

**YONGE STREET CORRIDOR PUBLIC TRANSIT IMPROVEMENTS FROM SUMMARY LISTING OF EA COMPLIANCE
DOCUMENTATION
FOR Y2 SEGMENT STEELES AVENUE TO 19TH AVENUE
(HIGHWAY 7 – 19th AVENUE)
Prepared: December 2019**

This Annual Compliance Review has been prepared primarily by the Design Build Consortia, who are implementing the projects under Design-Build contract. Compliance items related to policy, land use planning, operations and maintenance activities, etc. are reported by York Region. The Compliance Review is carried out by an independent Environmental Compliance Lead, on behalf of York Region's Environmental Compliance Manager. All non- closed items are subject to compliance review. Occasionally, there are items with issues that could not be addressed within the time between the compliance review and submission date. These items are noted and steps to address the issue are indicated. These items will be reviewed in next year's submission.

All compliance items in last year's 2018 Annual Compliance Report that were identified as being completed, closed or not applicable to this segment have been removed from this 2019 Annual Compliance Report. Numbers for the remaining items relate back to the 2018 Annual Compliance Report for easy cross reference.

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| Jamie Freeman & Jim Kroetsch, Jacobs | Steve Mota, The Regional Municipality of York (York Region) |
| Environmental Compliance Lead | Environmental Compliance Manager |

| 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 Y2 |
| Compliance Review | | |
| Column | Results | Notes |
| Status | Yes | Status accepted: the statement about the status of the item is accepted based on the reviewers understanding of the project. |
| | No | Status not accepted: the statement about the status of the item is not accepted based on the reviewers understanding of the project. |
| | UNC | Unclear: Further explanation requested regarding the status of the item. |
| Results | AC | Accepted means that items are reported as in-progress but have not reached a reportable milestone (i.e., there is no documents available). The statement on status is accepted based on the reviewers understanding of the project. |
| | EF | 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 | 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. |
| | NSE | 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, or that evidence is believed to be available |
| | ENF | Evidence Not Found means that evidence has either not been provided or that the evidence does not appear related to the compliance action. |
| | Closed (year) | No further action or review of the item is warranted. Either all condition / commitments for the item have been addressed and reviewed, or the item does not apply or requires no action. |
| Notes | Comments in regard to the compliance review for that year. In addition, the closed components of an item are tracked. For example, an item may have three distinct components, designated by [1], [2] and [3]. If only component [1] was completed in 2013, the column will include a statement that component [1] was closed in 2013. That statement will remain in each subsequent ACR report until all components (i.e., [2] and [3]) are closed. For information on items closed in previous years the reader is directed to the ACR for the year the item was closed. | |

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Glossary

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|-----------|---|--------------|---|
| AAQC | – Ambient Air Quality Criteria | SB | – South Bound |
| ACR | – Annual Compliance Report | SPOHT | – Society for the Preservation of Historic Thornhill |
| APEP | – Air Pesticide and Environmental Planning | SWM | – Storm Water Management |
| AQ | – Air Quality | SWMP | – Storm Water Management Pond |
| BHF | – Built Heritage Features | TCP | – Technology Conversion Plan |
| BRT | – Bus Rapid Transit | TOR | – Terms of Reference |
| CBD | – Commercial Business District | TRCA | – Toronto Regional Conservation Authority |
| CEAA | – Canadian Environmental Assessment Agency | TS | – Technical Support |
| CLU | – Cultural Landscape Units | TSP | – Transit Signal Priority |
| CMP | – Compliance Monitoring Plan | TTC | – Toronto Transit Commission |
| DBCR | – Design Basis and Criteria Report | VMS | – Vehicle Management System |
| DFO | – Fisheries and Oceans Canada | Y2DBCR | – Y2 Design Based Criteria Report |
| EA | – Environmental Assessment | YC or YC2002 | - York Consortium 2002 (completed preliminary design) |
| EAAB | – Environmental Assessment and Approvals Board/Branch | YRRTC | – York Region Rapid Transit Consortium |
| EPA | – Environmental Protection Area | YRT | – York Region Traffic |
| ERS | – Emergency Response Service | YRTP | – York Region Transit Program |
| HADD | – Harmful Alteration, Disruption or Destruction | | |
| LRT | – Light Rail Traffic | | |
| MMAH | – Ministry of Municipal Affairs and Housing | | |
| MOE | – Ministry of the Environment | | |
| MSF | – Maintenance Storage Facility | | |
| MTO | – Ministry of Transportation Ontario | | |
| NAAQO | – National Ambient Air Quality Objectives | | |
| NB | – North Bound | | |
| NPC | – Noise Pollution Clearinghouse | | |
| NWPA | – Navigable Waters Protection Act | | |
| OE | – Owner's Engineer | | |
| OGS | – Oil/Grit Separators | | |
| ORM | – Oak Ridges Moraine | | |
| ORMCP | – Oak Ridges Moraine Conservation Plan | | |
| OSAA | – Ontario Secretariat for Aboriginal Affairs | | |
| PE | – Preliminary Engineering | | |
| PM | – Particulate Matter | | |
| RapidLINK | – The Consortium Designing and Building the Project | | |
| ROW | – Right of Way | | |
| RT | – Right Turn | | |
| RTOR | – Right turn on red | | |

| Section 2.0 - Monitoring of Conditions of Approval | | | | | | | | | |
|--|-------------------------------|--|-----------------------------|---|---|--|-------------------|----------|--|
| 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 | Compliance Review | | |
| | | | | | | | Status | Results | Notes |
| 5 | 1.3 | These proposed conditions do not prevent more restrictive conditions being imposed under other statutes. | York Region | As applicable | Status – On-going Permits received are documented on an on- going basis. Will continue to monitor as implementation progresses. Expected to be closed at project completion | PLAA Ledger [FLC-3.1-001] October 2019 (ID Y2019-001) | Yes | EF | It is accepted that it is not evident that more restrictive conditions have not been imposed directly against and superseding CMP items. However, it is possible that permit requirements may actually have more restrictive conditions. The evidence provided (ID Y2019-001) supports that these requirements are being tracked. This item is On-going. |
| 6 | 2.1 2.2 | Public Record Where a document is required for the Public Record, it shall be provided to the Director for filing | York Region | Design, Construction and Operation as specified | Status – On-going To be completed with the filing of the last ACR. [1] The 2018 ACR was submitted to MOECC on December 20, 2018. [1] Copies of the 2018 ACR were provided to | [1] MOECC Acknowledgement Letter (ID Y2019-002) [2] Correspondence transmitting ACR to Clerks offices and libraries dated (ID Y2019-014, ID Y2019-015) [3] 201 Annual Compliance Report (December 2017) (ID Y2018-003) | Yes | [1-3] EF | [1,3] The evidence provided [Y2019-002 and Y2019- 003] supports the assertion regarding conditions [1 and 3]. This item is On-going. |

| Section 2.0 - Monitoring of Conditions of Approval | | | | | | | | |
|--|---|-----------------------------|---|--|--|-------------------|---------|---|
| 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 | Compliance Review | | |
| | | | | | | Status | Results | Notes |
| | with the Public Record maintained for this undertaking. Additional copies of such documents will be provided by the Proponent for public access at the Regional Director's Office, and the Clerk's Office of: the Regional Municipality of York; the Towns of Richmond Hill and [City] Markham; and the City of Vaughan. These documents may also be provided through other means as considered appropriate by the Proponent. | | | Markham, Vaughan, Richmond Hill and York Region and libraries [2]and posted online. [3]The CMP is posted on York Region's york.ca website. | [3] 2017 Annual Compliance Report (December 2018) (ID Y2019-003) http://www.vivanext.com/PDFs/EA/SouthYongeSt/VYONGE-ENV-RPT-076-2018-DEC-19-Y2_EA_Compliance_2018_Final_(locked).pdf | | | [2] Evidence [Y2019-014 and Y2019-015 for Correspondence transmitting to the Clerks offices and libraries was provided. This item is On-going. |
| 10 | 3.4 i) The Proponent shall prepare and Annual Compliance Report (ACR) which describes the results of the Proponent's EA Compliance Monitoring Program [1]. The Proponent shall submit to the | York Region | Design, Construction and Operation as specified | Status – On-going Conditions will be addressed with the submission of ACR's until all conditions are satisfied. 2019 ACR is currently being prepared and will be submitted to the MOECC in December 2019. | MOECC Acknowledgement Letter (ID Y2019-002) 2018 Y2 ACR (ID Y2019-003) | Yes | EF | The evidence provided [Y2019-002 and Y2019- 003] was found to support the assertion that the ACR was prepared and is being submitted annually. This item is On-going. |

