

**YONGE STREET CORRIDOR PUBLIC TRANSIT IMPROVEMENTS  
FROM STEELES AVENUE TO 19<sup>TH</sup> AVENUE**

**ENVIRONMENTAL ASSESSMENT  
COMPLIANCE MONITORING PROGRAM**

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**July 2007**

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## 1.0 Background and Purpose of the Program

The Ministry of the Environment (MOE) approved York Region's Environmental Assessment (EA) of the Yonge Street Corridor Public Transit Improvements in April 2006 subject to a number of conditions. One of these conditions was the requirement that the Region prepare and submit to the Director for review, approval and placement on the public record, an Environmental Assessment Compliance Monitoring Program (CMP).

The purpose of the CMP is to enable the monitoring of the Region's 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,
- conditions of approval, and
- all other commitments made during the preparation and review of the EA.

The CMP describes the actions required to address York Region's commitments, provide the indicators to be used to verify compliance and the schedule to be followed for completion of the commitments. Following review of the (Draft) CMP and any amendments required by the MOE, the Region will submit the CMP to the Director of the Environmental Assessment and Approvals Branch along with a declaration that the CMP is intended to fulfill Condition 3 of the EA approval.

The requirement to submit an Annual Compliance Report (ACR) describing the results of the CMP is incorporated in the CMP. Also, the timing of the ACR submissions are set out in the CMP. 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.

This CMP is structured to identify the parties responsible, provide the program scope and actions required during each phase, outline the consultation methods to be used and the schedule to be followed for both the actions to confirm compliance and the submission of the reports.

### 1.1 Project Implementation Phasing

York Region has subdivided the Project undertaking into three separate segments. These include:

**Y1:** The rapid transit infrastructure works between Steeles Avenue and Highway 7

**Y2:** The rapid transit infrastructure works between Highway 7 and 19<sup>th</sup> Avenue

**O&M:** The Operations and Maintenance Facility required to service, repair and store the rapid transit vehicles.

The Y1 and O&M segments are currently proceeding into preliminary design as the first stage of the Yonge Street undertaking with detailed design and construction dependent on funding from senior levels of government. Similarly, implementation of the Y2 segment is also funding-

dependent. Consequently, the Region does not have control over the timing of the various stages and is unable to provide a definitive schedule at this time for all phases in each segment.

## **2.0 Compliance Management and Responsibilities**

The Project will progress from a design phase (preliminary and detailed) through the construction phase and then to on-going operation. For each phase, York Region will appoint an independent Environmental Compliance Manager (ECM).

### **2.1 Role of the Environmental Compliance Manager**

In general, the ECM will verify that the requirements of the CMP are being followed and commitments are being met by the responsible parties identified below during each phase of the project. In order to avoid actual or perceived conflicts of interest and to ensure objectivity in the monitoring process, a person independent of the resources actually carrying out the implementation or operation of the project works or services will be appointed to the ECM position. This may include York Region staff designated as the independent ECM or a private consultant not otherwise associated with the Project implementation.

Specifically, in each phase, the ECM will:

- Prepare an inventory and monitor the project requirements/activities which contribute to the fulfillment of the requirements of the CMP, EA Conditions of Approval and all other EA commitments.
- Review the deliverables or output of these relevant activities to confirm that the specific commitments listed in this CMP have been met in a manner satisfactory to all stakeholders involved.
- Maintain records of the monitoring program tasks highlighting changes to the Project and any non-compliance of commitments.
- Document the net effect of changes to the Project, if any, and consult the MOE as required.
- Prepare notices of non-compliance including action required.
- Carry-out audits to verify that all non-compliances have been addressed appropriately such that commitments have been met.
- Consolidate documentation of monitoring activities and summarize Proponent's and Contractor's performance on an annual basis.
- Prepare and Submit an ACR to MOE as required by the Conditions of Approval.

## **2.2 Responsible Parties in each Phase**

### **2.2.1 Design Phase (Preliminary and Detailed)**

At this time, York Region intends to implement the initial segment (Y1) of the public transit improvement works described in the EA using the design-build delivery method. This approach requires that both the advancement of the current preliminary design to allow pricing of construction and the subsequent detailed design be carried out by the party responsible for construction.

Currently, the Region's design-build Contractor is developing the preliminary design towards submission of a price for construction of the initial segment. During this phase, all design-related commitments to be fulfilled by the Proponent, York Region, will be carried out by the Contractor and reviewed by York Region staff.

