID#8459)			
		14 cont'd	k) Suitable information has not been provided to confirm that impacts to terrestrial passage at stream crossings will be "insignificant", after mitigation, as indicated on Table 10.4-3 under objective C2. In particular, the extension of existing crossings may significantly reduce the potential for wildlife use and these effects cannot be entirely mitigated with the types of measures proposed, particularly as the option of "increasing vertical and horizontal clearances" is not available for the extension of existing crossings. In the absence of additional information, the level of significance after mitigation for this item should be ranked as at least "moderately significant".	k) Culverts/bridges that will not be replaced for transitway insertion in the roadway cross-section will be investigated further during detail design to formulate site-specific retrofit opportunities to enhance wildlife passage. The culvert extensions required are not expected to significantly impede or improve wildlife passage under Highway 7. As suggested by TRCA, the level of significance after mitigation can be considered to be moderate in the absence of additional information to be provided during the design and permit approval phase of the project.		k) Status – future To be resolved in the Detail Design phase / discussed with TRCA, as required.		No		
			l) The monitoring frequency in Table 11.4-1 for "effect of construction on water quality and quantity in watercourses" should be revised to indicate that monitoring should occur after every major storm event.	l) Comment noted and will be carried forward to the design and construction phase of the project.		l) Status – future An Environmental Control Plar will be developed during Detai Design		No		
			m) The discussion of water quality and quantity monitoring in Table 11.4-2 is not satisfactory as the monitoring methods and frequency are not appropriate for the monitoring purposes. Specifically monitoring of sediment accumulation in stormwater management facilities will not indicate the effect of snow and ice removal in corridor watercourses. It is	m) The Region will develop a detailed monitoring program covering all aspects noted during detailed design in consultation with TRCA. All required measurements, specifically to assess the effect of th transitway insertion, will be included in the monitorin program.		m) Status – future An Environmental Control Plar will be developed during Detai Design.		No		

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Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			recommended that separate monitoring items be developed for sediment accumulation, stormwater management facilities and impacts of snow and ice removal. Water quality impacts of snow and ice removal, as well as regular transit operations, should be monitored by measuring chlorides, suspended sediment, and other water quality parameters, at the outlets of the various stromwater management facilities during both storm and snowmelt events. The accumulation of sediment in stormwater management facilities should be monitored by measuring the accumulation at a reasonable interval based on the expected sediment loading and storage capacity of the facility. Table 11.4-2 should be revised accordingly.							
		14 cont'd	n) It has been correctly identified that all culvert and bridge extensions or widenings may result in the Harmful Alteration, Disruption or Destruction of fish habitat and that compensation under the Fisheries Act may be required. At the detailed design stage, TRCA ecology staff will review all culvert/bridge modifications, and will require that: a) Any potential impacts are mitigated whenever possible; b) Effective sediment and erosion controls are provided; and c) There will be a net benefit to the aquatic an floodplain system. Please note that it is possible that additional watercourses may be identified during detailed design stage, and that a TRCA permit and review under Fisheries Act, along with all other applicable legislation may apply.	n) Comment noted to be carried forward to the detailed design phase (as noted in section 11.2.1, the requirement for TRCA permits are identified as part o post-EA approval activities).		n) Status – future An Environmental Control Plan wil be developed during Detail Design.[1] H2 conceptual design consultation with TRCA has commenced regarding proposed works on March 17, 2010. At a meeting on June 24, 2010, TRCA staff indicated that based on the information provided, the effects of the proposed works in these segments could be mitigate [1] and that consequently, a Letter of Advice would be acceptable as a HADD would not result at any crossing.	Minutes of Meeting: Meeting TRCA – Review of Vivanext phase H2 – Hwy 7, Centre Street, Bathurst Street - March 17, 2010 (ID# 6562) Minutes of Meeting: TRCA with York Consortium – June 24, 2010 (ID# 6386) [2]	No	[2] EF 2010	ACR 2010: Document reviewed: #6386 supported assertion of no HADD. 2012 ACR: status was changed to Future.
			o) Note that the tributary at station 541+300 (approx.) is being relocated to the east. Please contact Leslie Piercey for more information.	o) Comment noted to be carried forward to the detailed design phase (as noted in section 11.2.1, the requirement for TRCA permits are identified as part o post-EA approval activities).		o) Status – future To be resolved in the Detail Design phase / discussed with TRCA, as required.		No		

Appendix 2 Action for comments received from the Government Review Team on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment Final Report					Compliance Monitoring			Compliance Review (Ecoplans)		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
			p) Impacts to groundwater resources will need to be addressed in greater detail, particularly in terms of construction related impacts from any required dewatering. Studies will be required to identify quantities, durations and zones of influence associated with aquifer depressurization or dewatering, along with any other environmental impacts that may be anticipated. Mitigation plans will be needed to protect any associated natural heritage features and groundwater related resources. Areas of particular concern have been identified within the EA report (between Hwy 400 and Jane St, and Hwy 404 and McCowan Rd), however, groundwater resources and the features dependent on them will need to be identified and protected throughout the entire corridor during the detailed design phase.	p) Comment noted. The impacts on groundwater resources and the features affected by them, throughout the entire Highway 7 Corridor, will be identified during the detailed design phase when the extent of any dewatering is known. Mitigation plans will be developed to provide the necessary protection for natural heritage features and groundwater related resources in consultation with TRCA and other appropriate authorities.		p) Status – future No requirement for dewatering has been identified so far during the H2 preliminary engineering phase. Dewatering requirements will be reviewed during Detail Design and if required, appropriate mitigation plans will be developed.		No		
		14 cont'd	q) Please note that the area identified for the Vaughan North-South Link (between Hwy 400 and Jane St) is an area of shallow or upward groundwater movement. This is an issue that will need to be addressed by TRCA's hydrogeologist at the detailed design phase.	q) Comment noted. TRCA's hydrogeologist will be contacted during the detailed design phase.		q) Status – Does not apply to H2 segment		No		

Appendix 3 Action for comments received from the Public on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements					Compliance Monitoring			Compliance Review (Ecoplans)		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Result	Notes
	Mr. Jeff Stone	1	a) Section 6.1.1.5 – To the locations of the additional terminals add the following: Promenade: *Southwes* of Bathurst and Centre; Vaughan Mills: *Southwest* of Jane and Rutherford; and York University: *Southwest* of Keele and Steeles.	a) Comment noted.	York Region	a) to n) Status - No Action Required		No		
			Section 6.1.2.5 b) Add to the Bathurst St Station "for Hwy 7 West" or future GO Transitway.	b) Comment noted.				No		
			c) Yonge and Centre Station was omitted. Was the level unacceptable?	c) Both Yonge St and Centre St are included in the listings of level of service in Section 6.1.2.5 of the EA report.				No		
			d) Where are the ratios of traffic at Laidlaw Blvd?	d) Existing traffic at the Laidlaw Blvd. intersection is operating at an acceptable level hence it does not appear in the listing of intersections at or near unacceptable levels of service.				No		
			e) Section 6.1.2.6 – Add "High traffic volume on Beverly Glen" and "There is a threat of neighbourhood traffic infiltration" to the Wiltshire Neighbourhood.	e) Comment noted				No		
			f) Section 6.3.3.1 – Under the City of Vaughan, note that Thornhill is divided in half at Yonge St between Vaughan and Markham, not Vaughan and Richmond Hill. Note that Thornhill is not in Richmond Hill as it is entirely below Hwy 7.	f) Inadvertant error acknowledged. Reference to Richmond Hill is incorrect.				No		
			g) Section 6.3.3.2 – Add the future areas at Bathurst and Centre/Promenade.	g) Comment noted.				No		
			h) Section 6.4.1.1 – Under Thornhill (Yonge St and Centre St), add that Yonge and Centre is an epicentre.	h) Comment noted.				No		
			i) Section 7.2 – Add "Proximity to development and origin-destination node/traffic generators".	i) Comment noted.				No		
			j) Section 7.3 – Add "intrusion into land uses" and "Public comfort stations/commercial land uses nearby".	j) Comment noted.				No		
			k) Figures 8.3-7, 8.3-9 and 8.3-10 – Add transit statio at Bathurst and Hwy 7 West (Connection to GO/40 Transitway).	k) Comment noted. Potential station at Bathurst St and Hwy 7 identified in Section 8.3.3 of the EA report.				No		
			l) Page 8.3.20 – The best choice for Hospital Comple as midpoint in the area, therefore is most accessible.	l) Comment noted.				No		
			m) Table 8.3-2 – Why was B6 chosen when B-3 has 1 most responsive and B5 and B6 have only 8 criteriae?	m) B3 is an alternative to B1 and B2 and does not correspond with the section of route containing B6.				No		