| Section 2.0 - Monitoring of Conditions of Approval | | | | | | | | |
|--|---|-----------------------------|---|--|-------------------------------|-------------------|---------|--|
| 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 | Compliance Review | | |
| | | | | | | Status | Results | Notes |
| | Directors of the EAAB and Central Region, for placement on the Public Record, a copy of the ACR. The timing for the submission of the ACR shall be set out in the Program. The Proponent shall submit the ACR until all conditions are satisfied. When all conditions have been satisfied, the Proponent shall indicate in the ACR that this is the final submission. | | | | | | | |
| 11 | 3.4 ii) The Proponent shall make the documentation available to the MOECC or its designate upon request in a timely manner during an on-site inspection or audit, in response to a pollution incident report, or when information concerning compliance is requested by the MOECC. | York Region | Design, Construction and Operation as specified | Status – On-going Pending a request. | | Yes | AC | It is accepted that there has not been a request to date. This item is On-going. |

| Section 2.0 - Monitoring of Conditions of Approval | | | | | | | | |
|--|---|-----------------------------|-----------------------------------|---|-------------------------------|-------------------|--|--|
| c | 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 | Compliance Review | | |
| | | | | | | Status | Results | Notes |
| 18 | 6.2 The Proponent will undertake [1] a Stage II Archaeological Assessment and [2] any subsequent Archaeological Assessments that may be required. The Proponent is to consult with [3] affected stakeholders and [4] Aboriginal communities on their findings and [5] obtain any necessary approvals prior to proceeding with construction. | York Region | Design | <p>Status – [1, 2, 3, 5] Completed, [4] Completed [1] Stage II Archaeological Assessment completed in 2015 (Y2016-002).</p> <p>[2] Stage III Archaeological Assessment completed in 2016 (Y016-003). Stage III Archaeological Assessment Elgin Mills Burial Remains Recovery (Y2017-004)</p> <p>[4] Reports provided to Huron Wendat First Nation, awaiting comments.</p> <p>[3, 5] Letters of Acknowledgement from MTCS for Stage II (Y2016-004) and Stage III (Y2016-005) Archaeological Assessments. Stage III Elgin Mills Burial clearance letter from MTCS (Y2017-(Y2017-005)</p> <p>[4] It is noted that significant time has passed since the Program Update Package was sent to First Nations. Based on time passed and no response, this item is closed. No action required.</p> | N/A | Yes | [1,2,3,5] Closed [4] AC Closed (2019) | Items [1 -3, 5] closed in 2016 and 2017. Item [4] It is accepted that sufficient time has passed with no response. This item is now closed. |

| Section 3.0 – Compliance Management and Responsibilities | | | | | | | |
|--|--|-----------------------------|---|-------------------------------|-------------------|---------|--|
| Item | Mitigation Measure / Commitment to be Monitored | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | | | Status | Results | Notes |
| 27 | CMP Section 3.2.1 - Design Phase - The ECM will verify compliance and prepare/submit ACRs. | York Region | Status – On-going The 2018 ACR was submitted to the MOECC on December 20, 2018. This report constitutes the 2019 ACR to be submitted in December 2019. | 2018 Y2 ACR (ID Y2019-003) | Yes | EF | The ACR reference provided [Y2019-003] are considered to be evidence of compliance. This item is On-going. |
| 29 | CMP Section 3.2.2 - Construction Phase - The ECM will verify compliance and prepare/submit ACRs. | York Region | Status – On-going The 2018 ACR was submitted to the MOECC in December 2018. This report constitutes the 2019 ACR to be submitted in December 2019. | Y2 ACR (ID Y2019-003) | Yes | EF | The ACR reference [Y2019-003] provided is considered to be evidence of On-going compliance. This item is On-going. |
| 29-a | CMP Section 3.2.3 – Once construction is complete and rapid transit service operations commence on the project, York Region will assume responsibility for monitoring the effects of operations and maintenance in accordance with the CMP requirements. | York Region | Status – Future Work | | Yes | AC | It is accepted that all operational monitoring is Future Work. |

| Section 4.0 – Program Scope – General Commitments | | | | | | | |
|---|---|-----------------------------|--|-------------------------------|-------------------|--|--|
| Item | Mitigation Measure / Commitment to be Monitored (2009 item # if different) | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | | | Status | Results | Notes |
| 36 | CMP Section 4.1 - Opportunities to obtain input from [1] affected communities, [2] First Nations and [3] heritage associations; (2009 item number : 29) | York Region | Status – [1,3] Completed, [2] Completed [2] It is noted that significant time has passed since the Program Update Package was sent to First Nations. Based on time passed and no response, this item is closed. No action required. | N/A | Yes | [1,3] AC [2] AC Closed (2019) | Item [1] Closed in 2015. Item [2]: It is accepted that sufficient time has passed with no response. This item is now closed. Item [3]: Closed in 2007. |

| Section 5.0b Actions Required to Address Commitments- Table 5-2- Monitoring during construction | | | | | | | | | | | | |
|---|--|--|---|--|---|----------------------------|---|--|---|--------|---------|--|
| Construction and Compliance Monitoring | | | | | 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 | Results | Notes |
| Item | Environmental Effect | Purpose of Monitoring | Monitoring Method | Monitoring Frequency | | | | | | | | |
| <p>ITEMS 71 to 79: Status – On-going. Y2 Daily Environmental Inspection Checklist (ID Y2019-004) has been prepared by the Contractor as part of the Environmental Management System (EMS) to ensure regular monitoring of Mitigation Measures as outlined in the various Environmental Management Plans. A Daily Inspection Checklist completed during/around a significant rainfall event is provided for Item 71 (ID Y2019-005)</p> <p>ITEM 76: Status – On-Going. The measures outlined in the Noise and Vibration Management Plan (ID Y2019-006) meet the intent: <i>“Daily inspections will be undertaken by the QA / Environmental Administrators. The QA / Environmental Administrators will identify any issues of deficiencies or non-conformances in weekly inspection summaries. This would include reporting on any failure to ensure the following: Construction equipment is maintained in good working order and complies with MOE NPC-115 Construction Equipment guidelines. The QA / Environmental Administrators may ask to review vehicle and equipment maintenance logs; and Nuisance effect from noise on adjacent sensitive receptors are minimized.”</i></p> <p>ITEM 78: Status – On-Going. A Cultural Heritage Assessment Report was completed in January 2016 (ID Y2019-007). It includes the identification of Cultural Heritage Landscapes and Built Resources and provides a description of the existing environment and conditions of the resources. Indirect impacts are identified as well as mitigation measures. Should any deterioration or damage be reported, protocols identified in the Cultural Heritage Management GEMP (ID Y2019-008) will be implemented.</p> <p>ITEM 72: Status – Closed. Does not apply to Y2.</p> <p>ITEM 80: [1] Status – On-going. Traffic monitoring is conducted on an on-going basis. Section 3.2.1 of the Traffic Management Plan indicates that <i>“RapidLINK’s Traffic Control Persons will check the traffic control devices regularly to ensure that the traffic operations in the work zones are acceptable. Such personal engaged in traffic control will check the work sites carefully to make sure that traffic controls are continually updated to suit changing construction conditions due to work staging and progress, or if an immediate improvement to the traffic control is needed”</i>. (ID Y2019-009). The Site Specific Traffic Staging (ID Y2019-010) illustrates the customized nature of planning. Traffic Monitoring Travel time and traffic monitoring graphic representation (ID Y2019-011) and (ID Y2019-012) show evidence that traffic is monitored via Stinson software.</p> | | | | | | | | | | | | |
| 71 | 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 | No change | Not applicable | Not applicable | Not applicable | CPG 9-Dec- 17 | Yes | EF | Provided evidence [Y2019-004] supports the assertion of Environmental Monitoring. This item is On-going. |
| 73 | 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. | No change | Not applicable | Not applicable | Not applicable | CPG 9-Dec- 17 | Yes | EF | Provided evidence [Y2019-004] supports the assertion of Environmental Monitoring. This item is On-going. |
| 74 | 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. | No change | Not applicable | Not applicable | Not applicable | CPG 9-Dec- 17 | Yes | EF | Provided evidence [Y2019-004] supports the assertion of Environmental Monitoring. This item is On-going. |

