

## HIGHWAY 7 CORRIDOR & VAUGHAN NORTH-SOUTH LINK PUBLIC TRANSIT IMPROVEMENTS

### SUMMARY LISTING OF EA COMPLIANCE DOCUMENTATION FOR H3 SEGMENT YONGE STREET (RICHMOND HILL CENTRE) TO BIRCHMOUNT ROAD 2018

The H3 segment of the Highway 7 Corridor Transitway (Yonge Street to Birchmount Road) has been built and in operation since 2015. This is intended to be the last Annual Compliance Report and has been prepared by York Region. All compliance items identified in the 2017 Annual Compliance Report as being completed, closed or not related to the H3 segment have been removed from this 2018 Annual Compliance Report. Item numbers relate back to the 2017 Annual Compliance Report.

Completion Status	Notes
On-going / In progress	Work has begun on this item but not completed
Completed	All work completed for this item.
No Action Required	No action is required to meet commitments
Does not apply to this segment	Does not apply to segment H3.
Future Work (no colour)	No work has begun on this item.
<u>Information added (bold and underline)</u>	Information added for the current annual compliance report period

## Glossary

AADT – Annual Average Daily Traffic  
 AAQC – Ambient Air Quality Criteria  
 ACR – Annual Compliance Report  
 AODA - Accessibility for Ontarians with Disabilities Act  
 AQ – Air Quality  
 BHF – Built Heritage Features  
 BRT – Bus Rapid Transit  
 CEAA – Canadian Environmental Assessment Agency  
 CLU – Cultural Landscape Units  
 CMP – Compliance Monitoring Program  
 CN – Canadian National Railway  
 CoA – Certificate of Approval  
 CP – Canadian Pacific Railway  
 CPAC – Cycling and Pedestrian Advisory Committee  
 DBCR – Design Basis and Criteria Report  
 DD – Detail Design  
 DFO – Fisheries and Oceans Canada  
 DSC - Development Services Committee  
 EA – Environmental Assessment  
 EAA – Environmental Assessment Act  
 EAAB – Environmental Assessment and Approvals Branch  
 EBL – Eastbound Left  
 EBR – Eastbound Right  
 EBT – Eastbound Through  
 ERS – Emergency Response Services  
 GhG – Greenhouse Gases  
 Gov't – Government  
 GTA – Greater Toronto Area  
 HADD – Harmful Alternation, Disruption or Destruction  
 Hwy - Highway  
 IFC – Issued For Construction  
 LOS – Level of Service  
 LRT – Light Rail Rapid Transit  
 LRTP – Long Range Transportation Plan  
 MNR – Ministry of Natural Resources  
 MOE – Ministry of the Environment  
 MOECC – Ministry of the Environment and Climate Change

MECP – Ministry of the Environment, Conservation and Parks  
 MTO – Ministry of Transportation  
 NBL – Northbound Left  
 NBT – Northbound Through  
 OE – Owner Engineer  
 OGS – Oil Grit Separator  
 OSAA – Ontario Secretariat for Aboriginal Affairs  
 PCC – Public Consultation Centre  
 PE – Preliminary Engineering  
 QSD – Quick Start Design  
 ROW – Right-of-way  
 RT – Rapid Transit  
 RTOR – Right-Turn-On-Red  
 SBL – Southbound Left  
 SBR – Southbound Right  
 SBT – Southbound Through  
 SWM - Storm Water Management  
 SWMP – Storm Water Management Plan  
 TAC – Technical Advisory Committee  
 TCP – Transportation Conversion Plan  
 TRCA – Toronto and Region Conservation Authority  
 TS – Technical Support  
 TSP - Total Suspended Particles  
 TTC – Toronto Transit Commission  
 WB – Westbound  
 WBL – Westbound Left  
 WBT – Westbound Through  
 VCC – Vaughan Corporate Centre  
 YR – York Region  
 YRRTC – York Region Rapid Transit Corporation  
 YRT – York Region Transit  
 YSS – Yonge Street Subway  
 YSSC - Yonge Street Subway Communications

