

**HIGHWAY 7 CORRIDOR & VAUGHAN NORTH-SOUTH LINK PUBLIC TRANSIT IMPROVEMENTS
 SUMMARY LISTING OF EA COMPLIANCE DOCUMENTATION
 FOR H2-WEST AND H2-EAST SEGMENTS (excluding the H2-VMC SEGMENT)
 ALSO REFERRED TO AS THE “IO BUNDLE”
 WEST OF BRUCE STREET TO EDGELEY BOULEVARD, AND
 EAST OF BOWES ROAD TO YONGE STREET (VIA CENTRE STREET AND BATHURST STREET)
 December 2019**

This Annual Compliance Review has been prepared by the Design Build Consortium who is implementing the project under a Design-Build-Finance 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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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 H2.
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

AADT – Annual Average Daily Traffic
 AAQC – Ambient Air Quality Criteria
 ACR – Annual Compliance Report
 AODA - Accessibility for Ontarians with Disabilities Act
 APEP - Air, Pesticides, and Environmental Planning
 ASI - Archaeological Services Inc.
 AQ – Air Quality
 BHF – Built Heritage Features
 BRT – Bus Rapid Transit
 CAH - Controlled-Access Highway
 CEAA – Canadian Environmental Assessment Agency
 CLU – Cultural Landscape Units
 CMP – Compliance Monitoring Program
 CN – Canadian National Railway
 CoA – Certificate of Approval
 COSEWIC – Committee on the Status of Endangered Wildlife in Canada
 CP – Canadian Pacific Railway
 CPAC – Cycling and Pedestrian Advisory Committee
 DBCR – Design Basis and Criteria Report
 DD – Detail Design
 DFO – Fisheries and Oceans Canada
 EA – Environmental Assessment
 EAA – Environmental Assessment Act
 EAAB – Environmental Assessment and Approvals Branch
 EASR – Environmental Activity and Sector Registry
 EB – Eastbound
 EBL – Eastbound Left
 EBR – Eastbound Right
 EBT – Eastbound Through
 ECM – Environmental Compliance Manager
 EDCO – EDCO Construction, the Design-Build consortium implementing the segment
 EJV – Engineering Joint Venture
 EMP – Environmental Management Plan
 ERS – Emergency Response Services
 EW – East-West
 GhG – Greenhouse Gases
 Gov't – Government
 GTA – Greater Toronto Area

H2 – vivaNext segment on Highway 7 from West of Pine Valley Dr to Yonge St, excluding the H2-VMC segment
 H2-VMC – vivaNext segment on Highway 7 from West of Edgeley Blvd to East of Bowes Road
 HADD – Harmful Alternation, Disruption or Destruction
 Hwy - Highway
 IFC – Issued For Construction
 IO Bundle – refers to the H2-West and H2-East Segments, collectively
 LOS – Level of Service
 LRT – Light Rail Rapid Transit
 LRTP – Long Range Transportation Plan
 MNR – Ministry of Natural Resources
 MNRF – Ministry of Natural Resources and Forestry
 MOE – Ministry of the Environment
 MECP – Ministry of the Environment, Conservation and Parks
 MOECC – Ministry of the Environment and Climate Change
 MTCS – Ministry of Tourism, Culture, and Sport
 MTO – Ministry of Transportation
 NB – Northbound
 NBL – Northbound Left
 NBT – Northbound Right
 NBT – Northbound Through
 NPC – Noise Pollution Control
 NW – North-West
 OE – Owner Engineer
 OGS – Oil Grit Separator
 OPSS – Ontario Provincial Standard Specification
 OSAA – Ontario Secretariat for Aboriginal Affairs
 PCC – Public Consultation Centre
 PE – Preliminary Engineering
 PIC – Public Information Centre
 ROW – Right-of-way
 RT – Rapid Transit
 RTOR – Right-Turn-On-Red
 SAR – Species at Risk
 SBL – Southbound Left
 SBR – Southbound Right
 SBT – Southbound Through
 SE – South-East
 SW – South-West
 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
TSS – Total Suspended Solids
TSP - Total Suspended Particles
TTC – Toronto Transit Commission
TYSSE – Toronto York Spadina Subway Extension
WB – Westbound
WBL – Westbound Left
WBR – Westbound right
WBT – Westbound Through
VCC – Vaughan Corporate Centre
YCDSB – York Catholic District School Board
YR – York Region
YRDSB – York Region District School Board
YRRTC – York Region Rapid Transit Corporation
YRT – York Region Transit

Section 1.0 – Background & Purpose of the Program						Compliance Review		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Stage Condition will be addressed	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
1	CMP Section 1.0 - "...The ACR documentation will be made available to the MOE, or its' designate upon request, in a timely manner during an on-site inspection or audit ..."	York Region	Design, Construction and Operation	Status – Ongoing ACR documentation is provided to MECP annually.	ID#1 Submission of ACR 2018 Acknowledgment Letter	Yes	EF	The evidence provided supports the assertion that the ACR documentation was provided to MOECC (now MECP) in 2016 and was submitted in 2017,2018 on annual basis as required by MECP. This item to remain ongoing until final ACR is submitted.