| Section 5.0b Actions Required to Address Commitments- Table 5-2- Monitoring during construction | | | | | | | | | | | | |
|---|---|---|--|---|---|----------------------------|---|--|---|--------|---------|--|
| Construction and Compliance Monitoring | | | | | 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 | Results | Notes |
| Item | Environmental Effect | Purpose of Monitoring | Monitoring Method | Monitoring Frequency | | | | | | | | |
| 75 | 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. | No change planned | Not applicable | Not applicable | Not applicable | CPG 9-Dec- 17 | Yes | EF | Provided evidence [Y2019-004] supports the assertion of Environmental Monitoring. This item to remain On-going. |
| 76 | 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. | No change | Not applicable | Not applicable | Not applicable | CPG 9-Dec- 17 | Yes | EF | Evidence [Y2019-004] supports that noise monitoring is occurring. [2018-006] supports the assertion that Noise and Vibration Management Plan has been developed. This item to remain On-going. |
| 77 | 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. | No change | Not applicable | Not applicable | Not applicable | CPG 9-Dec- 17 | Yes | EF | Provided evidence [Y2019-004] supports the assertions of Environmental monitoring. This item is On-going. |
| 78 | 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. | No change | Not applicable | Not applicable | Not applicable | CPG 9-Dec- 17 | Yes | EF | Item [Y2019-007] and [Y2019-008] supports the assertions. |
| 79 | 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. | No change | Not applicable | Not applicable | Not applicable | CPG 9-Dec- 17 | Yes | EF | Provided evidence [Y2019-004] supports the assertions. |

| Section 5.0b Actions Required to Address Commitments- Table 5-2- Monitoring during construction | | | | | | | | | | | | |
|---|---|--|--|---|---|----------------------------|---|--|---|--------|------------------|--|
| Construction and Compliance Monitoring | | | | | 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 | Results | Notes |
| Item | Environmental Effect | Purpose of Monitoring | Monitoring Method | Monitoring Frequency | | | | | | | | |
| 80 | 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 [1] and traffic patterns during operations.[2] | After temporary access works have been installed and during ongoing inspection of construction works. | No change | Not applicable | Not applicable | Not applicable | CPG 9-Dec- 17 | Yes | [1] EF [2] AC | Evidence provided [2019-009 and 2019-010] document that traffic congestion is taken into consideration during construction, discussed in meeting minutes and by following correct traffic control methods. As documented in OE Review in 2018, Traffic Monitoring has been provided as shown in Document ID # Y2019-011 and Y 2019-12. This item is On-going. Item [2] closed in 2016 via ITEM 80- i. |

| Section 5.0 - Actions Required to Address Commitments - Table 5.3 Operations and Maintenance Monitoring | | | | | | | | | | York Region's Notes | | Compliance Review | | |
|---|--|--|--|--|--|----------------------------|---|--|---|---|-------------------------------|-------------------|---------|--|
| 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 Operations and Maintenance | Compliance Document Reference | Status | Results | Notes |
| 80-a | Base low alterations | To ensure frequency, magnitude and duration of flow is not adversely affected by new impervious surfaces | Post-Construction inspection of storm water management facilities to evaluate their effectiveness. On-going maintenance | After significant storm events following completion of construction facilities | No change planned | Not applicable | Not applicable | Not applicable | CPG 9-Dec-17 | Future Work | | Yes | AC | Accepted that post construction monitoring is Future Work. |
| 80-c | Fish habitat may be lost due to reflective 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 | No change planned | Not applicable | Not applicable | Not applicable | CPG 9-Dec-17 | Future Work | | Yes | AC | Accepted that post construction monitoring is Future Work. |
| 80-d | Temperature increase due to clearing of riparian vegetation and storm water management practices | To ensure minimum change in temperature to aquatic habitat | Post-construction inspection of riparian plantings to confirm survival. | Twice per year in spring and fall | No change planned | Not applicable | Not applicable | Not applicable | CPG 9-Dec-17 | Future Work | | Yes | AC | Accepted that post construction monitoring is Future Work. |

| Section 5.0 - Actions Required to Address Commitments - Table 5.3 Operations and Maintenance Monitoring | | | | | | | | | | York Region's Notes | | Compliance Review | | |
|---|---|---|--|--|--|----------------------------|---|--|---|---|-------------------------------|-------------------|---------|--|
| 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 Operations and Maintenance | Compliance Document Reference | Status | Results | Notes |
| 80-e | Effect of snow and ice removal on water quality in corridor watercourses | To confirm that water quality is not being adversely affected by transit way and vehicle maintenance activities | Monitor sediment accumulation in storm water management facilities | During major storm events up to five times per year | No change planned | Not applicable | Not applicable | Not applicable | CPG 9-Dec-17 | Future Work | | Yes | AC | Accepted that post construction monitoring is Future Work. |
| 80-f | 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 in and in response to concerns or after any major increase in service frequency. | No change planned | Not applicable | Not applicable | Not applicable | CPG 9-Dec-17 | Future Work | | Yes | AC | Accepted that post construction monitoring is Future Work. |
| 80-g | 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 inspection of measures and of transit vehicles exhaust emissions | Initially after facilities are placed into service and at five-year intervals during vehicle life. | No change planned | Not applicable | Not applicable | Not applicable | CPG 9-Dec-17 | Future Work | | Yes | AC | Accepted that post construction monitoring is Future Work. |
| 80-h | 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 reduction | Findings to be included in the annual Compliance Reports. | No change planned | Not applicable | Not applicable | Not applicable | CPG 9-Dec-17 | Future Work | | Yes | AC | Accepted that post construction monitoring is Future Work. |

| Section 5.0 - Actions Required to Address Commitments - Table 5.3 Operations and Maintenance Monitoring | | | | | | | | | | York Region's Notes | | Compliance Review | | |
|---|---|---|---|--|--|----------------------------|---|--|---|---|-------------------------------|-------------------|---------|--|
| 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 Operations and Maintenance | Compliance Document Reference | Status | Results | Notes |
| 80-i | 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 | No change planned | Not applicable | Not applicable | Not applicable | CPG 9-Dec-17 | Future Work | | Yes | AC | Accepted that post construction monitoring is Future Work. |
| 80-j | 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 service | 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 | No change planned | Not applicable | Not applicable | Not applicable | CPG 9-Dec-17 | Future Work | | Yes | AC | Accepted that post construction monitoring is Future Work. |
| 80-k | 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 | No change planned | Not applicable | Not applicable | Not applicable | CPG 9-Dec-17 | Future Work | | Yes | AC | Accepted that post construction monitoring is Future Work. |
| 80-l | 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 [1] by Region arborist and streetscaping features [2] by maintenance personnel | Twice annually or in response to specific complaints about plant health, graffiti, cleanliness | No change planned | Not applicable | Not applicable | Not applicable | CPG 9-Dec-17 | Future Work | | Yes | AC | Accepted that post construction monitoring is Future Work. |

| Section 5.0 - Actions Required to Address Commitments - Table 5.3 Operations and Maintenance Monitoring | | | | | | | | | | York Region's Notes | | Compliance Review | | |
|---|--|--|--|--|--|----------------------------|---|--|---|---|-------------------------------|-------------------|---------|--|
| 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 Operations and Maintenance | Compliance Document Reference | Status | Results | Notes |
| 80-m | Provision of median crossing for Emergency Response Services vehicles | To ensure the operation of the ERS vehicles | Obtain feedback from ERS staff on performance of access provisions | Initially after completion of access [1] facilities and through regular consultation with the emergency services [2] | No change planned | Not applicable | Not applicable | Not applicable | CPG 9-Dec-17 | Future Work | | Yes | AC | Accepted that post construction monitoring is Future Work. |
| 80-n | 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 | No change planned | Not applicable | Not applicable | Not applicable | CPG 9-Dec-17 | Future Work | | Yes | AC | Accepted that post construction monitoring is Future Work. |
| 80-o | 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 | No change planned | Not applicable | Not applicable | Not applicable | CPG 9-Dec-17 | Future Work | | Yes | AC | Accepted that post construction monitoring is Future Work. |
| 80-p | 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 | No change planned | Not applicable | Not applicable | Not applicable | CPG 9-Dec-17 | Future Work | | Yes | AC | Accepted that post construction monitoring is Future Work. |

| Section 5.0 - Actions Required to Address Commitments - Table 5.3 Operations and Maintenance Monitoring | | | | | | | | | | York Region's Notes | | Compliance Review | | |
|---|----------------------|-----------------------|-------------------|----------------------|--|----------------------------|---|--|---|---|-------------------------------|-------------------|---------|-------|
| 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 Operations and Maintenance | Compliance Document Reference | Status | Results | Notes |
| | | | | years after start-up | | | | | | | | | | |

| Section 6.0 – Modifying the design of the undertaking | | | | | | | |
|---|---|-----------------------------|---|--|-------------------|---------|--|
| Item | Mitigation Measure / Commitment to be Monitored | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | | | Status | Results | Notes |
| 81 | 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. (2009 item number :61) | York Region | Status – On-going A list of approved minor changes to-date has been logged to-date - Change Control Log [ID Y2019-013] | Change Control Log Oct 2019 (ID Y2019-013) | Yes | EF | The evidence [Y2019-013] supports the assertions regarding minor changes being reported. This item is On-going |
| 82 | 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. (2009 item number : 62) | York Region | Status – On-going (if necessary). At this time there is no change to the design of the undertaking that results in a material increase in the expected net environmental effects of the undertaking. | | Yes | AC | It is accepted that there is no change. This item is On-going. |