Section 1.0 – Background & Purpose of the Program				
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference
1	CMP Section 1.0 - "...The ACR documentation will be made available to the MOE, or its' designate upon request, in a timely manner during an on-site inspection or audit ..."	York Region	<b>Status – Completed.</b>  <b>All commitments relevant to the H3 segment have been completed. This is the final Annual Compliance Report. ACR documentation will be provided to MECP upon request.</b>	<b>June 8, 2018 Letter from MOECC acknowledging receipt of 2017 ACR.</b>
1.1	CMP Section 1.1 -The preliminary design for segments H2 and H3 is scheduled to be completed in 2008, leading to the tendering of a detail design I build contract in 2009. The estimated construction timing for segments H2 and H3 is within the 2013 period (as indentified in section 4.3 of the April 2008 York Region Rapid Transit Steering Committee report, included as supplemental information in Appendix B) . Design of segments H1 and H4 has not commenced. The estimated construction timing for segments H1 and H4 is currently scheduled beyond 2013. The schedule for design and construction of segment V1 is described in section 1.2. Design and construction of segment W1 will be funded through the Region's 10 Year Roads Construction Program. The design work has commenced in late 2007 and construction tender is currently scheduled for 2008 with completion in 2009.	York Region	<b>Status – Completed.</b>  <b>The H3 segment of the Highway 7 Corridor Transitway (Yonge Street to Birchmount Road) has been built and in operation since 2015.</b>	<a href="http://www.vivanext.com/project_Hwy7East">http://www.vivanext.com/project_Hwy7East</a>  <b>See project page on vivaNext website.</b>

Section 2.0 - Monitoring of Conditions of Approval					
Item	MOE Conditions of EA approval	Responsible person / agency	Stage condition will be addressed	Status and description of how the condition has been addressed	Compliance Document Reference
5	1.0 General Conditions 1.1 The Proponent shall comply with all the provisions of the EA submitted to the MOE which are hereby incorporated by reference except as provided in these conditions and as provided in any other approvals or permits that may be issued.	York Region/ECM - (more specific information to be added by ECM with annual compliance reporting for all cells in this column).	Design, Construction and Operation as specified	<u>Status – Completed</u> <u>The H3 segment of the Highway 7 Corridor Transitway has been built and in operation since 2015. This is intended to be the last Annual Compliance Report. All compliance items are completed for the H3 segment.</u>	2018 and all prior ACR's.

Section 2.0 - Monitoring of Conditions of Approval					
Item	MOE Conditions of EA approval	Responsible person / agency	Stage condition will be addressed	Status and description of how the condition has been addressed	Compliance Document Reference
7	<p>2.0 Public Record</p> <p>2.1 Where a document is required for the Public Record, it shall be provided to the Director for filing with the Public Record maintained for this undertaking[1]. Additional copies of such documents will be provided by the Proponent for public access at[2]:</p> <ul style="list-style-type: none"> <li>a) The Regional Director's Office;</li> <li>b) The Clerks offices of the Regional Municipality of York</li> <li>c) The Town of Richmond Hill;</li> <li>d) The Town of Markham; and</li> <li>e) The City of Vaughan;</li> <li>f) Richmond Hill Central Library;</li> <li>g) Unionville Library; and</li> <li>h) Ansley Grove Library.</li> </ul> <p>These documents may also be provided through other means as considered appropriate by the Proponent and acceptable to the Director.</p>	York Region	Design, Construction and Operation as specified	<p><b><u>Status – Completed</u></b></p> <p><b><u>Completed with the filing of this last ACR.</u></b></p> <p><b><u>The 2018 ACR will be provided for the public record as stipulated in the condition of EA approval.</u></b></p>	<p><b><u>Copy of 2018 ACR submission letters provided to MECP, Markham, Vaughan, Richmond Hill and York Region Clerks Offices and Libraries.</u></b></p>

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
12	<p>3.6 The Proponent shall prepare an ACR which describes the results of the CMP and shall do so annually.</p> <p>3.7 The Proponent shall submit each ACR to the Director for review and comment and for placement on the Public Record.</p> <p>3.8 The timing for the submission of the ACRs shall be set out in the CMP, including the timing for submission of the first ACR.</p> <p>3.9 The Proponent shall submit ACRs until all applicable conditions of approval and commitments of the EA are satisfied or until the Director notifies the Proponent that no further reports are warranted.</p> <p>3.10 When all conditions have been satisfied, the Proponent shall indicate in the ACR that this is its final submission.</p>	York Region	Design, Construction and Operation as specified	<p><b>Status – Completed.</b></p> <p><b><u>The first ACR covered compliance activities in 2009. This 2018 ACR is intended to be the last submission for the H3 segment of the transit project. All compliance items are completed.</u></b></p>	<p><b><u>Copy of 2018 ACR submission letters provided to MECP.</u></b></p>