Following the execution of a contract for construction by the Region, the 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 ECM will verify compliance and prepare/submit ACRs as described in 2.1.

### **2.2.2 Construction Phase**

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.

The ECM will verify compliance and prepare/submit ACRs.

### **2.2.3 Operation and Maintenance Phase**

Once rapid transit service operations commence on the project (undertaking), York Region will assume responsibility for monitoring the effects of operations and maintenance in accordance with the CMP requirements.

The ECM will verify compliance and prepare/submit ACRs.

## **3.0 Program Scope (nature of commitments to be monitored)**

The CMP has been developed to encompass the range of commitments to be monitored as identified in both the approved EA Report, the Proponent's letter to the MOE and attachments dated Oct 13, 2005 and the Conditions of Approval accompanying the Minister's letter of Approval received in April 2006. In general terms, the nature of the commitments to be monitored is summarized below by phase of the undertaking with specific actions required for each commitment tabulated in more detail in Section 4 of this CMP.

### 3.1 Design Phase

- Ability of infrastructure design to maximize safety for vehicles and pedestrians and of streetscaping plan to enhance corridor and community environment;
- Application of design standards that permit future conversion to LRT technology;
- Effectiveness of infrastructure design and service plans in enhancing connectivity to local and inter-regional transit services;
- Simulation of intersection performance to verify transit service reliability and effects on general traffic;
- Stage 2 Archaeological Assessment;
- Inclusion of measures to mitigate construction effects on residences, businesses, road traffic and pedestrians in contract specifications;
- Opportunities to obtain input from affected communities, First Nations and heritage associations
- Inclusion of built-in attributes to mitigate adverse effects in design solutions;
- Adoption of design solutions that mitigate effects on surface water quality and quantity and aquatic habitat at watercourse crossings;
- Procedures to obtain regulatory approvals and input from municipal departments.

### 3.2 Construction Phase

- 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;
- 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;
- 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;

### 3.3 Operations and Maintenance Phase

- Compliance, by all agencies responsible for design and operation, with the procedures established to manage and monitor the effectiveness of design attributes and built-in measures in mitigating any adverse effects of operations and maintenance on the natural and social environment;
- Compliance, by all agencies responsible for safety and operation and maintenance, with the procedures established to manage and mitigate effects on the natural or social environment of accidents or incidents during operation and maintenance activities.

## 4.0 Actions Required to Address Commitments

The CMP includes the actions tabulated below during each phase to monitor specific environmental compliance activities and provide verification that commitments made in the EA have been met. The commitments listed represent minimum monitoring requirements that may be expanded as necessary to include additional environmental elements if further impacts are identified during and after implementation of the undertaking. The structure of the tables will be used as the format to facilitate recording of the status of the monitoring activities in annual reports submitted during the program.

### 4.1 Monitoring during Design

During the design phase, commitments made in the EA for the inclusion of built-in attributes and mitigation measures, the obtaining of regulatory agency approvals and permits and consultation with affected stakeholders will be monitored. The monitoring activities will be integrated with the design schedule for each segment to ensure timely verification that the commitments have been met by appropriate design solutions before construction activities commence.

In addition, environmental protection measures will be stipulated in all appropriate construction specifications that will form the contractual basis for carrying out the works.

Table 4.1 Monitoring during Design			
I.D.#	Environmental Element	Commitment to be Monitored	Commitment Reference in EA document
1	Fisheries and Aquatic Habitat		
1.1		Transitway design compliance with MTO's <i>Environmental Protection Requirements for Transportation Planning and Highway Design, Construction, Operation and Maintenance</i> , including the Oak Ridges Moraine Component, and the <i>Environmental Best Practices</i> and a copy of these documents to be obtained during the detailed design phase once they are finalized.	Chapter 12, Table 12-1  Appendix E
1.2		A <i>Fisheries Act</i> authorization for any Pomona Mills Creek realignment at the MSF site.	Chapter 12, Table 12-1 Appendix E
1.3		Discussion with TRCA carried out to determine if a HADD will occur at one culvert extension, and if so, to secure a <i>Fisheries Act</i> authorization.	Chapter 12, Table 12-1 Appendix E
1.4		<i>Natural Channel Design</i> principles to be followed in the construction of the realignment of the Pomona Mills Creek at the proposed MSF site. Consultations held with regulatory agencies during detail design to address the proposed realignment and naturalization of this watercourse.	Chapter 12, Table 12-1 Appendix E
1.5		The MSF design coordination with the <i>Pomona Mills Creek Environmental Rehabilitation Project</i> .	Chapter 12, Table 12-1 Appendices E & M
1.6		Any proposed in-stream work and site-specific mitigation measures carried out as outlined in Table 8 of the Natural Science Report	Chapter 12, Table 12-1 Appendix E