| Section 8.0 – Program Schedule | | | | | Compliance Review | | |
|--------------------------------|--|-----------------------------|---|-------------------------------|-------------------|---------|--|
| Item | Mitigation Measure / Commitment to be Monitored | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Status | Results | Notes |
| 89-a | <p>CMP Sec 8: 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. Rapid transit operations using the facilities will commence immediately after testing and commissioning of the systems and facilities.</p> <p>CMP activities programmed for each phase will be carried out throughout the implementation of the project [1] and will continue during operations and maintenance until it can be verified that all commitments relating to operational effects have been met. [2] 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.</p> | | <p>Status: [1] Completed [2] Future Work</p> <p>[1] Refer to item 27. Mitigation measures required throughout implementation of the project are documented and reported on through the ACR process.</p> <p>[2] Refers to Operational monitoring</p> | | Yes | AC | <p>Item [1]: Closed in 2016.</p> <p>Item [2] is post-construction monitoring and is Future Work.</p> |

| Section 10 – Annual Compliance Report | | | | | Compliance Review | | |
|---------------------------------------|--|-----------------------------|--|---|-------------------|---------|---|
| Item | Mitigation Measure / Commitment to be Monitored | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Status | Results | Notes |
| 94-a | <p>CMP Sec 10: 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.</p> <p>The first ACR will be submitted in December 2008 with subsequent submissions in December of each year thereafter until the construction of the undertaking is complete and the rapid transit service has been operated for at least three years after the last construction segment completed</p> | York Region | <p>Status: On-going</p> <p>The 2018 ACR was submitted to the MOECC in December 2018.</p> <p>This report constitutes the 2019 ACR to be submitted in December 2019.</p> | <p>MOECC Acknowledgement Letter (ID Y2019-002)</p> <p>2018 Y2 ACR (IDY2019-003)</p> | Yes | EF | <p>Documents provided support that the ACR was submitted in 2018 and this report constitutes the 2019 ACR which will be submitted in December 2019. This item is Ongoing.</p> |

| Appendix 1 Table 11-1 Yonge Street Corridor Public Transit Improvements EA - Table 11-1 Assessment of Environmental Effects for Objective A - Mobility | | | | | | | | | | | Compliance Monitoring | | | | | | | |
|---|--|--------------------------------|---------------|---|-----------------|--|---|--|--|--------------------|---|-------------------------------|---|---|-------------------------------|-------------------|-------------------------|-------|
| GOAL | Environmental Value/ Criterion | Environmental Issues/ Concerns | Project Phase | | | Location | Potential Environment Effects | Proposed Mitigation Measures | | | Level of Significance after Mitigation | Monitoring and Recommendation | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | P | C | O | | | Built-In Positive Attributes and/or Mitigations [A] | Potential Residual Effects | Further Mitigation | | | | | | Status | 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 | | | | | | | | | | | | | | | | | |
| (b) | Compatibility with proposed local network | ✓ | ✓ | | Entire Corridor | Inconvenient transfer between local transit and Yonge Rapid Transit may discourage transit ridership | Stations generally located on east-west local transit routes ensuring convenient transfers between services. Integrated fare system proposed. | Project may change the configuration of local transit. | [1] Local services will be configured as a grid where practical, providing community coverage and feeder roles | Positive effect | [2] Regular review of effectiveness of local service plans. | York Region | Status – Future Regular review of effectiveness of local service plans is an ongoing YRT task. Local service plans are updated approximately quarterly according to YRT Board Periods. | https://www.yrt.ca/en/schedules-and-maps/service-changes.aspx#Viva-green-revised-schedule | Yes | EF | Web reference provided. | |

| Appendix 1 Table 11-1 Yonge Street Corridor Public Transit Improvements EA - Table 11-1 Assessment of Environmental Effects for Objective A - Mobility | | | | | | | | | | | Compliance Monitoring | | | | | | | |
|---|---|---|---------------|---|---|-----------------|---|--|---|--|--|---|-----------------------------|--|-------------------------------|-------------------|---------|---|
| GOAL | Environmental Value/ Criterion | Environmental Issues/ Concerns | Project Phase | | | Location | Potential Environment Effects | Proposed Mitigation Measures | | | Level of Significance after Mitigation | Monitoring and Recommendation | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | P | C | O | | | Built-In Positive Attributes and/or Mitigations [A] | Potential Residual Effects | Further Mitigation | | | | | | Status | Results | Notes |
| OBJECTIVE A: To improve mobility by providing a fast, convenient, reliable and efficient rapid transit service | | | | | | | | | | | | | | | | | | |
| 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. | [1] Micro-simulation of rapid transit operation and general traffic movements during detailed design will be used to optimize signal timing. [2] 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 | [3] Pursue an on-going intersection performance monitoring program | York Region | Status – Future work. Intersection monitoring will be carried out by York Region Transportation Services following the commencement of operation. | | Yes | AC | The revised description indicates that the meeting the commitments will be completed during operation phase. It is accepted as Future Work. |
| A5 | Locate stations to maximize ridership potential and convenience of access for all users | Residents or employees within walking distance of stations. Accessibility for mobility impaired users | ✓ | ✓ | | Entire Corridor | Stations at locations without transit-oriented land use and convenient access 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 – [1] Completed. [2] Future Work [1] York Region has developed guidelines for assessing potential locations for new Viva stations. [2] No new development applications have been received for the corridor during the detailed design (design/build) phase. The Region will monitor applications. | | Yes | [2] AC | [1] Closed in 2014. [2] Accepted that review of infill development is Future Work. |

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

| Appendix 1 Table 11-2 Yonge Street Corridor Public Transit Improvements EA - Table 11-2 Assessment of Environmental Effects for Objective B - Social Environment | | | | | | | | | | | Compliance Monitoring | | | | | | | |
|---|--------------------------------|---|--|---|---|-------------------|---|--|----------------------------|--------------------|--|---|-----------------------------|--|-------------------------------|-------------------|---------|--|
| GOAL | Environmental Value/ Criterion | Environmental Issues/ Concerns | Project Phase 1 | | | Location | Potential Environment Effects | Proposed Mitigation Measures | | | Level of Significance after Mitigation | Monitoring and Recommendation | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | P | C | O | | | Built-In Positive Attributes and/or Mitigations [A] | Potential Residual Effects | Further Mitigation | | | | | | Status | Results | Notes |
| | | | OBJECTIVE B: To protect and enhance the social environment in the corridor | | | | | | | | | | | | | | | |
| (c) | | Parking Prohibitions in Richmond Hill Commercial Business District. | | | ✓ | Richmond Hill CBD | RT operations during the "shoulder" periods may necessitate parking restrictions. | Existing parking prohibition may not be sufficient during shoulder period. It is recommended that on-street parking should be restricted in both directions during the peak periods. | None expected | None necessary | Insignificant | Monitoring of "shoulder" periods prior to and after the peak periods will need to be undertaken to determine the need to extend the parking restriction at specific locations in the CBD. | York Region | Status – Future work. Monitoring of "shoulder" periods prior to and after the peak periods applies after transitway construction and will be carried out by York Region Transportation Services following the commencement of operation. | | Yes | AC | Accepted that post-construction monitoring is Future Work. |

| Appendix 1 Table 11-2 Yonge Street Corridor Public Transit Improvements EA - Table 11-2 Assessment of Environmental Effects for Objective B - Social Environment | | | | | | | | | | | Compliance Monitoring | | | | | | | |
|---|--|--|--|---|---|--|---|--|----------------------------|--------------------|--|--|-----------------------------|--|-------------------------------|-------------------|---------|---|
| GOAL | Environmental Value/ Criterion | Environmental Issues/ Concerns | Project Phase 1 | | | Location | Potential Environment Effects | Proposed Mitigation Measures | | | Level of Significance after Mitigation | Monitoring and Recommendation | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | P | C | O | | | Built-In Positive Attributes and/or Mitigations [A] | Potential Residual Effects | Further Mitigation | | | | | | Status | Results | Notes |
| | | | OBJECTIVE B: To protect and enhance the social environment in the corridor | | | | | | | | | | | | | | | |
| B4 (a) | Minimize adverse noise and vibration effects | Noise effect for BRT and LRT due to Widening of Yonge Street | | | ✓ | Entire corridor in proximity of residential uses | Combine effect of median Transitway operation and general traffic on the widened Yonge Street roadway may result in increased noise levels for residents. | Modeling of future traffic activities indicated that expected noise increases will not exceed the 5dB threshold at which mitigation measures are required. BRT and LRT sound levels expected to be marginal to none. | None expected | None necessary | Negligible | Conduct audit measurements to confirm compliance once the Transitway is fully operational. | York Region | Status – Future work. Audit measurements to be carried out by York Region Transportation Services following the commencement of operation. | | Yes | AC | Accepted that post-construction audit measurements is Future Work. |
| B4 (b) | | Vibration effect for BRT and LRT due to Widening of Yonge Street | | | ✓ | Entire corridor in proximity of residential uses | Combine effect of median Transitway operation and general traffic on the widened Yonge Street roadway 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 | Conduct audit measurements to confirm compliance once the Transitway is fully operational. | York Region | Status – Future work. Audit measurements to be carried out by York Region Transportation Services following the commencement of operation. | | Yes | AC | Accepted that post-construction audit measurements are Future Work. |