Appendix 3 Action for comments received from the Public on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements					Compliance Monitoring			Compliance Review (Ecoplans)		
Representative	**Name**	**#**	**Comment**	**Response**	**Responsible Agency / Person**	**Status and Description of how commitment has been addressed during design**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Result**	**Notes**
		1 cont'd	n) Table 8.3-2 – Why was B6 chosen when B-4 has 3 least responsive and B4 and B6 have no criteriae?	n) B6 was assessed as having greater potential for the development of transit supportive land uses with convenient access to the stations while having no adverse effects that could not be mitigated.				No		
			o) Page 9.1 – GO stations in Woodbridge near Hwy 7 and Islington in Kleinberg are not shown in the plan	o) Stations on potential future GO services are not shown in the figure.		Status - No Action Required		No		
			Figure 9-25 p) One bus terminal is shown on the North side, but two terminals are shown on the Spadina Extension EA plan.	p) The figure shows only the Region-owned land designated for future transit terminal use. Any additional terminal facilities required are part of the undertaking for the Spadina Subway Extension EA.		Status – Does not apply to H2 segment		No		
			q) Add one terminal on the south side of Steeles Ave (i.e. permanent for TTC routes S. of Steeles Ave).	q) Terminals on the south side of Steeles Ave are not part of the undertaking for this EA but may be included in the City of Toronto/TTC's Spadina Subway extension EA.		Status – Does not apply to H2 segment		No		
			r) Figure 9-35 – Add a second gap on Centre St to adequately serve retailers or some stores will die.	r) As shown in Figure 9-35 of the EA report, a full movement intersection (signalized) has been shown conceptually providing access to the lands north of Centre St between Vaughan Blvd and New Westminster Dr.		Status – ongoing Final location of the full movement intersection will be determined during Detail Design and in consultation with affected property owners **Location of the full movement intersection has been determined during the PE Design.**	**Operational Review - Centre St: Dufferin to Bathurst, Contract H2 Task 4.7, DRAFT, January 6, 2009 (ID#3770)** **H2 Remainder Preliminary Engineering Design 30% Drawings March 13, 2012 (ID#8359)**	**Yes**	**EF (2012)**	2012 ACR: status changed to ongoing. The evidence provided (ID 3770) was found to support the assertion on how the condition was addressed. Item to be reviewed in Deta Design.
			Figure 9-36 s) The station site west of Promenade loop is on a slope and could pose stopping problems.	s) A station at the location shown will meet design standards.		Status - No Action Required		No		
			t) The right turn lane should be extended south of Centre St to the condo building entrance for flow.	t) The extent of turning lanes will be determined after further analysis of needs during the detailed design phase.		Status – future To be reviewed during H2 Detailed Design phase		No		
			u) Add a one to two lane northbound road versus three lanes shown in both directions on future plans.	u) Bathurst St will retain the existing two lanes in each direction, with the additional lanes being dedicated to rapid transit.		Status - No Action Required		No		
			v) Note the northbound station north of Atkinson pose a problem for the retail strip plaza vehicle access.	v) Access to the plaza on the east side of Bathurst St will be possible by making either a U-turn SB at the Atkinson Ave intersection followed by a right-turn		Status - No Action Required		No		

Appendix 3 Action for comments received from the Public on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements					Compliance Monitoring			Compliance Review (Ecoplans)		
Representative	**Name**	**#**	**Comment**	**Response**	**Responsible Agency / Person**	**Status and Description of how commitment has been addressed during design**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Result**	**Notes**
				into the plaza, or a left turn into Atkinson Ave and a second left-turn into the southern entrance to the plaza.						
			w) Note the southbound station south of Atkinson poses a problem for school and community centre access.	w) Access to the community centre and school will be possible through the signalized intersection at New Westminster Dr.		Status - No Action Required		No		
			x) Section 12 – A1 Station Site: The advantages are is a better choice as it is under Steeles completely; lesser capital cost as no expropriation needed nor use of vacant land; better service to York University and has least effect on future development; and central location as perpendicular site allows access to all terminals. The disadvantage is that this location poses higher noise and vibration problems	x) Comment noted.		Status- Does not apply to H2 segment		No		
		1 cont'd	y) Page 12-4 – Add "Possible 2nd bus terminal" on the north side. Note that non-TTC routes can be accommodated by one terminal until Spadina is extended north.	y) Overall terminal requirements at the Steeles Ave subway station are being defined by the Spadina Subway Extension EA. The station site will be addressed as part of the Spadina EA.		Status – Does not apply to H2 segment		No		
			z) In general, the EA omits reference to other potentia east-west or north-south arterial corridors for rapid transit in future in south York Region.	z) The modeling of future rapid transit ridership has assumed enhanced transit service on parallel arterial routes in both the east-west and north-south directions.		Status- No Action Required		No		
Borden Ladner Gervais LLP	Mr. Stephen Waque	2	a) Counsel for property owners whose lands are located on the north side of Centre St, between Ne Westminster Dr and Dufferin St. It appears to their client that the analysis being undertaken is still defective in that it fails to recognize and implement the policies set out in City of Vaughan OPA 672. In particular, policies numbered 8 and 9 in that OPA. The lawyers would appreciate specific acknowledgement of their client's concerns and a specific response indicating how the Proponent will address them. The following are the excerpts from the City of Vaughan OPA 672: *OPA 672 – Section 8* notes that amending OPA#210, Section 2.2.3.6, General Commercial Areas, by adding the following paragraph to subsection b): "Council consideration should be given to broadening the permitted retail and service commercial uses within an implementing zoning by law and definitions to allow a greater range of commercial uses which reflect evolving consumer needs without imposing negative impacts on neighbouring residential areas."	a) As shown on Figure 9-35 of the EA report, a full movement intersection (signalized) has been shown conceptually providing access to the lands north of Centre St between Vaughan Blvd and New Westminster Dr. As noted on Figure 9-35, the final location of the full movement intersection will be determined during detailed design and in consultation with affected property owners.	York Region	Status – ongoing Final location of the full movement intersection will be determined during Detail Design and in consultation with affected property owners. **Location of the full movement intersection has been determined during the PE Design.**	**Operational Review - Centre St: Dufferin to Bathurst, Contract H2 Task 4.7, DRAFT, January 6, 2009 (ID#3770)** **H2 Remainder Preliminary Engineeing Design 30% Drawings March 13, 2012 (ID#8359)**	**Yes**	**EF (2012)**	2012 ACR: Status changed to ongoing. The evidence provided (ID 3770) was found to support the assertion on how the condition was addressed. Item to be reviewed in Detai Design.

Appendix 3 Action for comments received from the Public on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements					Compliance Monitoring			Compliance Review (Ecoplans)		
Representative	**Name**	**#**	**Comment**	**Response**	**Responsible Agency / Person**	**Status and Description of how commitment has been addressed during design**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Result**	**Notes**
			OPA 672 – Section 9 notes that amending OPA#210, Section 2.3.6 by adding the following paragraph: "That the Region of York recognize the importance of maintaining full movement access to the existing commercial centres on the north side o Centre St between Vaughan Blvd and New Westminster Dr, and reflect this in the planning for any transit facilities in the Centre St Corridor between Bathurst and Dufferin St."							
	Mr. Lloyd Helferty	3	a) The entire length of the proposed transitway should include, for both environmental and health reasons the accommodation of additional space along the transitway corridor for safe and "continuous" passage of non-motorized vehicles, particularly bicycles, foot traffic and other human-powered or small-capacity vehicles (e.g. scooters or segways). The path would be a positive environmental benefit to the users of the traffic corridor because the users of the transit corridor could choose, on those days which have appropriate weather for alternate mode of travel, to safely use a pathway instead of a private vehicle or public transit (which itself uses internal combustion technology and is beneficial in reducing emissions but does not eliminate them). A pathway along the transit route could significantly reduce both the traffic congestion along the corrido as well as reducing the emissions that would otherwise have resulted from elimination of the use of an additional vehicle on the road. "Continuous" meaning the pathway should not be broken along any section because of incompleteness or obstruction (such as highway bridges), and should allow the passage of small/ligh vehicles without the users of such a path having to resort to simultaneous use of the same roadway as heavy vehicles.	a) Detailed comment noted and will be carried forward for consideration during development of the detailed streetscape plan (Section 9.1.1 of the EA report describes the conceptual streetscape plan). As identified on Figures 9.1-2 to 9.1-10, a 2.0 m sidewalk is proposed along each side of the transitway/road corridor for pedestrians [1]. As shown on Figures 13.9-3 to 13.9-5, a 3.0 m bicycle path is proposed from Warden Ave to east of Sciberras Rd [2] and has been developed in consultation with the local municipality. The local municipality has jurisdiction over bike paths. At the time of detailed streetscape design, York Region will continue to work with local municipalities to incorporate additional streetscape facilities and bicycle access to stations where feasible.	York Region	Status – future Attention will be given to the development of a streetscape plan in Detail Design. Consultation with municipalities commenced as described under item 33 of this document. Cross sections will be adjusted where possible to provide for bicycle lanes and maximize median green space during Detail Design. At this time, General Requirements for bicycle lanes of 1.4 m wide in each direction with a 0.5 m buffer between adjacent traffic lanes are recommended, where possible, in both the Draft H2 Conceptual Design Basis & Criteria Report, September 8, 2010 and the Draft H2 Preliminary Design Basis & Criteria Report, August 8, 2011.	**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 – H2 5.02 (ID# 6476) **Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)** Draft Highway 7 Segment H2 Vaughan Metropolitan Centre (VMC) Section Design Basis & Criteria Report, August 8, 2011 (ID#7719)	No		2012 ACR: Numbering was added for clarity. The DBCR was updated from draft (ID 6476) to final report (ID 8680). No review was undertaken.
	Mr. James Puddy	4	a) Mr. Puddy mailed letters concerning the meetings a Markville on September 19, 2003 and September 17, 2004 and had no replies. He went to the Markham Town Centre to review the EA report and noticed that there were eighty replies from the total of twelve meetings and did not see his letter of September 19, 2003, although his letter of September 17, 2004 was recorded. The following are his comments on the EA report:	a) It appears that the Rapid Transit Program Office inadvertently omitted to acknowledge receipt of Mr. Puddy's letters and respond to the comments contained in them. However, the comments were taken into consideration in evaluating alternatives and developing the preferred design for the undertaking. The responses below indicate how his comments were addressed in the EA report.	York Region	Status- No Action Required		No		