Table 4.1 Monitoring during Design			
I.D.#	Environmental Element	Commitment to be Monitored	Commitment Reference in EA document
4.1	Groundwater Resources	Well inspection conducted prior to construction to establish baseline conditions. In the event that wells are required to be closed, closure will proceed in accordance with O.Reg.903 of the <i>Ontario Water Resource Act</i> .	Chapter 12, Table 12-1 Appendix H
5	Surface Water Resources		
5.1		The Storm Water Management Plan (SWMP) developed in accordance with the MOE's <i>Stormwater Management Planning and Design Manual (2003)</i> and compliance with the objectives in Section 46(1) of the <i>Oak Ridges Moraine Conservation Plan (ORMCP)</i> .	Sect. 10.6, Chapter 12, Table 12-1 Appendices E & M
5.2		The planning, design and construction practices included in Section 45(2) of ORMCP to protect water resources.	Chapter 12, Table 12-1 Appendix E
5.3		Compliance with ORMCP Section 45(8), which prohibits new stormwater management ponds in key natural heritage features or hydrologically sensitive features.	Chapter 12, Table 12-1 Appendices E & M
5.4		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, also in Section 45(6) of ORMCP.	Chapter 12, Table 12-1 Appendices E & M
5.5		A SWMP following the approach, described in Section 46(2) of ORMCP, to stormwater management where applicable.	Chapter 12, Table 12-1 Appendices E & M
5.6		A SWMP prepared in accordance with the <i>Rouge River Comprehensive Basin Management Study (TRCA 1990)</i> as required in Section 46(3) of ORMCP.	Chapter 12, Table 12-1 Appendices E & M
5.7		The SWMP avoidance of new rapid infiltration basins and columns facilities within Plan Areas as required in Section 47(1) of ORMCP.	Chapter 12, Table 12-1 Appendices E & M
5.8		Storm water management controls to be applied for the construction of the proposed MSF.	Chapter 12, Table 12-1 Section 11.4.3
5.9		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.	Chapter 12, Table 12-1 Section 10.6
6	Groundwater	The need for any dewatering and any additional analysis needed to determine if linkages exist between dewatering and local surface features and any resulting mitigation requirements. Detailed geotechnical and hydrogeological studies addressing impacts	Proponent Response to Government Review Team Comments
7	Contaminated Soil	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 <i>Brownfield's</i> legislation and the <i>Record of Site Condition Regulation (O.Reg. 153/04)</i> The application of the Federal Contaminated Site Risk Assessment in Canada guidelines in assessing potential health risks.	Chapter 12, Table 12-1 Proponent Response to Government Review Team Comments Appendix I

<b>Table 4.1 Monitoring during Design</b>			
<b>I.D.#</b>	<b>Environmental Element</b>	<b>Commitment to be Monitored</b>	<b>Commitment Reference in EA document</b>
8	Noise and Vibration	Effectiveness of design elements incorporated to mitigate vehicle maintenance and storage activity noise levels exceeding acceptable levels.	Section 11.3
9	Effects on Businesses and Other Land Uses	The parking need assessment and management study developed.	Section 10.1.7 Chapter 12, Table 12-1
10	Level of Accessibility	Catholic Cemeteries' involvement with and acceptance of, details of the intersection design at the Holy Cross cemetery entrance design.	Chapter 12, Table 12-1 Section 13.2
11	Archaeological Resources	Completion of a Stage 2 Archaeological Assessment and procedure for continued consultation with the Ministry of Culture Records of consultation with First Nations.	Proponent Response to Government Review Team Comments and Appendix J
12	Heritage Resources/ Cultural Landscape	Continue to work with Thornhill Heritage Committee during the design phase with respect to the existing community settings. Relocation or burying of hydro lines where widening places lines unacceptably close to existing culturally sensitive areas. Consultation with municipal heritage planners, heritage committees and other local heritage stakeholders, specifically Markham Heritage regarding preservation of two built heritage features on Langstaff MSF site. Design solutions adopted for curb-side stations in Richmond Hill CBD to avoid adverse effects on cultural heritage buildings.	Section 11.3.2  Chapter 12, Table 12-1
13	Community vistas and street and neighbourhood aesthetics	Development of a comprehensive streetscaping plan based on guidelines from the Thornhill Yonge Street Study and incorporation of design features to mitigate adverse effects on residential and pedestrian environment. Consultation with the Thornhill Heritage Community during detailed design development.	Sections 10.6 and 11.3.2 and Proponent's Response to Gov't Review Team Comments
14	Traffic and Pedestrian circulation and access during construction	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.	Section 10.6 and Proponent's Response to Gov't Review Team Comments
15	Safety of traffic and pedestrian circulation and access during rapid transit operations	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. Inclusion of numerical countdown pedestrian lights in detailed design.	Section 10.6 and Gov't Review Team Comment response
16	Interface with City of Toronto Yonge Street Transitway undertaking	Consultation with City of Toronto staff on the status of the Undertaking during the detailed design and construction to provide coordination between projects.	Section 10.1
17	Interface with MTO future 407 Transitway undertaking	Consultation with MTO staff during the detailed design and construction phase to provide coordination and ensure protection for appropriate interface between projects.	Proponent's Response to Gov't Review Team Comments