| Appendix 1 Table 11-2 Yonge Street Corridor Public Transit Improvements EA - Table 11-2 Assessment of Environmental Effects for Objective B - Social Environment | | | | | | | | | | | Compliance Monitoring | | | | | | | |
|---|--------------------------------|--|---------------|---|---|-----------------|--|---|--|---|---|---|-----------------------------|--|--|-------------------|----------|---|
| GOAL | Environmental Value/ Criterion | Environmental Issues/ Concerns | Project Phase | | | Location | Potential Environment Effects | Proposed Mitigation Measures | | | Level of Significance after Mitigation | Monitoring and Recommendation | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | 1 | | | | | Built-In Positive Attributes and/or Mitigations [A] | Potential Residual Effects | Further Mitigation | | | | | | Status | Results | Notes |
| | | | P | C | O | | | | | | | | | | | | | |
| OBJECTIVE B: To protect and enhance the social environment in the corridor | | | | | | | | | | | | | | | | | | |
| (b) | | Noise & vibration to be experienced during construction activities | | | ✓ | Entire Corridor | Potential adverse environmental effects from noise and vibration resulting from construction activities. | [1] Construction equipment to comply with MOECC APEP-115 noise emission standards. [2] Further, construction activities to comply with local noise by-laws, especially time and place restrictions. | Short-duration noises from safety devices such as back-up beepers. | If practicable, measures such as temporary hoarding may be used to mitigate residual noise under certain limited circumstance | No significant effect is anticipated after mitigation. However, due to the very nature of the work, certain noise sources are likely to be audible at nearby receptors. | [3] Monitoring may be undertaken in response to certain specific complaints relating to noise and vibration. However, on-going or continuous monitoring is not recommended. | York Region | Status-On-going The Noise and Vibration Management Plan demonstrates compliance to mitigate noise and vibration effects of construction, to be implemented during construction and monitored using the Daily Environmental Checklist Continued. | Y2 Daily Environmental Inspection Checklists (Y2019-004) | Yes | [1-3] EF | [1-3] Evidence provided [Y2019-004] support assertions plus that inspections are occurring during construction. See Item 76 for specifics of equipment monitoring. This item is On-going. |

| Appendix 1 Table 11-2 Yonge Street Corridor Public Transit Improvements EA - Table 11-2 Assessment of Environmental Effects for Objective B - Social Environment | | | | | | | | | | | Compliance Monitoring | | | | | | | |
|---|---|--------------------------------|-----------------|---|---|-----------------|--|--|-------------------------------|---|--|--|-----------------------------|---|-------------------------------|-------------------|-----------------------------|--|
| GOAL | Environmental Value/ Criterion | Environmental Issues/ Concerns | Project Phase 1 | | | Location | Potential Environment Effects | Proposed Mitigation Measures | | | Level of Significance after Mitigation | Monitoring and Recommendation | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | P | C | O | | | Built-In Positive Attributes and/or Mitigations [A] | Potential Residual Effects | Further Mitigation | | | | | | Status | Results | Notes |
| OBJECTIVE B: To protect and enhance the social environment in the corridor | | | | | | | | | | | | | | | | | | |
| B6 (b) | Minimize disruption of community vistas and adverse effects on street and neighbourhood aesthetics (cont'd) | 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. Place landscaping in planters and incorporate buried irrigation systems. | Species may still not survive | Change species, irrigation patterns, etc. | Insignificant | [2] Monitor health of landscaping continuously | York Region | Status – [1] Completed [2] Future Work [1] RapidLINK has selected plants from the York Region list of acceptable trees, shrubs, grasses, and perennials based on their hardiness to salt and drought. Table 8.3.4 in TS 8 - Landscape and Streetscape Design Report (Y2015-033) outlines a sample planting material list to be used for the Project. Irrigation plans are included in the Boulevard IFC Drawings (Y2017-009) [2] Following the post-construction warranty period, York Region Forestry Services will monitor the health of landscaping. | | Yes | [1] Closed (2017) [2] AC | Item [1]: This item is Closed. Item [2] was deemed Future Work in 2015. |

| Appendix 1 Table 11-3 Yonge Street Corridor Public Transit Improvements EA - Table 11-3 Assessment of Environmental Effects for Objective C – Natural Environment | | | | | | | | | | | Compliance Monitoring | | | | | | | |
|--|--------------------------------|---|---------------|---|---|-----------------|--|--|--------------------------------|-----------------------------------|--|--|-----------------------------|--|---|-------------------|----------|---|
| GOAL | Environmental Value/ Criterion | Environmental Issue/ Concerns | Project Phase | | | Location | Potential Environment Effects | Proposed Mitigation Measures | | | Level of Significance after Mitigation | Monitoring and Recommendation | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | P | C | O | | | Built-In Positive Attributes and/or Mitigations [A] | Potential Residual Effects | Further Mitigation | | | | | | Status | Results | Notes |
| OBJECTIVE C: To protect and enhance the natural environment in the corridor | | | | | | | | | | | | | | | | | | |
| C1 (b) | | Sediment laden storm water entering watercourses during construction. | | ✓ | | Entire Corridor | Fish kills and loss of aquatic habitat resulting in short term population decline. | [1] Construction fencing at work areas near watercourses limiting area of disturbance. [2] Erosion and Sediment Control Plan will be included. | Short term population decline. | None practical | Significant, only if erosion and sediment control measures fail due to an event during winter. | [3] Monitor sediment accumulation after rain events during construction to ensure that the proposed mitigation measures in the ESCP have been satisfied. | York Region | Status – [2] Completed [1, 3] On-going [1, 3] Item 1.2 Daily Environmental Checklist verifies fencing is available; Item 1.3 monitoring for evidence of sedimentation is conducted after rain events. (Y2019-004). | [1,3] Y2 Daily Environmental Inspection Checklist (Y2019-004) | Yes | [1,3] EF | Item [2] closed in 2015. The documents provided [Y2019-004] support the assertion for items and that inspections are occurring and On-going during construction [1, and 3]. These items are On-going. |
| (c) | | Sediment laden storm water entering watercourses during operation. | | | ✓ | Entire Corridor | Loss of aquatic habitat resulting in population decline. | Storm water management facilities such as grassed swales, oil and grit separators, and storm water ponds. Opportunities to improve storm water quality will be investigated. | Short term population decline. | Clean-out facilities as required. | Insignificant | Monitor sediment accumulation in storm water management facilities. | York Region | Status – Future work. Maintenance of storm water management facilities following the construction warranty period will be carried out by York Region Transportation Services. | | Yes | AC | Accepted that post-construction monitoring is Future Work. |