Appendix 3 Action for comments received from the Public on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements					Compliance Monitoring			Compliance Review (Ecoplans)		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Result	Notes
			b) The transit lane should be in the curb lanes with the transit stops at the far side of the traffic control intersections.	b) Curb side transit lanes were considered in the EA report (refer to Section 5.4.1, Alternative Locations within a Road r.o.w.). Table 5.4-1 provides an evaluation of the alternative locations for the transit lanes, with a median transitway identified as the preferred location. The typical station layout includes far side stops at intersections with traffic and pedestrian control signals (refer to Figure 7.3-1).		Status- No Action Required		No		
		4 cont'd	c) The transit lanes should run straight along the corridor with a subway or overpass at the GO crossing and not detoured up and down to the GO station where the trains operate approximately two hours each direction on working days.	c) Alternative routes and alignments were considered and evaluated in the EA (refer to Section 5.3.1, Analysis and Evaluation of Alternative Technology/Route Combinations and Section 8.3, Development of Segment Alignment Alternatives). In addition to inter-connectivity with GO Rail services, the routing selected serves the planned mixed-use Markham Centre where significant transit-supportive development is planned.		Status- No Action Required		No		
			d) The raised transit lanes will separate the corridor into a north and south side of the community requiring at each traffic control intersection numerous traffic light functions such as through, right, left and U-turns.	d) As noted in Section 9.1.1 of the EA, a streetscape concept has been developed in consultation with local municipalities to be a catalyst for transit-oriented development and attract transit ridership by creating a pedestrian friendly environment. The effect on traffic operations was considered in the evaluation of options to locate a transitway in a roadway (refer to Table 5.4-1) and the analysis of traffic conditions during operation of the transit service (refer to Chapter 10). In addition, traffic operations will be monitored during rapid transit operations as noted in Table 11.4-2.		Status- No Action Required		No		
			e) Comments b through d will increase gridlock, pollution, safety and will affect the community environment (surroundings).	e) Environmental criteria for assessing the effects of the undertaking on congestion, pollution and safety are included in Section 10.4 - Analysis of Environmental Effects and Mitigation, of the EA report.		Status- No Action Required		No		
			Comments from PCC#4, September 17, 2004 f) Mr. Puddy spoke to a representative of Lynton Erskine at the Markville Mall presentation on September 17, 2004. He does not consider the present plan will enhance the quality of life in the Hwy 7 Corridor.	f) Protecting and enhancing the social environment in the corridor was a key objective in the development of the undertaking (refer to Chapter 1 and Chapter 10, Table 10.4-2).		Status- No Action Required		No		
			g) The transit lanes should be in the curb lane of Hwy 7 corridor with stops at the far side of intersections.	g) Curb side transit lanes were considered in the EA report (refer to Section 5.4.1, Alternative Locations within a Road r.o.w.). Table 5.4-1 provides an evaluation of the alternative locations for the transit		Status- No Action Required		No		

Appendix 3 Action for comments received from the Public on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements					Compliance Monitoring			Compliance Review (Ecoplans)		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Result	Notes
				lanes, with a median transitway identified as the preferred location. The typical station layout includes far side stops at intersections with traffic and pedestrian control signals (refer to Figure 7.3-1).						
			h) The level crossing on Hwy 7 in Unionville should have an underpass allowing safe passage for GO trains and Hwy 7 traffic which was done at Finch Ave, west of Leslie St.	h) Comment noted. Refer to Figure 9-63 of the EA report which shows a proposed underpass for the transitway crossing of the GO Stouffville line.		Status- No Action Required		No		
		4 cont'd	i) The transit line in the middle of Hwy 7 corridor with its left and U-turns at intersections are not safe and convenient for pedestrians or vehicles contributing to gridlock and pollution. The transit line should no be detoured off the Hwy 7 corridor to the GO statio for four trains each way on working days.	i) Refer to responses c and d above.		Status- No Action Required		No		
			j) The primary purpose of what used to be a provincia highway was for the movement of goods, people and services and should be the main function of thi arterial road serving a commercial area.	j) The purpose of the undertaking is presented in Section 1.2.2 of the EA report. The existing Social Environment is described in Section 6.3 and includes a wide range of adjacent land uses.		Status- No Action Required		No		
			Comments from PCC#3, September 19, 2003 k) The preferred plan for enhancing the quality of life i the Hwy 7 corridor is similar to the Spadina Ave transit in Toronto and Mr. Puddy does not consider that the Toronto system meets any of our criteria fo the proposed plan.	k) Comment noted. Analysis and Evaluation of Alternatives to the Undertaking is provided in Chapter 3 of the EA report.		Status- No Action Required		No		
			l) Mr. Puddy suggests that the preferred plan for all purposes would be better located in either the hydr or 407 corridors.	l) Alternative alignments (including Hwy 407 and sections of hydro corridors) were considered in the EA (refer to Section 5.1, Rapid Transit Corridors).		Status- No Action Required		No		
			m) The rapid transit line in the centre of the Hwy 7 corridor would not contribute to the safety and convenience of pedestrians or other users. The detouring of the transit line off the corridor to connect with the GO station for only 10 trains on working days.	m) Alternative alignments (including Hwy 407 and sections of hydro corridors) were considered in the EA (refer to Section 5.1, Rapid Transit Corridors).		Status- No Action Required		No		
			n) The transit line should be built in the curb lanes an an underpass built at the Hwy 7 corridor and the G level crossing which would allow passengers to transfer to the GO trains and provide a safe Hwy 7 corridor by eliminating a level crossing.	n) Alternative alignments (including Hwy 407 and sections of hydro corridors) were considered in the EA (refer to Section 5.1, Rapid Transit Corridors).		Status- No Action Required		No		
	Ms. Gloria Boxen	5	a) Ms. Boxen welcomes the Region's decision to improve transit but is concerned about the Region's inability to address land use planning where it work against good transit and community development and when it doesn't dare to hope that people will ge	a) Approval of site plan development is a local municipal jurisdiction and subject to the Ontario Planning Act, as well as conformance with land use as provided in the York Region Official Plan. The Region is also undertaking a Centres and Corridors	York Region	Status- No Action Required		No		

Appendix 3 Action for comments received from the Public on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements					Compliance Monitoring			Compliance Review (Ecoplans)		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Result	Notes
			out of their cars and walk.	Study to facilitate development of both the Regional Centres and Corridors with more intensive development supporting transit ridership (the Region's planning initiatives are briefly described in Section 12.1.1 of the EA report).						
			b) The evaluation and comments provided are based on the following principles: 1) Efficient use of resources, existing infrastructure, land, energy, and most direct route to service the most people and destinations, with least environmental impacts; 2) Promotes health, reduces air, water and soil pollution by reducing the use and need for private vehicles, and promotes walking and cycling; 3) Other environmental concerns – Decreases the need for paved and other impervious surfaces and reduces flood potential. Increases vegetation to reduce runoff, provide shade, filter pollutants, and absorb CO2. reduces greenhouse gas emissions and moderated the effects of climate change; 4) Promotes community health – stops and terminals are located near centres of activity. Accessible to all residents in geographical sense and to those wit physical handicaps. Inclusive of residents regardless of age and economical status; and 5) Convenience.	b) Comment noted. Many of the factors noted here have been included throughout the EA (Chapter 5 - Alternative Methods of Improving Public Transit, Chapter 7 – Planning and Design Parameters, Chapter 8 – Development and Selection of Preferred Design, and Chapter 10 – Assessment of the Undertaking).		Status- No Action Required		No		
		5 cont'd	*Current Events* c) Ms. Boxen presumes that the study does not include the impacts of the construction of the additional lanes on Hwy 407 in the central portion that are exempt from environmental assessment. These impacts should be added to those calculated for any added lanes to Hwy 7.	c) The widening of Hwy 407 is not included as part of the proposed undertaking and not under the jurisdiction of York Region.		Status- No Action Required		No		
			d) Does the study take into account today's world? The world has changed since the study commenced. Gas prices have gone from cheap to a point where people are actively looking for other means of transportation such as walking and cycling, as well as transit.	d) Comment noted. The undertaking will have a positive effect on improving mobility as noted in Table 10.4-1 of the EA report.		Status – No action required		No		
			e) Price volatility has mirrored the weather's volatility. Scientists have predicted the weather extremes an severity would increase with increased greenhouse gases and climate change.	e) Comment noted. As noted in Table 10.4-3 of the EA report, the recommended undertaking will have a net positive effect on local and Regional Air Quality.		e) Status – No action required		No		
			f) Decreasing the permeable surfaces through increased road pavement and loss of greenspace helps to increase the risk of flooding. If we are to	f) Comment noted. As noted in Table 11.3-1 (I.D. #5.1) of the EA report, the Proponent will develop a detailed storm water management plan during the		f) Status –future	Draft Drainage Study for Vivanext H2: Highway 7 (Y.R.7), Centre Street (Y.R.71), Bathurst Street	No	EFC 2010	The evidence provided confirms that the Draft Drainage study was completed.