## 4.2 Construction Monitoring

During the construction of the transitway, the Region will carry out the following monitoring activities to measure the effects of transitway and maintenance facility construction activities on the elements of the environment listed.

**Table 4.2  
Construction Monitoring**

<b>Environmental Effect</b>	<b>Purpose of Monitoring</b>	<b>Monitoring Method</b>	<b>Monitoring Frequency</b>
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 Sediment Control Plan have been satisfied.	After first significant rain event
Potential Loss of site-specific aquatic habitat due to structural work and development of a vehicle maintenance and storage facility.	To avoid or reduce the potential loss of site specific aquatic habitat	On-site environmental inspection during in-water work. Post-construction monitoring of fish habitat compensation measures.	As required by construction schedule for in-water work activities. As well as on completion of construction works on structures.
Fish may be injured or killed by dewatering or physical harm.	To avoid or reduce fish mortality.	On-site environmental inspection during in-water work.	As required by construction schedule for in-water work activities.
Culvert/bridge extension, repair or replacement may create a barrier to fish movement.	To maintain fish passage.	On-site environmental inspection during in-water work.	As required by construction schedule for in-water work activities.
Destruction/ Disturbance of wildlife habitat due to removal of vegetation during construction	To ensure minimum disturbance to wildlife habitat	Post-construction inspection of vegetation plantings to confirm survival.	On completion of construction works adjacent to vegetative areas.
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.
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.
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.
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.
Potential barrier effects during construction and operation	To avoid barriers to entrances/exits to large attractors along Yonge Street and to ensure the effectiveness of the Construction Traffic and Pedestrian Management Plan	Monitor congestion levels during construction and traffic patterns during operations.	After temporary access works have been installed and during on going inspection of construction works.

**4.3 Operations and Maintenance Monitoring**

The Program includes regular monitoring activities as well as development of procedures to be adopted in the event that adverse effects are identified between regular inspections. Monitoring activities during rapid transit operations will encompass the following:

**Table 4-3  
Operations and Maintenance Monitoring**

<b>Environmental Effect</b>	<b>Purpose of Monitoring</b>	<b>Monitoring Method</b>	<b>Monitoring Frequency</b>
Baseflow alterations	To ensure the frequency, magnitude and duration of flows is not adversely affected by new impervious surfaces	Post-construction inspection of storm water management facilities to evaluate their effectiveness. On-going maintenance as required.	After significant storm events following completion of construction facilities.
Fish habitat may be destructed or disturbed due to realignment of watercourse (Pomona Mills Creek at the proposed MSF)	To ensure a healthy fish habitat after watercourse realignment	Monitor the newly altered fish habitat	Twice per year in spring and fall
Fish habitat may be lost due to ineffective storm water management facilities	To ensure that sediment accumulation in storm water management facilities is not causing a population decline.	Monitor degree of sediment accumulation in storm water management facilities.	Immediately after construction, after major storm events and annually.
Temperature increase due to clearing of riparian vegetation and storm water management practices	To ensure minimum change in temperature for aquatic habitat	Post-construction inspection of riparian plantings to confirm survival.	Twice per year in spring and fall
Effect of snow and ice removal on water quality in corridor watercourses	To confirm that water quality is not being adversely affected by transitway and vehicle maintenance activities	Monitor sediment accumulation in storm water management facilities.	During major storm events up to five times per year
Noise generated by operation and maintenance activities	To ensure noise levels comply with Municipal by-laws	Pass-by and idling measurements of levels produced by representative vehicles /activities	Initially after revenue service is introduced and in response to concerns or after any major increase in service frequency.
Effect of rapid transit operations on local air quality (pollutants, odour,)	To confirm that local air quality is not being adversely affected by transit vehicle activity at terminals/facilities	Regular inspections of measures and of transit vehicle exhaust emissions	Initially after facilities are placed into service and at five-year intervals during vehicle life.
Effect of rapid transit operations on GHGs emitted per commuting person-trips	To assess the effectiveness of improved public transit as a commuting choice in reducing GHG emissions in the corridor.	Ridership growth surveys and transit mode split data analysis to derive GHG emission reductions	Findings to be included in the Annual Compliance Reports
Condition of heritage homes adjacent to transitway alignment	To determine if any damage/deterioration is due to vibrations produced by transit vehicles	Post-construction inspection to obtain baseline condition and monitoring during pass-by operations	Initially after revenue service is introduced and in response to concerns or after any major increase in service frequency.
Effect of operations and maintenance on boulevard trees	To ensure the survival of boulevard trees	Inspection of protective measures and monitoring of work methods near trees	Annually