| Appendix 1 Table 11-3 Yonge Street Corridor Public Transit Improvements EA - Table 11-3 Assessment of Environmental Effects for Objective C – Natural Environment | | | | | | | | | | | Compliance Monitoring | | | | | | | |
|--|--|-------------------------------|---------------|---|---|---|--|---|---|--|--|---|-----------------------------|---|---|-------------------|----------------------|--|
| GOAL | Environmental Value/ Criterion | Environmental Issue/ Concerns | Project Phase | | | Location | Potential Environment Effects | Proposed Mitigation Measures | | | Level of Significance after Mitigation | Monitoring and Recommendation | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | P | C | O | | | Built-In Positive Attributes and/or Mitigations [A] | Potential Residual Effects | Further Mitigation | | | | | | Status | Results | Notes |
| OBJECTIVE C: To protect and enhance the natural environment in the corridor | | | | | | | | | | | | | | | | | | |
| C1 (d) | Minimize adverse effects on Aquatic Ecosystems (continued) | Loss of site-specific habitat | | ✓ | | All watercourses within entire corridor | Potential loss of fish habitat as a result of culvert/bridge extension, repair or replacement and development of a vehicle maintenance and storage facility. | Design transitway cross-sections to avoid modifications at culverts/bridges. 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. [3] Perform all in-water work in the dry using a temporary flow bypass system. [4] | A harmful alteration of fish habitat may result from a culvert extension at Rouge River Tributary 2 and development of the vehicle maintenance and storage facility at Langstaff Road at Don River Tributary 3. | Negotiations with regulatory agencies during detail design. [1] Compensate for the harmful alteration of fish habitat. Opportunity to enhance enclosed and degraded stream at vehicle maintenance and storage facility through stream daylighting, realignment and restoration [2] | Insignificant | On-site environmental inspection during in-water work [3] Post-construction monitoring of fish habitat conservation measures. [4] | York Region | Status – [1,3] On-going; [2,4] Closed An Aquatic Resources Protection Plan was prepared during Detailed Design which outlines agencies consulted [1], timing constraints for in-water construction [3], and in-water work timing restrictions. [1] Also refer to Item 45. [1] Permits, Licenses, Approvals and Authorizations Ledger demonstrates ongoing discussions with TRCA for Y2.1 and Y2.2. (Y2017-001, Y2018-014, and Y2019-001) [3] Aquatic Resources Protection GEMP has been updated (ID Y2017-007) and environmental inspection is documented using the Daily Environmental Inspection Checklist (Y2019-004) | PLAA Ledger [FLC-3.1-001] October 2019 (Y2019-001) Y2 Daily Environmental Inspection Checklist (Y2019-004) | Yes | [1,3] EF [2,4] AC | Item [1]: ID Y2017-001, Y2018-014, and Y2019-001 support the assertion that agencies are being consulted. This item is On-going. Item [2,4]: Closed in 2017. Item [3]: Document [Y2019-004] supports the assertion that a water work plan was developed and is On-going. |
| (e) | | Fish mortality | | ✓ | | All watercourses within entire corridor | Fish may be injured or killed by dewatering or physical harm. | [1] Design transitway cross-sections to avoid modifications at culverts/bridges. [2] Avoid in-water work to the extent possible. [3] Perform all in-water work in the dry using a temporary flow bypass system. | None expected. | None | Negligible | [6] On-site environmental inspection during in-water work. | York Region | Status – [1, 2, 5] Completed; [3, 4, 6] On-going [3, 4, 6] Daily Environmental Inspection (Y2019-004) | Y2 Daily Environmental Inspection Checklist (Y2019-004) | Yes | EF [3, 4, 6] | Items [1, 2, 5]: Closed Items [3, 4, 6]: Evidence provided [Y2019-004] supports the assertion. |

| Appendix 1 Table 11-3 Yonge Street Corridor Public Transit Improvements EA - Table 11-3 Assessment of Environmental Effects for Objective C – Natural Environment | | | | | | | | | | | Compliance Monitoring | | | | | | | |
|--|--|-------------------------------|---------------|---|--|--|--|--|---|--------------------|--|-------------------------------|--|---|-------------------------------|--|---|-------|
| GOAL | Environmental Value/ Criterion | Environmental Issue/ Concerns | Project Phase | | | Location | Potential Environment Effects | Proposed Mitigation Measures | | | Level of Significance after Mitigation | Monitoring and Recommendation | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | P | C | O | | | Built-In Positive Attributes and/or Mitigations [A] | Potential Residual Effects | Further Mitigation | | | | | | Status | Results | Notes |
| OBJECTIVE C: To protect and enhance the natural environment in the corridor | | | | | | | | | | | | | | | | | | |
| | | | | | | | [4] Capture fish trapped during dewatering of the work zone and safely release upstream. [5] Prohibit the entry of heavy equipment into the watercourse. | | | | | | | | | | | |
| C1 (f) | Minimize adverse effects on Aquatic Ecosystems (continued) | Barriers to fish movement | ✓ | ✓ | All watercourses within entire corridor. | Culvert/bridge extension, repair or replacement may create a barrier to fish movement. | [1] Use open footing culverts or countersink closed culverts a minimum of 20% of culvert diameter. [2] The culvert extension will be designed to maintain fish passage. | [3] The culvert extension at Rouge River Tributary 2 will be designed to avoid the creation of a barrier to fish movement. [4] No barrier to fish movement will be created at the vehicle maintenance and storage facility at Langstaff Road at Don River Tributary 3. | Negotiations with regulatory agencies during detail design. | Negligible | [5] On-site environmental inspection during in-water work. | York Region | Status – [1,2,3] Completed; [4] Does not apply; [5] On-going [4] MSF at Langstaff Road at Don River Tributary 3 is not within Segment Y2. [5] Daily Environmental Inspection [ID Y2019-004] | [5] Y2 Daily Environmental Inspection Checklist (Y2019-004) | Yes | [1-3] AC Closed (2015) [4] AC Closed (2018) [5] EF | Items [1, 2 and 3]: Closed in 2015. Item [4]: It is accepted that Trib. 3 does not apply and is closed. Item [5]: The document provided [Y2019-004] supports the assertion. | |

| Appendix 1 Table 11-3 Yonge Street Corridor Public Transit Improvements EA - Table 11-3 Assessment of Environmental Effects for Objective C – Natural Environment | | | | | | | | | | | Compliance Monitoring | | | | | | | |
|--|--------------------------------|-------------------------------|---------------|---|---|--|--|--|---|--|--|---|-----------------------------|---|-------------------------------|-------------------|----------|--|
| GOAL | Environmental Value/ Criterion | Environmental Issue/ Concerns | Project Phase | | | Location | Potential Environment Effects | Proposed Mitigation Measures | | | Level of Significance after Mitigation | Monitoring and Recommendation | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | P | C | O | | | Built-In Positive Attributes and/or Mitigations [A] | Potential Residual Effects | Further Mitigation | | | | | | Status | Results | Notes |
| OBJECTIVE C: To protect and enhance the natural environment in the corridor | | | | | | | | | | | | | | | | | | |
| (i) | | Increased temperature | | ✓ | ✓ | All watercourses within entire corridor. | Clearing of riparian vegetation and storm water management practices can impact temperature regimes. | [1] Minimize the area of stream bank alteration to the extent possible. [2] Use storm water management practices that encourage infiltration and recharge of groundwater. | Shading provided by culvert/bridge offsets shading lost through removal of riparian vegetation. | [3] Restore riparian areas disturbed during construction with native vegetation. | Negligible | [4] Post-construction inspection of storm water management facilities to evaluate their effectiveness [5] On-going maintenance as required. [6] Post-construction inspection of | York Region | Status – [1-3] Completed; [4-6] Future Work. [2] For water quantity impact the Final Drainage Study identifies that there is no impact on the Regional Flood Plain as long as the widened road is not raised. It does not identify any other flow control and storage requirements other than conveyance of increased flows, and it identifies that there is insufficient space and property provided for storm water management BMP's. Drainage and Hydrology Report for Section Y2 100% Design | | Yes | [4-6] AC | Items [1, 3]: Closed in 2015. Item [2]: Closed in 2016. Items [4-6] were deemed Future Work in 2015. |

| Appendix 1 Table 11-3 Yonge Street Corridor Public Transit Improvements EA - Table 11-3 Assessment of Environmental Effects for Objective C – Natural Environment | | | | | | | | | | | Compliance Monitoring | | | | | | | |
|--|--|---|---------------|---|---|---|--|---|--|--|---|---|-----------------------------|---|-------------------------------|-------------------|---------|---|
| GOAL | Environmental Value/ Criterion | Environmental Issue/ Concerns | Project Phase | | | Location | Potential Environment Effects | Proposed Mitigation Measures | | | Level of Significance after Mitigation | Monitoring and Recommendation | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | P | C | O | | | Built-In Positive Attributes and/or Mitigations [A] | Potential Residual Effects | Further Mitigation | | | | | | Status | Results | Notes |
| OBJECTIVE C: To protect and enhance the natural environment in the corridor | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | riparian plantings to confirm survival. | | | | | | | |
| C2 (a) | Minimize adverse effects on Terrestrial Ecosystems | Destruction/ Disturbance of wildlife habitat. | | ✓ | ✓ | Entire corridor Rouge River Tributary 2 | Construction of the transitway and associated facilities will result in the removal of vegetation and the wildlife habitat that it supports. Activities such as site grubbing, staging & stockpiling during construction could result in destruction or disturbance of migratory birds Extension of existing culvert | <ul style="list-style-type: none"> [1] Minimize the area of vegetation removals to the extent possible. [2] Minimize grade changes to the extent possible. [3] Use close cut clearing and trimming to minimize the number of trees to be removed. [4] Delineate work zones using construction fencing/tree protection barrier. [5] Protect trees within the clear zone using guide rail, curbs, etc. to prevent removal. | Removal of 0.026 ha of cultural meadow vegetation community at the CN-Bala/GO Line and 0.013 ha of cultural meadow vegetation community at the hydro corridor south of Highway 407. Community has low habitat structure and diversity. | [6] Restore natural areas disturbed during construction with native vegetation, where feasible. [7] Replace ornamental vegetation as part of landscaping. | Negligible | [8] Post-construction inspection of vegetation plantings to confirm survival. | York Region | Status – [1-7] Complete, [8] Future Work | | Yes | [8] AC | Items [1-7]: Closed in 2015. Item [8] was deemed Future Work in 2015. |