Appendix 3 Action for comments received from the Public on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements					Compliance Monitoring			Compliance Review (Ecoplans)		
Representative	**Name**	**#**	**Comment**	**Response**	**Responsible Agency / Person**	**Status and Description of how commitment has been addressed during design**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Result**	**Notes**
			implement infrastructure changes to accommodate rapid transit, they must be taken from existing pave surfaces or be in the form of rail. In August there was local flooding in basements in Thornhill and North York. Finch Avenue near Jane Street was washed out at Black Creek. Look again at the calculated impacts of increased river crossings and determine if they are realistic in view of what happened in August.	detailed design phase of the proposed undertaking.		A Draft Drainage Study was completed for the conceptual design phase on August 3, 2010 and a further Draft Drainage Study completed as part of the preliminary design for the VMC segment of H2. SWMP will be finalized in the Detail Design phase.	(Y.R.38) – August 3, 2010 H2 5.04 (ID# 6279) **[2011]**Draft H2 Vaughan Metropolitan Centre (VMC) Drainage Report, August 8, 2011 (ID#7720) **vivaNext H2 Vaughan Metropolitan Centre (VMC) Drainage Report Final April 05, 2012(ID#8459)**			2012 ACR: The drainage report was updated from draft (ID 7720) to final report (ID 8459). No review was undertaken.
		5 cont'd	*Road Capacity* g) Four lanes of road at capacity is not a signal to add additional lanes of road. Rather they are an indicator for increasing road efficiency by adding more public transit, separated bike lanes and sheltered sidewalks. This is the point at which travel demand is high enough to support these alternative modes of transportation and opportunity to reduce car dependency. If instead road capacity is increased by adding more lanes, induced traffic demand results as it becomes initially easier to driv to further destinations, perhaps permanently changing travel patterns. Time, not distance, determines how far we go. If travel distances double, traffic volumes double. The above principles are achieved by focusing on people, not cars and to move people and goods, not cars and trucks.	g) Comment noted. The recommended undertaking is predominately transit related infrastructure (as described in Chapters 9 and 12 of the EA report). Proposed road widening from Lunar Crescent (east of Woodbine Ave) to east of Sciberras Rd is presented in Chapter 13 of the EA report. The Region's Transportation Master Plan (June 2002) includes a multi-modal strategy for dealing with travel demand in York Region to 2031, including significant planned transit infrastructure as well as road improvements.		g) Status - No Action Required		No		
			Infrastructure h) First build infrastructure that promotes convenience and safety for pedestrians and cyclists. Provide covered, separated bikeways and sidewalks along major arteries to allow the option of walking and cycling for commuting and doing errands. Provide covered bike lockers for bicycle storage near transi stations and bike racks on transit.	h) Safety and convenient access/mobility were important criteria used in the development of the undertaking (see Tables 10.4-2 and 10.4-4 of the EA report). Figures 9.1-2 to 9.1-10 present typical cross-sections for the transitway that include pedestrian sidewalks on each side of the r.o.w. A conceptual streetscape plan is described in Section 9.1.1 – Transitway Elements. During the development of a detailed streetscape plan and transit station design, specific features such as bicycle storage will be considered.		Status – future The H2 Design Basis & Criteria Report (DBCR) incorporate streetscaping recommendations and bicycle storage recommendations for transit stations: Streetscape Design Guidelines (Section 3.8), General Guidelines (Section 3.9),, etc. Further attention will be given to the development of a streetscape plan in Detail Design. **Equivalent references to Section 3**	**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 – H2 5.02 (ID# 6476) **Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)** **Highway 7 Rapidway, Segment H3 – Yonge St to Kennedy Rd*, Preliminary Engineering Design**	No		2012 ACR: The DBCR was updated from draft (ID 6476) to final report (ID 8680). The final report for the H2 DBCR references the design of H3 DBCR (ID 8035). Although the evidence provided (ID 8035) was found to support the assertion on how the condition was addressed, the item remains ongoing through detail design. No review was undertaken.

Appendix 3 Action for comments received from the Public on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements					Compliance Monitoring			Compliance Review (Ecoplans)		
Representative	**Name**	**#**	**Comment**	**Response**	**Responsible Agency / Person**	**Status and Description of how commitment has been addressed during design**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Result**	**Notes**
						of the Draft Design Basis & Criteria Report can be found in Section 3 of ID#8680 with associated reference to ID#8035.	**Basis & Criteria Report, Update to Dec 2009 Final Version, Final Draft, November 2011 (ID#8035)**			
			Land Use and Development i) Reducing of car use and dependency is achieved b land use that promotes walking and cycling. Compact, mixed-use development reduces car needs. Six to ten lanes of traffic and buildings opening onto parking lots rather than streets works against reducing car dependency and safety for pedestrians and cyclists. Researchers are examining the connection between community design, physical exercise and transit use, and are finding that pedestrian friendly environments promote walking and the use of transit. Examine land use and transportation through the eyes of children.	i) As described in Section 9.1.1 – Transitway Elements, a streetscape plan has been developed for the transitway that would be a catalyst for transit-oriented development and attract transit ridership. In addition, as described in Section 12.1.1, York Region is undertaking a number of land use planning initiatives to facilitate development of both the Regional Centres and Corridors with more intensive development supporting transit ridership.		i) Status- future The DBCR incorporates streetscaping recommendations as described in h above. These will be incorporated in Detail Design.	**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 – H2 5.02 (ID# 6476) **Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)**	No		2012 ACR: The DBCR was updated from draft (ID 6476) to final report (ID 8680). No review was undertaken.
		5 cont'd	*Conclusion* j) Expensive infrastructure for rapid transit is unnecessary to get people out of cars and onto buses. For example, the Yonge GO Bus has been well used for decades. When high demand transit established, then concentrate on rapid transit with its own r.o.w. Transit is well used when there is connectivity to the surrounding community. Unless it is a subway, transit on its own r.o.w. is isolating. With people now actively looking for options to driving, it is an opportune time to present residents with a convenient system of public transit that provides excellent service.	j) The analysis and evaluation of Alternatives to the Undertaking is presented in Chapter 3 of the EA report and includes consideration of local transit service improvements and GO Transit improvements. York Region Rapid Transit Corridor Initiatives was selected as the preferred alternative as described in Table 3.2-1 of the EA report.		j) Status - No Action Required		No		
			Recommendation k) It is imperative that we reduce pollution and car use in the GTA for health and safety of our children and unborn grandchildren. Change the streetscape firs Along Hwy 7, add continuous sidewalks and separated, covered bike paths, street-facing buildings with bike racks, litter receptacles, shade trees and benches. The lanes are too wide – they encourage speeding. Take the room for the bike lanes from the existing roadways. Place a treed median down the centre of Hwy 7. Once transit ridership is sufficiently high, examine other infrastructure changes. Implement changes with little disruption of the environment as possible.	k) Chapter 1 of the EA report sets out the fundamental objectives of the undertaking which encompass many of the recommendations of Ms Boxen. As described in Chapter 9, the recommended undertaking includes a streetscape plan that will attract transit ridership within a pedestrian friendly corridor. As noted in Table 10.4-3, the recommended undertaking will have a net positive effect on local and Regional Air Quality. The expected environmental effects and mitigation are identified in Tables 10.4-1 to 10.4-4 in the EA report.		k) Status – completed The DBCR incorporates streetscaping recommendations as described in h above. This item is addressed in Section 3.15.2 of the DBCR, which outlines that the Furnishing Zone provides a structured area for the organization of street planting, street signage, pedestrian lighting, bike racks, garbage receptacles and benches,	**[2011]**Draft Conceptual Design Basis & Criteria Report, September 8, 2010 – H2 5.02 (ID# 6476) **Highway 7 Segment H2 Islington Avenue to Richmond Hill Centre via Centre Street & Bathurst Street Preliminary Engineering Design Basis & Criteria Report FINAL June 2012. (ID#8680)** **Highway 7 Rapidway, Segment H3 – Yonge St to Kennedy Rd*,**	**Yes**		ACR 2010: EF Sections 3.8 and 3.9 of the DBCR referenced in h above do incorporate provisions for streetscape design. No evidence found for consideration of bicycle storage for transit stations. 2010 - From discussion with the Owner Engineer this item is addressed in Section 3.15.2 of the DBCR (6476). Review of Section 3.15.2 shows that the Furnishing Zone provides a structured area for the organization of street planting, street signage, pedestrian lighting, bike racks,