Section 5.0 - Actions Required to Address Commitments - Table 5.3 Operations and Maintenance Monitoring										York Region's Notes	
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	Compliance Document Reference
66-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	N/A	N/A	N/A	N/A	N/A	<b>Status – Completed</b>  York Region regularly reviews data on transit oriented development/redevelopment as part of the Regional Centres and Corridors Program.	<a href="https://www.yorklink.ca/citybuilding/#">https://www.yorklink.ca/citybuilding/#</a> <b>See YorkLink City building Website</b>
66-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 years after start-up	N/A	N/A	N/A	N/A	N/A	<b>Status – Completed</b>  York Region regularly reviews data on transit oriented development/redevelopment as part of the Regional Centres and Corridors Program.	<a href="https://www.yorklink.ca/citybuilding/#">https://www.yorklink.ca/citybuilding/#</a> <b>See YorkLink City building Website</b>

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA - Table 10.4-2 Effects and Mitigation for Social Environment												Compliance Monitoring			
GOAL	Environmental Value/ Criterion	Environmental Issues/Concerns	Project Phase <sup>1</sup>			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
			P	C	O			Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation					
OBJECTIVE B: To protect and enhance the social environment in the corridor															
B2 cont'd (be)					✓	Eastbound and Westbound left at Chalmers Road/ South Park Drive	High left turn volumes resulted from the business park will deteriorate the intersection operation.	The left turn storage lengths have been maximized.	Due to the constraint of the intersection spacing (220m in WB), the maximized left turn storage lengths still cannot provide the required capacity. The left turn vehicles may spill out onto the adjacent through lane blocking the through traffic.	None Expected	Moderately Significant	None	York Region	<b>Status – Completed</b>  <u>The H3 segment of the Highway 7 Corridor Transitway has been built and in operation since 2015. Intersection operations at Highway 7 and Chalmers Road will be monitored by York Region as part of regular traffic operational activities.</u>	<a href="https://www.york.ca/wps/portal/yorkhome/transportation/yr/traffic/">https://www.york.ca/wps/portal/yorkhome/transportation/yr/traffic/</a>
B4 (a)	Minimize adverse noise and vibration effects	Noise effect for BRT and LRT due to widening of Highway 7 Corridor			✓	Entire corridor in proximity of residential uses	Combined effect of median transitway operation and general traffic on the widened Highway 7 Corridor roadways may result in increased noise levels for residents.	Modeling of future traffic activities indicated that expected noise increases in all, but one road segment, will not exceed the 5dB threshold at which mitigation measures are required. BRT and LRT sound level increases are expected to be marginal to none. However, at the future Markham Centre location, the BRT and LRT are predicted to exceed the background noise levels by as much as 8 dBA.	Transitway noise above likely background levels in Civic Mall at future Markham Centre location.	Depending on lower floor building uses, may require noise screening along transitway and/or noise control features in residential design along Civic Mall segment in Markham Centre area.	Insignificant	Undertake confirmation monitoring to verify compliance once the transitway is fully operational. In the event that the future noise level warrants mitigation, appropriate noise reduction measures will be put in place.	York Region	<b>Status – Completed</b>  <u>The H3 segment of the Highway 7 Transitway has been in operation since 2015. The Region is not aware of any noise complaints related to the transitway.</u>	

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



Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA - Table 10.4-4 Effects and Mitigation for Smart Growth and Economic Development											Compliance Monitoring				
GOAL	Environmental Value/ Criterion	Environmental Issues/Concerns	Project Phase <sup>1</sup>			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
			P	C	O			Built-In Positive Attributes and/or Mitigations[A]	Potential Residual Effects	Further Mitigation					
<b>OBJECTIVE D: To promote smart growth and economic development in the corridor</b>															
D3 (a)	Minimize adverse effects on business activities in corridor	The potential for an increase in business activity.	✓	✓	✓	Entire corridor	Increased pedestrian traffic via the implementation of a rapid transit system will increase the potential for business activity.	A higher density of development on underutilized sites, infill locations and on vacant land should increase the market for some business activity.	Increase in vehicular 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 / Vaughan / Markham / Richmond Hill	<b>Status – Completed</b>  York Region regularly reviews data on transit oriented development/ redevelopment as part of the Regional Centres and Corridors Program.	<a href="https://www.yorklink.ca/citybuilding/#">https://www.yorklink.ca/citybuilding/#</a> <b>See YorkLink City building Website</b>

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