| Appendix 1 Table 11-3 Yonge Street Corridor Public Transit Improvements EA - Table 11-3 Assessment of Environmental Effects for Objective C – Natural Environment | | | | | | | | | | | Compliance Monitoring | | | | | | | |
|--|--------------------------------|-------------------------------|---------------|---|---|--|---|--|----------------------------|--------------------|--|-------------------------------|-----------------------------|--|---|-------------------|----------|--|
| GOAL | Environmental Value/ Criterion | Environmental Issue/ Concerns | Project Phase | | | Location | Potential Environment Effects | Proposed Mitigation Measures | | | Level of Significance after Mitigation | Monitoring and Recommendation | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | P | C | O | | | Built-In Positive Attributes and/or Mitigations [A] | Potential Residual Effects | Further Mitigation | | | | | | Status | Results | Notes |
| OBJECTIVE C: To protect and enhance the natural environment in the corridor | | | | | | | | | | | | | | | | | | |
| | | | | | | may have potential adverse effects on migratory birds. | | | | | | | | | | | | |
| (b) | | Wildlife mortality. | | ✓ | | Entire corridor | Removal of wildlife habitat may result in wildlife mortality. | <ul style="list-style-type: none"> ▪ [1] Perform vegetation removals outside of wildlife breeding seasons (typically April 1 to July 31). ▪ [2] Perform bridge/culvert extension, repair and replacement outside of wildlife breeding seasons. | None expected | None required | Negligible | None required. | York Region | Status – On-going Mitigation measures to prevent wildlife mortality have been identified in the Terrestrial Resources Protection Plan (Y2015-029) and are being implemented during construction using the Daily Environmental Inspection Checklist (Y2019-004). The TRPP notes that “Although avoidance is recommended, if any clearing or construction activities are required during the main breeding season, Environment Canada guidelines are to be followed.” | Y2 Daily Environmental Inspection Checklist (Y2019-004) | Yes | [1,2] EF | The evidence provided [Y2019-004] supports the assertion for [1, 2]. |

| Appendix 1 Table 11-3 Yonge Street Corridor Public Transit Improvements EA - Table 11-3 Assessment of Environmental Effects for Objective C – Natural Environment | | | | | | | | | | | Compliance Monitoring | | | | | | | |
|--|--------------------------------|---|----------------------------|---|---|-----------------|--|--|---|----------------------|--|-------------------------------|-----------------------------|---|-------------------------------|-------------------|---------|--|
| GOAL | Environmental Value/ Criterion | Environmental Issue/ Concerns | Project Phase ¹ | | | Location | Potential Environment Effects | Proposed Mitigation Measures | | | Level of Significance after Mitigation | Monitoring and Recommendation | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | P | C | O | | | Built-In Positive Attributes and/or Mitigations [A] | Potential Residual Effects | Further Mitigation | | | | | | Status | Results | Notes |
| OBJECTIVE C: To protect and enhance the natural environment in the corridor | | | | | | | | | | | | | | | | | | |
| C2(f) | | Disturbance to vegetation through edge effects, drainage modifications and road salt. | | | ✓ | Entire corridor | <ul style="list-style-type: none"> Clearing of new forest edges may result in sunscald, windthrow, and invasion by exotic species. Ditching, grading and other drainage modifications may alter local soil | <ul style="list-style-type: none"> [1] Minimize the area of vegetation removals to the extent possible. [2] Minimize grade changes and cut/fill requirements to the extent possible. [3] Use close cut clearing and trimming to minimize encroachment on remaining vegetation. [4] Delineate work zones using construction | Vegetation communities within the study area are primarily cultural in origin and have been impacted by Yonge Street. Transitway represents an incremental encroachment into these already disturbed communities. | Landscape treatments | Insignificant | None required. | York Region | Status – [1-4] Completed [5] Future Work Opportunities to minimize or reduce vegetation removal through revised grading will be investigated in the detailed design phase. An Environmental Management Plan for the construction phase will be developed during detailed design in consultation with regulatory authorities. [1,2,4] Aquatic and Terrestrial mitigation measures are outlined in the Aquatic Resources Protection Plan and the Terrestrial Resources | | Yes | [5] AC | Items [1-4]: Closed in 2015. Item [5]: It is accepted that this is Future Work. |

| Appendix 1 Table 11-3 Yonge Street Corridor Public Transit Improvements EA - Table 11-3 Assessment of Environmental Effects for Objective C – Natural Environment | | | | | | | | | | | Compliance Monitoring | | | | | | | |
|--|--------------------------------|-------------------------------|---------------|---|---|--|---|---|----------------------------|--------------------|--|-------------------------------|---|---|-------------------------------|-------------------|---------|-------|
| GOAL | Environmental Value/ Criterion | Environmental Issue/ Concerns | Project Phase | | | Location | Potential Environment Effects | Proposed Mitigation Measures | | | Level of Significance after Mitigation | Monitoring and Recommendation | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | P | C | O | | | Built-In Positive Attributes and/or Mitigations [A] | Potential Residual Effects | Further Mitigation | | | | | | Status | Results | Notes |
| OBJECTIVE C: To protect and enhance the natural environment in the corridor | | | | | | | | | | | | | | | | | | |
| | | | | | | moisture regimes. ▪ Road salt may result in vegetation mortality and dieback. | fencing/tree protection barrier. ▪ [5] Manage the application of road salt to the extent possible. | | | | | | Protection Plan (Y2015-019 and Y2015-029) [3] Refer to Item C2(a) [5] Road salt management is operational | | | | | |

| Appendix 1 Table 11-4 Yonge Street Corridor Public Transit Improvements EA - Table 11-4 Assessment of Environmental Effects for Objective D – Economic Environment | | | | | | | | | | | Compliance Monitoring | | | | | | | |
|---|---|--|----------------------------|---|---------------------------------|---|---|---|--|----------------------------|--|---|--|---|-------------------------------|--------------------|---|-------|
| GOAL | Environmental Value/ Criterion | Environmental Issue/ Concerns | Project Phase ¹ | | | Location | Potential Environment Effects | Proposed Mitigation Measures | | | Level of Significance after Mitigation | Monitoring and Recommendation | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | P | C | O | | | Built-In Positive Attributes and/or Mitigations [A] | Potential Residual Effects | Further Mitigation | | | | | | Status | Results | Notes |
| 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 | Social and economic environment could be affected if Yonge St. is not attractive and safe for pedestrian traffic. | [1] Signalized pedestrian crosswalks will be provided at all stations and intersections; [2] Pedestrian safety will be considered in designs for station precincts and [3] road signage will be highly visible to both pedestrians and automobiles. | Potential for jaywalking in vicinity of stations | [4] Platform edge treatment will discourage illegal access | Insignificant and positive | [5] Monitor traffic accidents involving pedestrians to establish whether cause is transit related. | York Region | Status – [1-4] Completed, [5] Future Work [1 to 2] A Traffic Analysis Report was prepared during Detailed Design (Y2015-003) in accordance with the Preliminary Design. [3, 4] The 100pct contract drawings for Y2.1 and Y2.2 [Y2016-029 and Y2016-030] demonstrate consideration for safety and visibility for signage and platform edge treatment such as a planting zone between the road and sidewalk to discourage jaywalking and illegal access. Responses to the Road Safety Audit Report further illustrate these considerations [Y2016-031] | | Yes | [1-4] EF [5] AC | Items [1 to 4]: Closed in 2016. Item [5] is accepted as Future Work. | |
| | Locating higher density and transit-oriented development where it can be served by transitway | | | ✓ | New and redevelopment locations | Change in existing land use patterns along transit corridor may not be attainable | 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 – Closed Development proposals are reviewed by York Region | https://www.yorklink.ca/citybuilding/# Y2019-016 Centres and Corridors update | Yes | EF Closed (2019) | It is accepted that York Region is reviewing development activity via the Municipal Site Plan approval process. As documented in 2018 review, Document ID provided shows development proposals as reviewed by York Region. No further action required. This item is Closed. | |