**Table 4-3  
Operations and Maintenance Monitoring**

<b>Environmental Effect</b>	<b>Purpose of Monitoring</b>	<b>Monitoring Method</b>	<b>Monitoring Frequency</b>
Potential effect of transit vehicle access to MSF on local traffic circulation	To ensure minimum interruption to local traffic circulation	Monitor signal operations	Initially after facility is placed into service and after any major expansion of facility activities.
Effect of operations of RT on intersection operation and access to minor side streets and properties along Yonge St. using U-turns	To ensure acceptable level of service at intersections and accessibility to minor side streets and properties along Yonge Street	Monitor intersection performance and conflict potentials. Prohibit Right Turns On Red movements from the side street at these locations if necessary	Initially after introduction of RT service and during the Region's regular assessment of intersection performance.
Effect of RT operation and intersection modifications on traffic infiltration through neighbourhood roads	To identify any increase in the use of neighbourhood roads by non-resident traffic as an alternative to left turn access restrictions.	"Before and after" traffic volume observations on affected roadways to determine any change in infiltration levels.	Before commencement of construction and six months after introduction of RT service.
Increased mobility choice due to rapid transit service introduction and local transit connectivity	To verify the convenience of the inter-connection between rapid transit service and reconfigured local feeder services.	Review of effectiveness of local service plans in terms of growth of transfers and response to customer requests/complaints	After six months of RT service and annually thereafter.
Effect of RT operations on public safety in the right-of-way and in station zones	To confirm the effectiveness of safety measures incorporated in the transit infrastructure design and pedestrian access facilities	Review of accident reports and statistics to establish whether cause is transit related	In response to specific incidents as required and in Annual Compliance Reports
Streetscaping, neighbourhood aesthetics and community vistas	To confirm that landscaping, station and transitway features continue to enhance the community environment in the corridor.	Inspection of landscaping by Region arbourist and streetscaping features by maintenance personnel	Twice annually or in response to specific complaints about plant health, graffiti, cleanliness.
Provision of median crossing for Emergency Response Services vehicles only	To ensure the operation of the ERS vehicles.	Obtain feedback from ERS staff on performance of access provisions.	Initially after completion of access facilities and through regular consultation with the emergency services.
Utilization of Community Facilities	To confirm that rapid transit is increasing usage of facilities due to improved access.	Obtain registration data from facilities served (up to three).	Review registration data annually for a period of 5 years after start-up
Change in existing land use patterns to transit-oriented development may not be attainable or may be inappropriate	To confirm that municipal development approvals and zoning are realizing the benefit of improved transit and encouraging development compatible with existing neighbourhoods.	Monitor re-development activity to control overall increase in and type of development density.	Review municipal data on redevelopment/development levels annually for a period of 10 years after start-up
Effect of an increase in business activity on the urban form	To determine whether business activity along the corridor increases and whether resulting intensification meets urban form objectives.	Monitor business activity, urban form and economic conditions in the corridor.	Review building applications and permits and economic influences annually for 10 years after start-up

## 5.0 Consultation

### 5.1 Community Consultation

Community consultation activities will comprise the following during the phases indicated:

#### 5.1.1 Design Phase

- a) 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.
- b) A design development workshop with community groups representing heritage associations within the segment to be implemented, (e.g. the Society for the Preservation of Historic Thornhill and other participants in the Thornhill Yonge Street Study).

#### 5.1.2 Construction Phase

- a) 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.
- b) 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.