Appendix 3 Action for comments received from the Public on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements					Compliance Monitoring			Compliance Review (Ecoplans)		
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			Perhaps, opportunities for environmental rehabilitation will emerge. Examine Portland Oregon's rapid transit system. It goes from being on its own surface r.o.w. in the suburbs, to a subway, to a system in mixed traffic stopping at ordinary street corners, to a track on its own city street. It is connected in the city to the street and pedestrians.			etc. This section further provides that these features should be placed in a manner that does not obstruct pedestrian movement. **Equivalent references to Section 3 of the Draft Design Basis & Criteria Report can be found in Section 3 of ID#8680 with associated reference to ID#8035.**	**Preliminary Engineering Design Basis & Criteria Report, Update to Dec 2009 Final Version, Final Draft, November 2011 (ID#8035)**		**EF (2012)**	garbage receptacles and benches, etc. This section further provides that these features should be placed in a manner that does not obstruct the pedestrian movement. For these reasons commitment verification was changed from NSE to ECF. 2011 ACR: This item was not reviewed as the evidence provided is in Draft. Bolding and underline was removed. 2012 ACR: The DBCR was updated from draft (ID 6476) to final report (ID 8680). The final report for the H2 DBCR references the design of H3 DBCR (ID 8035). The evidence provided was found to support the assertion on how the condition was addressed.
			Other comments l) When rapid transit is implemented on Hwy 7, there should still be a good local Hwy 7 bus service accessible to all residents. For example, there should be stops at Hunter's Point, west of Yonge S and Silver Linden, east of Yonge St.	l) Detailed comment noted. As noted in Table 10.4-1, compatibility with proposed local transit network will be monitored.		Status - No Action Required		No		
		5 cont'd	m) Parking at the Bathurst connection ramp represents the loss of more pervious surface close to the East Don River. A good transit system should require only as bare minimum of commuter parking	m) The bus platforms and parking facilities (shown on Figure 9-40) at the Bathurst St Connector Rd are identified as future 407 Transitway Facilities and are not part of the recommended undertaking. These facilities will be planned and assessed under a future EA for that undertaking.		Status - No Action Required		No		
			n) Vaughan Link to Spadina Subway – ensure that Black Creek is minimally avoided, keeping in mind the August flooding.	n) Minimizing adverse effects on aquatic ecosystems is included in the assessment Table 12.6-3 (Goal C1) in the EA report.		Status – No Action Required The TTC has prepared a separate CMP for the Spadina Subway Extension Project and is responsible for compliance monitoring related to the Vaughan N-S Link segment of the undertaking. Refer to Goal C1in Appendix 1 above for additional monitoring comments.		No		

Appendix 4

Cedarland Alignment Modification Report – Table 6-1: Effects and Mitigation for the Modified Alignment

GOALS	Environmental Value / Criterion	Environmental Issues/Concerns	Project Phase[1]			Location	Potential Environmental Effects	Proposed Mitigation			Level of Significance after Mitigation	Monitoring and Recommendation	Compliance Monitoring			Compliance Review (Ecoplans)		
			P	C	O			Built-In Positive Attributes and/or Mitigation	Potential Residual Effects	Further Mitigation			Responsible Person / Agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Reviewed in 2012	Review Results	Notes
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
B1	Maintain or improve road traffic and pedestrian circulation	SB Warden Avenue access to IBM facility.			✓	Warden Avenue/IBM Access	The preferred rapid transit design will restrict right turn access at this location.	SB vehicles on Warden Avenue will turn right onto Cedarland Dr. and make a WB left turn at the Cedarland Dr./Town Centre Blvd intersection which will permit access to the IBM property	None expected	None necessary	Insignificant	None required	York Region	Status- Does not apply to the H2 segment		No		
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
C1	Minimize adverse effects on aquatic ecosystems	Loss of site-specific habitat.		✓		Rouge River	Potential loss of fish habitat as a result of bridge widening may include long term impact, loss of riparian habitat, and decrease in habitat productivity.	In-water work will probably be required but will be limited as much as possible. Minimize the area of in-water alteration to the extent possible. Follow in-water construction timing restriction. Perform all in-water work in the dry using a temporary flow bypass system.	May include loss of riparian habitat and decrease in habitat productivity	Negotiations with regulatory agencies during detailed design to mitigate and / or compensate for the harmful alteration of fish habitat.	Insignificant	On-site environmental inspection during in-water work. Post-construction monitoring of fish habitat compensation measures. In-water work will be monitored and/or compensated if necessary.	York Region	Status- Does not apply to the H2 segment		No		
C2	Minimize adverse effects on terrestrial ecosystems	Loss of wildlife habitat, riparian habitat and ecological functions		✓	✓	Rouge River	Widening of the bridge will result in the removal of vegetation and ecological functions it supports. A decrease in habitat area may occur.	Minimize the area of vegetation removals to the extent possible. Minimize grade changes to the extent possible. Use close cut clearing and trimming to minimize the number of trees to be removed. Delineate work zones	May result in a decrease in habitat area.	Restore natural areas disturbed using construction with native vegetation, where feasible. Replace ornamental vegetation as part of	Negligible	None required.	York Region	Status- Does not apply to the H2 segment		No		

								using construction fencing/tree protection barrier. Protect trees within the clear zone using guiderail, curbs, etc. to prevent removal.		landscaping. Identify as well as restore plantings that will be needed to improve woody riparian cover to mitigate / compensate for any losses. A 3:1 tree replacement ratio will be followed if trees are removed.								

Appendix 4 Action for comments received on the DRAFT Cedarland Alignment Modification Report: Pertaining to the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment					Compliance Monitoring			Compliance Review (Ecoplans)		
Representative	**Name**	**#**	**Comment**	**Response**	**Resp. Person/Agency**	**Status and Description: How commitment has been addressed during design**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Results**	**Notes**
Toronto and Region Conservation Authority	June Murphy, Planner II Environmental Assessments	1	Edits a) Modify the November 14, 2007 minutes to include the following statement: "TRCA Hydrology staff expressed concern for potential groundwater issues involving the subsurface conditions for the new bridge abutments and possible groundwater control concerns".	a) Minutes have been modified as requested.	York Region	a) to f): Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		
			b) Change the spelling of Lesley to Leslie Piercey.	b) Minutes have been modified as requested.				No		
			c) Submit a revised digital copy of the November 14, 2007 minutes to jmurphy@trca.on.ca.	c) Revised digital copy of the November 14, 2007 minutes will be provided to June Murphy.				No		
			d) Modify the December 14, 2007 minutes to change the spelling of Lesley to Leslie Piercey.	d) Minutes have been modified as requested.				No		
			e) Submit a revised digital copy of the December 14, 2007 minutes to jmurphy@trca.on.ca.	e) e) Revised digital copy of the December 14, 2007 minutes will be provided to June Murphy.				No		
			f) Ensure that these revised minutes are replaced in the Modification Report.	f) f) Both the revised November 14, 2007 and December 14, 2007 minutes are included in Appendix 2 of the Cedarland Alignment Modification Report.				No		
		2	Hydrogeology Comment a) Both option alignments (Alts. M-1 and M-2) eventually cross the Rouge River using the existing Warden Avenue bridge.	a) Comment noted.	York Region	a) to e): Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		
			b) To accomplish either option requires an extension to the west side of the present bridge structure.	b) Comment noted.				No		
			c) No conceptual details were included in the Modification Report relative to proposed bridge abutment/foundation elevations and current groundwater conditions.	c) Comment noted.				No		
			Action Required d) As per the previous hydrogeological comments when the bridge extension has been determined, provide preliminary geotechnical/hydrogeological information relative to dewatering/depressurization needs for abutment construction.	d) Preliminary geotechnical / hydrogeological information will be included in the TRCA pre-permit approval application by the Proponent during detail design.				No		
			e) In regards to groundwater impacts due to construction and operation of either alternative, both are of equal ranking – one is not more favourable than another.	e) Comment noted.				No		
		3	Geotechnical Engineering Comment a) There are no outstanding geotechnical engineering issues at this stage of the proposal.	a) Comment noted. Detailed geotechnical reports will be distributed to TRCA during detail design.	York Region	a) Status- Does not apply to the H2 segment Cedarland Alignment Modification is		No		