| Appendix 1 Table 11-4 Yonge Street Corridor Public Transit Improvements EA - Table 11-4 Assessment of Environmental Effects for Objective D – Economic Environment | | | | | | | | | | | Compliance Monitoring | | | | | | | |
|---|--|---|----------------------------|---|-----------------|--|---|--|--|----------------------------|---|-------------------------------|---|---|-------------------------------|-------------------|---|-------|
| GOAL | Environmental Value/ Criterion | Environmental Issue/ Concerns | Project Phase ¹ | | | Location | Potential Environment Effects | Proposed Mitigation Measures | | | Level of Significance after Mitigation | Monitoring and Recommendation | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | P | C | O | | | Built-In Positive Attributes and/or Mitigations [A] | Potential Residual Effects | Further Mitigation | | | | | | Status | Results | Notes |
| OBJECTIVE D: To promote smart growth and economic development in the corridor | | | | | | | | | | | | | | | | | | |
| 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 Town Hall, hospital, malls, parks, etc. | [1] Construction Traffic and Pedestrian Management Plan will avoid wherever possible, barriers to entrances/exits to large attractors along Yonge Street. [2] Transitway median design to incorporate frequent access paths during operations, particularly at community facilities | Alternative access routes to facilities may affect adjacent properties | [3] Mark detours and alternative access points clearly | Insignificant | [4] Monitor congestion levels during construction and [5] traffic patterns during operations. | York Region | Status – [1-3] Complete, [4] On-going, [5] Future Work [1-3] A Traffic Analysis Report was prepared during Detailed Design to identify potential traffic impacts and mitigations. Final provided. Additionally, Traffic Staging and Temporary Conditions Drawings include information on signage for detours [5] Monitoring of traffic after construction will be carried out by York Region Transportation Services following the commencement of operation. [4] On-going - Y2019-011 and Y2019-012 show evidence that traffic is monitored via Stinson software. | [4] Traffic Monitoring - Stinson Travel Time (Y2019-011) and Traffic Monitoring - Stinson Graph (Y2019-012) | Yes | [4] EF | Items [1-3] closed in 2015. Item [4] (and ITEM 80) As documented in 2018 OE review, evidence provided [2019-011, 2019-012] support that traffic congestion is being monitored. This item is On-going Item [5] is accepted as Future Work. | |
| D3 (a) | Minimize adverse effects on business activities in corridor | The potential for an increase in business activity. | ✓ | ✓ | Entire corridor | As Yonge Street is a highly developed corridor, increased activity could require a | Intensification of underutilized sites along with the development of infill locations and any vacant land can be pursued under municipal planning guidelines for | Increase in traffic; increase in workforce/ population | Encourage intensification meeting urban form objectives. | Insignificant and positive | Monitor building applications/ permits, economic influences (employment rate, etc.) | York Region | Status – Future work Development proposals are reviewed by York Region and circulated to the Viva design team for review and comment. | | Yes | AC | Item is accepted as Future Work. | |

| Appendix 1 Table 11-4 Yonge Street Corridor Public Transit Improvements EA - Table 11-4 Assessment of Environmental Effects for Objective D – Economic Environment | | | | | | | | | | | Compliance Monitoring | | | | | | | |
|---|--|-------------------------------|----------------------------|---|-----------------|--|---|--|--|---|---|--|---|--|---|--|--|---|
| GOAL | Environmental Value/ Criterion | Environmental Issue/ Concerns | Project Phase ¹ | | | Location | Potential Environment Effects | Proposed Mitigation Measures | | | Level of Significance after Mitigation | Monitoring and Recommendation | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | P | C | O | | | Built-In Positive Attributes and/or Mitigations [A] | Potential Residual Effects | Further Mitigation | | | | | | Status | Results | Notes |
| OBJECTIVE D: To promote smart growth and economic development in the corridor | | | | | | | | | | | | | | | | | | |
| (b) | | | | | | change in urban form. | transit-oriented development. | | | | | | | | | | | |
| | 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; [1] Incorporate design solutions and construction methods [2] to minimize number of businesses affected. | Decrease in traffic and work force population will be offset by increased activity due to improved transit service. | Encourage alternative compatible development | Insignificant and positive | [3] Cooperative response to business loss concerns addressed to municipalities. | York Region | Status – [1,2] Completed ; [3] On-going [1] The Complaints Protocol outlines procedures to address requests of affected businesses; [2] Traffic Analysis Report was prepared during Detailed Design (final provided), incorporates design solutions to minimize the number of businesses affected. Portable Variable Messaging Signage (PVMS) are examples of construction methods to minimize the number of businesses affected. This is accomplished by providing drivers with real time traveller information along the project limits, in addition to Traffic Management Communications and business support/access messaging. [3] Business loss claims are managed through a YRRTC Community Liaison Representative, YR Real Estate Appraiser (Negotiator) and the claimant. There is no formal prescribed process | Final Traffic Analysis Report, RapidLINK, June 2015 (Y2015-003) (YR15-101) YRRTC to MOE re Complaints Protocol 26-Oct-2015.pdf Functions | Yes | [1] AC Closed (2019) [2] AC Closed (2015) [3] AC | Item [1]: The Complaints Protocol outlines procedures to address requests of affected businesses. No additional action needed. This is now closed. Item [2]: Closed in 2015. Item [3]: Accept that no actions needed to address business loss concerns. This item is On-going. | |
| D4 (a) | Protect provisions for goods movement in corridor | Ease of Truck Movement | | | ✓ | Entire Corridor | Median transitway will restrict truck movement in corridor | [1] 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 | Intersections with no station in median does not allow sufficient turning width for WB 17 (articulated trucks) | [2] Traffic signs prohibit large truck at stations with no stations in median. Designate truck routes | Insignificant | [3] Monitor and widen Yonge with right turn tapers at side streets to allow for movement | York Region | Status – [1,2] Completed, [3] Future Work [1 to 2] A Traffic Analysis Report (final provided) was prepared during Detailed Design [3] Monitoring of traffic after construction will be carried out by York Region Transportation Services following the commencement of operation. | Final Traffic Analysis Report, RapidLINK, June 2015 (Y2015-003) | Yes | [2] AC | Item [1,2]: Closed in 2015. Item [3]: It is accepted that post-construction monitoring is Future Work. |

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

| Appendix 2 Action for comments received from the <u>Government Review Team</u> on the Yonge Street Corridor Public Transit Improvements Environmental Assessment Final Report | | | | | Compliance Monitoring | | | | | |
|--|--|---|--|--|-----------------------------|--|-------------------------------|-------------------|------------------|---|
| Representative | Name | # | Comment | Response | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | | | | | | Status | Results | Notes |
| Six Nations of the Grand River | Ms. Jo-Ann E.C. Greene, Director Lands and Resources | | c) Archaeological Assessment: The Six Nations are asking that we condition the project approval to ensure that they be provided copies of any reports produced as part of a "Stage 2" archaeological assessment. Further, if any heritage and cultural resources are encountered during construction, Six Nations requests that it be directly notified. | c) [1] Copies of any reports produced as part of a Stage 2 archaeological assessment will be forwarded to Six Nations of the Grand River. Further, if any heritage or cultural resources are encountered, [2] the proponent will contact Six Nations of the Grand River. | | <p>Status – Completed</p> <p>Reports were provided to Six Nations.</p> <p>It is noted that significant time has passed since the Program Update Package was sent to First Nations. Based on time passed and no response, this item is considered complete.</p> | N/A | Yes | AC Closed (2019) | It is accepted that sufficient time has passed with no response. This item is now closed. |

| Appendix 3 Action for comments received from the Public on the Yonge Street Corridor Public Transit Improvements Environmental Assessment Final Report | | | | | Compliance Monitoring | | | | | |
|---|------|---|--|---|-----------------------------|--|-------------------------------|-------------------|---------|---|
| Representative | Name | # | Comment | Response | Responsible person / agency | Status and Description of how commitment has been addressed during design | Compliance Document Reference | Compliance Review | | |
| | | | | | | | | Status | Results | Notes |
| | | | d) The installation of solid medians will result in some streets with access to Yonge Street no longer being able to support left turns but will instead require drivers to go in the opposite direction and make a u-turn at the closest traffic lights. This will not only create complications in everyday life but also impact the speed with which emergency vehicles can access and exit our neighbourhood. | d) Comment noted. Traffic operations will be monitored as noted in Table 12-3 of the EA report.[1] Emergency vehicle access has been provided across the median as discussed in Section 10.1.1 of the EA report[2] and developed in consultation with emergency responders.[3] | | Status – [1] Future Work; [2, 3] Completed [1] Intersection traffic operations monitoring will commence after introduction of transit service in the Rapidways [2,3] Based on comments from the Richmond Hill Fire Department, a strategy has been developed to provide access for EMS to properties and developments along the Y2 segment. This strategy was discussed with EMS June 22, 2010. | | Yes | [1] AC | Item [1]: was deemed Future Work in 2015. Item [2]: Closed in 2015. Item [3]: Closed in 2010. |