#### 5.1.3 Operations and Maintenance Phase

- a) York Region Transit consults on a regularly basis with the public through Open Houses at which they provide information on planned system expansion and modifications and respond to questions and complaints concerning existing operations. These forums will provide the opportunity to inform the public of the results of monitoring of EA commitments as well as to obtain feedback from the public on the effectiveness of environmental mitigation measures incorporated into the design and operations of the undertaking.
- b) At any time during operation of the undertaking, the public will have the opportunity to lodge complaints or make inquiries by contacting York Region Transit’s Customer

Service Representative by telephone or their e-mail contact service using the information provided on their website [www.yrt.ca](http://www.yrt.ca).

## **5.2 First Nations Consultation**

### **5.2.1 Archaeological Assessment**

The findings of the Stage 2 Assessment and any subsequent assessments will be circulated to all affected stakeholders and the Aboriginal Communities that have asked to be kept informed of the outcome of any archaeological investigations during the design and construction phases.

York Region staff will respond to Aboriginal Communities' requests for information and consult as required to obtain any input provided by them.

### **5.2.2 Notices of Consultation Opportunities**

Notices of public consultation opportunities will be sent to the Aboriginal Communities that wish to be kept informed of the implementation of the undertaking, particularly regarding works associated with any alteration of Pomona Mills Creek.

## **6.0 Program Schedule**

The CMP will be conducted during the implementation of all segments of the Yonge Corridor EA Undertaking. Design of the initial segment between Steeles Avenue and Highway 7 commenced in July 2006 and will continue through 2007 and part of 2008. As noted earlier, construction of this segment is dependent on the availability of funding, but at this time is expected to commence in early 2008 and continue into 2009 with completion anticipated by 2010. Rapid transit operations using the facilities will commence immediately after testing and commissioning of the systems and facilities.

CMP activities programmed for each phase will be carried out throughout the above periods and will continue during operations and maintenance until it can be verified that all commitments relating to operational effects have been met. It is anticipated that a stable operating environment will be reached within three years of the commencement date by which time monitoring activities will have confirmed compliance and as such, will be no longer necessary. Any commitments or conditions which require monitoring beyond the expected three year period will be verified at the appropriate time period during operations and the status of compliance will be recorded in reports submitted to the Ministry at corresponding time intervals.

The extent and timing of subsequent segments has not been determined at this time as their implementation will depend on the availability of funding.

## **7.0 Submission and Circulation of the CMP**

In order to fulfill the Condition of Approval requiring submission of a CMP, this document is submitted to the Director of the Environmental Assessment and Approvals Branch (EAAB) of

the Ministry of the Environment for review and approval within one year of the date of the approval of the EA for the undertaking. Following approval it will be provided to the Director for filing with the Public record maintained for the undertaking. Additional copies will be provided by the Proponent for public access at:

- a) The Regional Director's Office;
- b) The Clerk's Office of the Regional Municipality of York, the Town of Richmond Hill, the Town of Markham and the City of Vaughan.

The document will also be available for public information on the Proponent's website at [www.vivayork.ca](http://www.vivayork.ca).

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.

Once approved, copies of the CMP will be submitted 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.

## **8.0 Annual Compliance Report (ACR)**

The ECM will prepare an Annual Compliance Report (ACR) which describes the results of the Compliance Monitoring Program during the year preceding the submission of each ACR. A copy of the ACR will be submitted to the Directors of the Environmental Assessment and Approvals Branch and Central Region for placement on the Public Record.

The first ACR will be submitted during December 2007 with subsequent submissions in the December of each year thereafter until the construction of the EA undertaking is complete and the rapid transit service has been operated for at least three years after the last construction segment completed.

## **9.0 Other Documents required by the Conditions of Approval**

In parallel with the implementation of the CMP, the following other documents will be prepared and submitted at the appropriate time, as required by the Conditions of Approval of the EA. The compliance with these requirements will be monitored and verified by the ECM during the course of the CMP and recorded, when appropriate, in the ACR.

### **9.1 Ridership Monitoring Program**

York Region will prepare and submit to the City of Toronto and the Toronto Transit Commission, the results of its Ridership Monitoring Program as committed in Section 5.2.2.3 of the EA.



## **9.2 Technology Conversion Plan**

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. If conversion is found to be required prior to 2021, the Plan will include an implementation schedule.

The Ridership 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, GO Transit, the Ministry of Transportation, the Towns of Markham and Richmond Hill and the City of Vaughan.

## **9.3 Complaints Protocol**

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.