Appendix 4 Action for comments received on the DRAFT Cedarland Alignment Modification Report: Pertaining to the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment					Compliance Monitoring			Compliance Review (Ecoplans)		
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						in the H3 Segment				
		4	Ecology Comment a) The proposed change to the alignment along Cedarland Drive/Warden Avenue is generally acceptable from an ecological perspective, however there are a number of edits in the report that should be corrected as noted.	a) Comment noted.	York Region	a) Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		
		5	Ecology-natural areas – Page 5 Comment a) Page 5 of the report states that "there are no designated natural areas within the area considered for modified alignment alternatives…"	a) a) The statement has been deleted from the report.	York Region	a) to f): Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		
			b) This is not accurate as the area is identified as part of TRCA's Terrestrial Natural Heritage System, and the area presently supports existing natural cover, including remnant woodlands and meadow areas within the valley corridor immediately adjacent to Warden Avenue.	b) A modified statement has been incorporated in the report.				No		
			Action Required c) This section needs to be revised to more fully describe the existing natural environment.	c) A summary of Ecological Land Classification Vegetation Communities within the Alignment Modification Area has been added. If required, further information will be provided as part of TRCA pre-permit approval submitted during detail design.				No		
			d) It would be correct to state that there are no Environmentally Sensitive Areas, Areas of Natural and Scientific Interest, Provincially Significant Wetlands, Locally Significant Wetlands or other Provincially or Federally designated natural areas (as it relates to the Provincial Policy Statement within the modified alignment area).	d) Corrected statement included in the report.				No		
			e) However, the importance of the remnant natural, successional processes and wildlife within this reach of the system.	e) Comment noted.				No		
			f) Identify the location of the remnant natural areas that are present and include them on page 5.	f) A summary of Ecological Land Classification Vegetation Communities within the Alignment Modification Area has been added. If required, further information will be provided as part of TRCA pre-permit approval submitted during detail design.				No		
		6	Ecology-Bridge Span – Page 6 Comment a) a) On page 6 the bridge size is incorrectly stated.	a) / b) Comment noted.	York Region	a) to c): Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		
			b) The span/width of bridge (over the watercourse) is 15m.					No		
			Action Required	c) The text has been modified as noted.				No		

Appendix 4 Action for comments received on the DRAFT Cedarland Alignment Modification Report: Pertaining to the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment					Compliance Monitoring			Compliance Review (Ecoplans)		
Representative	**Name**	**#**	**Comment**	**Response**	**Resp. Person/Agency**	**Status and Description: How commitment has been addressed during design**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Results**	**Notes**
			c) Modify the text to change the span/width to 15m.							
		7	Ecology – matching to aerial photo – Figure 4-2, page 12 Action Required a) Modify page 12, Figure 4-2 to match alignments M1 and M2 with the road patterns on the aerial photograph (i.e. Highway 7 is off, Town Centre Boulevard is off, Cedarland Drive is off).	a) Figure 4-2 has been corrected.	York Region	a) to d): Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		
			b) Label the roads at their appropriate locations.	b) Labels amended as noted to Figure 4-2.				No		
			c) Label the Rouge River watercourse in its appropriate location.	c) Label added to Figure 4-2.				No		
			d) Label the IBM flyover.	d) Label added to Figure 4-2.				No		
		8	Ecology-environmental impacts of crossings – page 14 Comments a) On Page 14 the last paragraph states, "in addition, the modified (Cedarland/Warden/Enterprise) alignment reduces the potential environmental impact on the Rouge Valley by eliminating the separate crossing in the original EA and consolidating the crossing with the existing Warden Avenue bridge.	a) a) Comment noted. TRCA will be consulted during detail design regarding mitigation including improvements to adjacent riparian habitats.	York Region	a) to d): Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		
			b) Ecology staff is not in 100% agreement since the existing crossing at Warden Avenue does not support terrestrial passage at present, and will result in a loss of approximately another 20m of riparian habitat with the proposed extension.	b) Comment noted. TRCA will be consulted during detail design regarding mitigation including improvements to adjacent riparian habitats.				No		
			c) Ecology staff suggests that the ecological impacts may be neutral, as a "new crossing on the Rouge would have been appropriately sized".	c) Comment noted.				No		
			d) However, TRCA staff has agreed in principle with the Warden Avenue bridge extension and will work with the proponent to mitigate impacts during detailed design and construction and will seek to have adjacent riparian habitats improved as mitigation/compensation.	d) Comment noted. TRCA will be consulted during detail design regarding mitigation including improvements to adjacent riparian habitats.				No		
		9	Details on Impacts – Figures 5-1 and 5-2, pages 15 and 16 Action Required a) In the report include on Figures 5-1 and 5-2 the 100m long x12m wide edge of Cedarland woodlot as mentioned in Table 4-1 which will be impacted.	a) Impact on the Cedarland woodlot has been highlighted with a note on Figure 5-1.	York Region	a) to e): Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		
			b) In the report include on Figures 5-1 and 5-2 the 150m long and 15m wide strip of Rouge River floodplain land as mentioned in Table 4-1 which will be impacted.	b) The strip of Rouge River floodplain that will be impacted has been highlighted with a note on Figure 5-2.				No		
			c) Add TRCA's Regulation Limit and Regional Storm Floodplain to the figures.	c) "Regulatory Flood Line (As per TRCA Flood Plain Mapping Approved 2007-01-05)" has been added to Figures 5-1 and 5-2.				No		

Appendix 4 Action for comments received on the DRAFT Cedarland Alignment Modification Report: Pertaining to the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment					Compliance Monitoring			Compliance Review (Ecoplans)		
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		9 cont'd	d) Add TRCA's Regulation Line (blue) to the legend on Figures 5-1 and 5-2.	d) "Regulatory Flood Line (As per TRCA Flood Plain Mapping Approved 2007-01-05)" (blue) has been added to the legend.				No		
			e) Modify the report to describe the impacts to the Cedarland woodlot and the floodplain.	e) This information will be provided as part of TRCA pre-permit approval submitted during detail design.				No		
		10	Ecology-Assessment – Table 6-1, page 20 Action Required a) As there is no intention to span the meander belt or 100-year erosion limit with the Warden Avenue bridge extension this table needs to be revised to include mitigation efforts to minimize the bridge extension and fill requirements to the extent possible.	a) Mitigation efforts to minimize potential environmental effects of the bridge widening and fill requirements will be identified and provided as part of TRCA pre-permit approval submitted during detail design.	York Region	a) Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		
			Comments b) TRCA Ecology staff disagrees with the assessment there will be no "potential residual effects".	b) Comment noted.		b) to l) Status – Does not apply to the H2 Segment Cedarland Alignment Modification is in the H3 Segment		No		
			c) As noted previously, there will be a minimum loss of 10m riparian habitat (10m of both banks) as well as a loss in productivity associated with the length of river under the solid bridge structure.	c) Comment noted.				No		
			Action Required d) Modify Table 6-1 to reflect the loss of riparian habitat.	d) Loss of riparian habitat has been added to goal C2 in Table 6-1.				No		
			e) Modify the two blocks under "potential residual effects" to state the impacts (aquatic losses for example, may include long term impact, loss of riparian habitat, and decrease in habitat productivity. Terrestrial losses for example may include decrease in habitat area).	e) The examples as noted have been added to goals C1 and C2 in Table 6-1.				No		
			f) Change "widening of the bridge may…" to "will"…result.	f) Comment noted and change made to Table 6-1.				No		
			g) Change "span meander belt of 100 year erosion limit of the watercourse"...to what the project entails, a bridge extension.	g) Comment noted and change made to Table 6-1.				No		
			h) Change "avoid in water work to the extent possible" to identify that the extension will probably involve in water work.	h) Comment noted and change made to Table 6-1.				No		
			i) Modify Table 6-1 to indicate that these impacts will need to be mitigated and/or compensated.	i) Table 6-1 modified as noted.				No		
			j) Modify Table 6-1 in the "further mitigation" column to ensure that a minimum 3:1 tree replacement ratio will be identified for tree removals that may be necessary.	j) Comment noted and change made to Table 6-1.				No		
			k) Identify as well as any restoration plantings that will be needed to improve woody riparian cover to compensate for any losses.	k) Table 6-1 modified as noted.				No		
			l) Identify what P. C. O represent under Project Phase.	l) Comment noted and identification of P C and O added to the bottom of Table 6-1.				No		
		11	Engineering: Comments a) With regards to the two alternatives presented, M-1 and M-2, both are equally acceptable from the engineering/floodplain management	a) Comment noted.	York Region	a) to d): Status- Does not apply to the H2 segment		No		

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			perspective, as they both proceed along Warden Avenue south of Cedarland Drive.			Cedarland Alignment Modification is in the H3 Segment				
		11 cont'd	b) As discussed during our various meetings with the proponents on the bridge at Warden Avenue, no other improvements are planned for the bridge except for an extension to carry the transitway.	b) Comment noted.				No		
			c) Therefore, flood levels and flow mechanics are anticipated to remain unchanged.	c) Comment noted.				No		
			Action Required d) However, the proponent will need to provide all the necessary updates to the HEC-RAS model to confirm that the final design of the proposed extension will have no negative implications to flooding either upstream or downstream, at the detailed design stage.	d) The HEC-RAS model will be updated and provided to TRCA during the detailed design stage.				No		
		12	Modifications – Aerial Photograph-Top of Bank and 10m Setback Comments a) TRCA staff conducted a site visit on the Northwest quadrant of Enterprise Drive and Warden Avenue, just south of the Warden Avenue Bridge with MMM staff on March 10, 2008.	a) to h) Comments noted.	York Region	a) to n): Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		
			b) The objective was to review the 10m setback from the top of bank line.					No		
			c) An aerial photograph dated January 23, 2008 prepared by MMM was utilized as well as the top of bank stakes in the field installed by MMM staff.					No		
			d) From the site visit a top of bank line/tree drip line was confirmed in the field by TRCA on the west bank of the valley approximately running from the parking lot north of Enterprise extension, northwards to the east-west orientation of the Regional Floodline.					No		
			e) From the site visit it was determined that the new 10m setback from the new top of bank line/tree drip line needed to be updated on the aerial photo.					No		
			f) MMM resubmitted a revised aerial photograph on March 26, 2008 with a revised 10 m setback.					No		
			g) The location of the Regional Storm Floodline as depicted on the March 26, 2008 aerial photograph compared to mapping in the TRCA office and is satisfactory.					No		
			h) The location of the red top of bank/drip line immediately east of the Regional Floodplain Line is satisfactory.					No		
			Action Required i) Modify the legend to change" Fill Regulation Line" to "Regulation Line"	i) The legend has been modified as requested.				No		
			j) Change "Regulatory" to "Regional Storm Floodline".	j) The wording has been changed as requested.				No		
			k) Modify the legend to make the line width for the "Regulation Line" bolder.	k) The legend has been modified as requested.				No		
			l) Revisit the "Regulation Line" on the aerial photograph and include it on the north and south sides of the Regional Floodplain.	l) The figure has been updated as requested.				No		

Appendix 4 Action for comments received on the DRAFT Cedarland Alignment Modification Report: Pertaining to the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment					Compliance Monitoring			Compliance Review (Ecoplans)		
Representative	**Name**	**#**	**Comment**	**Response**	**Resp. Person/Agency**	**Status and Description: How commitment has been addressed during design**	**Compliance Document Reference**	**Reviewed in 2012**	**Review Results**	**Notes**
		12 cont'd	m) Modify the aerial photo to add this note beside the top of bank line north of the east-west orientation of the floodline. (Note: The Top of Bank line north of the Regional Floodline was not confirmed by TRCA staff since this top of bank area is within the Regional Floodline and the 10m setback is calculated from the greater of the hazard.).	m) As requested the note has been added to the figure.				No		
			n) Modify the legend to add top of bank/tree drip line and send a final digital copy to jmurphy@trca.on.ca.	n) The legend has been modified as requested and the fina digital copy will be sent to June Murphy.				No		
		13	Engineering Hydraulics-Cover Letter and Memo re. Hydraulics of Bridge Widening Comments a) The York Consortium Report summarized previous discussions with TRCA staff and also provided supporting analyses resulting from investigating the various alternatives to replacing or extending the Warden Avenue Bridge at the Rouge River south of Highway 7.	a) Comment noted. Consultation was included in Appendix 2 of the Report.	York Region	a) to g): Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		
			b) TRCA engineering staff concurs with the construction constraints identified, and recognizes that the presence of the IBM flyover precludes any significant relief from flooding over Warden Avenue from a crossing replacement, since the analysis shows the roadway low poir would be below the Regional water level in the unimpeded condition (without any bridge in place).	b) Comment noted.				No		
			c) TRCA engineering staff concurs with the short term fix that the existing bridge be extended to accommodate the Bus Rapid Transit lanes.	c) Comment noted.				No		
			d) TRCA engineering staff concurs with the long term fix that a profile change in Warden Avenue would be required to bring the road outside the floodplain.	d) Comment noted.				No		
			Action Required e) As per TRCA's policies, staff requires that the proposed bridge extension be designed in order that it will not adversely impact the floodplain, and also requires that the design incorporate an ecological net benefit.	e) TRCA will continue to be consulted during detail design of the bridge.				No		
			f) For detailed design submit the Notice of Study Completion with the completed "Development, Interference with Wetlands, Alternative to Shorelines and Watercourses" application with the fee, checklist and 6 copies of the drawings for our review.	f) All of the TRCA application requirements will be met during detailed design.				No		
			g) Should you wish to separate the project into phases, submit 1 application per geographic area.	g) Comment noted.				No		
		14	Geotechnical: Comments a) There are no Geotechnical Engineering issues with the submissions to date, however, comments will follow in the detail design stage.	a) Comment noted. TRCA will be consulted during detail design phase/	York Region	a) Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		
		15	Hydrogeology: Comments a) a) Based on the material submitted, the proponent envisages an extension of the western side of the existing bridge structure to accommodate a rapid transit bus lane.	a) Comment noted. The transit lanes will be added to the west side of the existing bridge structure.		a) to g): Status- Does not apply to the H2 segment		No		

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						Cedarland Alignment Modification is in the H3 Segment				
		15 cont'd	b) The submitted documentation focused on scenarios of bridge design and relative surface water flow and surface water back-up behind the specific bridge design.	b) Comment noted.				No		
			c) At this time, there are no groundwater issues from the submitted hydraulic report.	c) Comment noted.				No		
			Action Required: d) During detailed design when the appropriate bridge extension has been determined, provide the preliminary geotechnical/hydrogeological information relative to dewatering/depressurization needs for abutment construction.	d) The preliminary geotechnical/hydrogeological information prepared during detailed design will be provided to TRCA. This will include information related to dewatering and depressurization needs for the construction of the abutment.				No		
			e) With the submission of the "Development" application, provide 2 copies of the geotechnical/hydrogeological reports.	e) Comment noted. When the Proponent provides TRCA with the application, two copies of the reports will be provided.				No		
			f) Provide a summary of the construction of the Warden Avenue Bridge extensions since TRCA staff recalls a groundwater/construction issue during that project.	f) The Proponent will review reports from the construction of the Warden Avenue bridge extension and discuss with Peter Cholewa during detail design.				No		
			g) Contact Peter Cholewa, RMOY, for further details on the recent Warden Avenue Bridge extensions.	g) The Proponent will contact Peter Cholewa as suggested during detail design.				No		
Ministry of the Environment– Environmental Assessment and Approvals Branch	Shereen Amin, Project Officer, EA Project Coordination	1	Section 1.1 Rephrase first sentence to read "York Region considers the local modification to the alignment to be a significant change from what was approved in the EA. However, York Region has determined that the modification does not alter the net effects of the undertaking and can therefore consider this modification to have neutral environmental net effects".	Comment noted and incorporated in Section 1.1.	York Region	Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		
		2	Page 21, Section 7.0 If possible please include dates when discussions were initiated with the various agencies in review of this modified alignment, as well as, other dates specific to meetings and lists of all stakeholders that were in attendance.	A table of meetings with dates and attendees has been included in Section 7.0 of the report.	York Region	Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		
		3	Confirmation is also required as to whether any comments were received from any landowners or the general public with respect to this proposed modified alignment. Section 7.5 states that the proposed alignment modification was discussed with affected land owners including H&W Development Corporation; please provide details of how this modification was relayed to the developer in questions and/or any other landowners.	All of the related correspondence to/from the affected landowners is included in Appendix 2 of the report.	York Region	Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		

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Ministry of the Environment – Environmental Assessment and Approvals Branch	Solange Desautels Senior Project Coordinator, EA Project Coordination	1	It is assumed that subsequent reports required in the EA would include the Cedarland modification such as air quality assessment; SWM plan; Phase II archaeological report; hydrogeological report, contaminated sites.	Yes. Any subsequent reports associated with project implementation will include the Cedarland alignment modification.	York Region	Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		
		2	Can you confirm there is no archaeological potential associated with lands around Cedarland Drive, and other items above, etc.?	Stage II archaeological assessment has been recommended in the approved EA, Appendix J.	York Region	Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		
		3	There are no changes to SWM-same outlet; volumes etc?	A Storm Water Management Preliminary Assessment was provided in Appendix G of the approved EA and describes a SWM Concept Plan by transitway section including the following: **5.2.32 Town Centre Boulevard - Highway 7 to west of Rouge River (Sta. 439+580 to Sta. 440+170)** Drainage for this section was provided as part of a drainage master plan for the Clegg Road/Cedarland Drive area. The existing sewer has a direct discharge to the Rouge River. There is an existing storm water pond to the south of the storm outlet that was built after the storm sewer. Due to differences in elevation, the storm sewer outlet could not be included in the pond. The transitway will continue to discharge to the existing storm sewer on Town Centre Boulevard. (Proposed discharge to the existing storm sewer on Town Centre Boulevard from Highway 7 to Cedarland Drive would not change with the Cedarland alignment modification since this segment of the transitway is the same as the original alignment.) **5.2.33 Markham Centre Alignment - Town Centre Boulevard to Warden Avenue (Sta. 540+070 to Sta. 540+450)** This alignment crosses the Rouge River floodplain and consists of two 3.5 m wide transit lanes with a 0.5 m shoulder. Rather than a storm sewer system, individual outlets to the vegetated area adjacent to the transitway are proposed for this section. (Since the new alignment is proposed along		Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		

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				Cedarland Drive rather than in a new transit only corridor across the Rouge River (see EA figure 9-60), the drainage will likely be into the storm sewer on Cedarland Drive. This would have to be confirmed during development of the detailed Storm Water Management Plan in conjunction with detailed design of the transitway. See detailed response below.)						
		4	Does original EA or will SWM plan include these components: A written commitment by the municipality of long-term maintenance/ownership of the Stormwater Management System(s) "Oil and grit separators shall be installed at all strategic locations to intercept stormwater run-offs and washings from stations and intersecting transit sections". "Post construction monitoring shall include regular TSS and heavy metals scan (semi-annual) of the discharged stormwater to the receiver, depending upon the sensitivity as determined by the Ministry. "monitoring of baseflow to surface water courses from the SWM ponds shall be undertaken for TSS & Temperature on a regular basis; and salt content (ionization potential) and heavy metal scan on semi-annual basis" as may be applicable.	As noted above, a Storm Water Management Preliminary Assessment was provided in Appendix G of the approved EA and describes a SWM Concept Plan by transitway section. The EA (Table 11.3-1 on page 11-2) includes a commitment to develop a detailed Storm Water Management Plan in accordance with MOE's guidelines. The commitment also indicates that the Storm Water Management Plan will outline monitoring and maintenance requirements for SWM facilities constructed as part of the undertaking. The 2009 Annual Compliance Report (page 17) tracks the compliance of the commitment related to surface water resources. The ACR indicates that a draft Storm Water Management Plan has been prepared during preliminary engineering and will be finalized in the detailed design phase. MOE is listed as a potentially interested agency in Table 11.3-1 of the EA and therefore will be consulted. I will forward this e-mail to the design team at Rapidco to ensure they consult MOE Technical Support at the appropriate stage with regard to the Storm Water Management Plan.	York Region	Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		
		5	You don't mention noise –it will be closer to future sensitive receptors-can you confirm no increase in 5dba?	Based on the noise assessment undertaken in the original EA, we can conclude that the noise threshold will not be reached for the Cedarland Drive alignment. The proposed alignment is along the south side of Cedarland Drive, directly adjacent to lands designated for business park (not a sensitive receptor). The lands designated for mixed use (along the east side of Town Centre Boulevard and north of Cedarland Drive) are closer to the transitway along Town Centre Blvd (in the median of the road) as opposed to along Cedarland Drive (running along the south side of the road). The EA does not recommend consideration of noise mitigation except	York Region	Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		

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				for the section along the Civic Mall within the Markham Town Centre (east of Warden Avenue) where the transitway will run within a pedestrian/transit corridor rather than within a road corridor as is the case for the remainder of the transitway, including along Cedarland Drive. In Table 10.4-2 of the EA (page 10-16), the following wording is included in the further mitigation column - "Depending on lower floor building uses, may require noise screening along transitway and/or noise control features in residential design along Civic Mall segment in Markham Centre area". The Noise and Vibration Impact Assessment is included in Appendix K of the EA and includes the following wording: **5.2.1 Bus Transit Noise Impact** Table 5.6 compares the traffic noise levels for Scenario 1 with those of Scenario 2. The data indicate that for all road segments, except for the Town Centre Boulevard South Alignment (future Markham Centre area), only a very small (0 to 2 dB) increase in sound levels will be experienced by the closest receptors due to the bus transit option in all road segments along the preferred route of the Highway 7 Corridor. This reflects the minimal contribution of YRTP bus transit volumes as compared to the very high baseline traffic volumes. Daytime sound levels at the future Markham Centre location are predicted to increase by about 8 dB and nighttime by 6 dB. This is due to the fact that transit will be the only traffic in the immediate vicinity of the Mall. As noted earlier in Chapter 3, mitigation measures are to be considered at this location as the exceedance above the predicted background sound level as expected to be greater than 5 dB. Housing proposed for the Markham Centre area will most likely consist of low-rise condominiums. In areas where the noise impact exceeds the applicable criteria, warning clauses and mitigation measures such as site planning, architectural design, special building components and/or central air conditioning may be necessary.						

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		6	I had previously reviewed the EA and I am aware of the requirements, however the change to the route onto to Cedarland is not addressed in the EA. It is not clear from your response whether my questions have been answered. I assume the following components and recommend the Addendum report address these items: Archaeological Resources Based on the findings in the EA, there is a potential for Archaeological resources associated with the Cedarland alignment hence the phase II archaeological assessment required in the EA will also include this portion of the alignment.	Technical Memorandum titled "Hwy 7 Corridor and Vaughan N-S Link Public Transit Improvements Environmental Assessment - Cedarland Alignment Modification - Response to MOE Comments of March 23, 2010 - December 15, 2010" addresses these items as follows: a) Archaeological Resources Provision has been made in the H3 Detail Design Final Work Plan for a Stage 2 Archaeological Assessment of all areas within the H3 project that were identified as having archaeological potential in the Stage 1 Archaeological Assessment (Appendix J of the Hwy 7 Corridor and Vaughan N-S Link Public Transit Improvements Environmental Assessment), as well as areas of the Cedarland Alignment Modification, as required.	York Region	Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		2011 ACR: Bolding and underline removed as item is not under review.
			SWM Proposed discharge to the existing storm sewer on Town Centre Boulevard from Highway 7 to Cedarland Drive would not change with the Cedarland alignment modification since this segment of the transitway is the same as the original alignment. Since the new alignment is proposed along Cedarland Drive rather than in a new transit only corridor across the Rouge River (see EA figure 9-60), the drainage will likely be into the storm sewer on Cedarland Drive. This would have to be confirmed during development of the detailed Storm Water Management Plan in conjunction with detailed design of the transitway. In accordance with the EA (Table 11.3-1 on page 11-2), the Cedarland alignment will be included in the development of the proposed detailed Storm Water Management Plan in accordance with MOE's guidelines. Also as stated in the EA, the Storm Water Management Plan will outline monitoring and maintenance requirements for SWM facilities constructed as part of the undertaking. The Cedarland alignment will be included in the draft Storm Water Management Plan that has been prepared during preliminary engineering and will be finalized in the detailed design phase. MOE is listed	b) Storm Water Management The preliminary engineering design work for Segment H3, including the modified Cedarland alignment has been completed, and included the drainage study titled "Final Drainage Study Revision 1 for Viva Next H3 Highway 7 (Y.R.7), June 10, 2010". The preliminary engineering design proposes the use of the existing stormwater sewer on South Town Centre Boulevard, which discharges to the Rouge River through the IBM property, as well as a new stormwater sewer along the east side of South Town Centre Boulevard, which connects to a new stormwater sewer running under the Viva Rapidway on the south side of Cedarland Drive and the west side of Warden Avenue, to discharge to the Rouge River at Viva stationing 540+200, near the Warden Avenue bridge. There will be no additional runoff to the existing South Town Centre Boulevard stormwater sewer. All runoff from the Viva Rapidway adjacent Cedarland Drive and Warden Avenue will be directed to the new stormwater sewer line under the Viva Rapidway. The "Final Drainage Study Revision 1 for Viva Next H3 Highway 7 (Y.R.7), June 10, 2010" incorporates the storm water management plan. Monitoring and	York Region	Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		2011 ACR: Bolding and underline removed as item is not under review.

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			as a potentially interested agency in Table 11.3-1 of the EA and therefore will be consulted.	maintenance requirements for storm water management facilities constructed as part of the undertaking will be outlined during the H3 detailed design phase.						
		6 cont'd	Noise It is noted that Mixed Use development is proposed on the north side of Cedarland Drive which potentially includes sensitive uses (residential condo's)? Noise assessment in Appendix K does not deal with new Cedarland alignment as such addendum report should note that: "Based on the noise assessment undertaken in the original EA, we can conclude that the noise threshold will not be reached for the Cedarland Drive alignment change". If this is applicable this should be included: "Depending on lower floor building uses, may require noise screening along transitway and/or noise control features in residential design". ??? or maybe you need to do a noise assessment to confirm?	c) Noise A baseline study was completed as part of the EA and is not required as part of the H3 Detail Design work program. However, an additional noise impact analysis for the Cedarland Alignment Modification will be undertaken and the requirement has been incorporated in the H3 Detail Design Work Plan	York Region	Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		
			General Addendum should indicate that required studies under EA such as…….shall include Cedarland amendment and ACR report will report on any additional commitments.	d) General The required studies under the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA will incorporate the Cedarland Alignment Modification as required. In particular, the following studies are included in the H3 Detailed Design Work Plan: - Tree preservation plan and edge management plan - Stage 2 Archaeological Assessment report - Air quality report, according to MOE-approved protocols - Noise report for Cedarland Alignment - Documentation of existing wells in project area - Summary of first nations consultation - Wildlife inventory report	York Region	Status- Does not apply to the H2 segment Cedarland Alignment Modification is in the H3 Segment		No		