Section 2.0 - Monitoring of Conditions of Approval						Compliance Review		
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	Status	Results	Notes
5	1.0 General Conditions 1.1 The Proponent shall comply with all the provisions of the EA submitted to the MOE which are hereby incorporated by reference except as provided in these conditions and as provided in any other approvals or permits that may be issued.	York Region	Design, Construction and Operation as specified	Status – Ongoing This condition will be addressed once all commitments have been met.	ID#1 Submission of ACR 2018 Acknowledgment Letter	Yes	EF	The evidence provided supports the assertion that the ACR documentation was provided to MOECC (now MECP) in 2016 and was submitted in 2017,2018 on annual basis as required by MECP. This item to remain ongoing until final ACR is submitted.
6	1.2 These proposed conditions do not prevent more restrictive conditions being imposed under other statutes.	York Region	As applicable	Status – Closed A number of permits that contain more restrictive conditions have been received for the Project Conditions imposed by approvals issued by regulators will be adhered to. The following are examples of permits containing more restrictive conditions: Conditions of the approval for temporary discharge granted on June 24, 2016 includes requirements for weekly submittals of the Daily Dewatering Discharge Log, Environmental Site Inspections, and documenting deficiencies and corrections in the Monthly Environmental Reports. O. Reg. 387/04 requires daily recording and annual reporting of water takings under EASR registration. Environmental Compliance Approval (Number 8118-AYEGYH) issued on May 14, 2018 was obtained for the storm sewer works for the east	ID#2 Daily Dewatering Discharge Logs – 2019 ID#3 Project Permits Matrix - Aug19 ID#5 2019-02 Memo - Env Mthly Rpts (PDF Compiled) ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Compiled) ID#8 EASR Water Taking Report - 2018	Yes	AC Closed (2019)	The documentation provided supports the more restrictive conditions issued by the regulators exist and are being addressed. Being that the work within these permits are now complete, this item is now closed.

Section 2.0 - Monitoring of Conditions of Approval						Compliance Review		
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	Status	Results	Notes
				alignment of the project. Toronto and Region Conservation Authority permit under Ontario Regulation 166/06 was obtained for advanced works to undertake drainage structure general maintenance on Culvert C4 and E-N Ramp at Hwy 400/Hwy 7 Interchange. These permit conditions were met, and construction activities related to these permits are now complete. The permits do not require renewals. The project's permit matrix illustrates all the permit acquisitions.				
7	2.0 Public Record 2.1 [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. Additional copies of such documents will be provided by the Proponent for public access at [2]: a) The Regional Director's Office; b) The Clerks offices of the Regional Municipality of York; c) The Town of Richmond Hill; d) The Town of Markham; and e) The City of Vaughan; f) Richmond Hill Central Library; g) Unionville Library; and h) Ansely Grove Library. These documents may also be provided through other means as considered appropriate by the Proponent and acceptable to the Director. [3]	York Region	Design, Construction and Operation as specified	Status – [1,2,3] - Ongoing [1] To be completed with the filing of the last ACR. [2] The 2018 ACR was submitted to MECP on December 20, 2018. Copies of the 2018 ACR were provided to Markham, Vaughan, Richmond Hill and York Region and libraries on January 23, 2019 [3] ACR updated provided on VivaNext web page.	[1] ID#1 Submission of ACR 2018 Acknowledgment Letter [2] ID#9 Letter to Clerks - Public Record [2] ID#10 Letter to Libraries - Public Record [3] http://www.vivanext.com/PDFs/EA/Hwy7andVaughanNSlink/H2W-H2E-ENV-REP-EDCO-000-00_2018_Annual_Compliance_Report-Final_(locked).pdf	Yes	EF	The documents provided (ID#1, ID#9 and ID#10) were found to support the assertion regarding conditions [1-3]. This item to remain ongoing until final ACR is submitted.
12	3.6 The Proponent shall prepare an ACR which describes the results of the CMP and shall do so annually. 3.7 The Proponent shall submit each ACR to the Director for review and comment and for placement on the Public Record. 3.8 The timing for the submission of the ACRs shall be set out in the CMP, including the timing for	York Region	Design, Construction and Operation as specified	Status – Ongoing Conditions will be addressed with the submission of ACRs annually until the final ACR.	ID#1 Submission of ACR 2018 Acknowledgment Letter	Yes	EF	The document supports the assertion that ACR was submitted to MECP. This item to remain ongoing until final ACR is submitted.

Section 2.0 - Monitoring of Conditions of Approval						Compliance Review		
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	Status	Results	Notes
	3.9 submission of the first ACR. 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. 3.10 When all conditions have been satisfied, the Proponent shall indicate in the ACR that this is its final submission.							
21	9.1 If a Stage 2 archaeological assessment is required [1] to be prepared and aboriginal archaeological resources are encountered during the preparation of that Assessment, the Proponent shall provide a copy of that assessment to the Huron-Wendat First Nation of Wendake, Quebec and any additional relevant First Nations as identified by the archaeologist, based on the findings of that assessment.[2] 9.2 The Proponent shall provide the Huron-Wendat First Nation of Wendake, Quebec and any other relevant First Nation as warranted by the Stage 2 findings with 30 days to provide comments on the Stage 2 [2] Assessment and the opportunity to reasonably participate in the Stage 3 Archaeological Assessment if the Stage 3 Archaeological Assessment is required in relation to aboriginal archaeological resources.[3]	York Region	Design	Status – [1,2,3] - Closed [1] Closed in 2013. [2] Reports provided to Huron Wendat First Nation, awaiting comments. As per OE direction, no response was received this year. This item is now closed [3] The Stage 2 report did not require Stage 3 assessment. Closed in 2015.		Yes	AC Closed (2019)	[1] Item was closed in 2013. [2] Evidence provided in previous ACR's supports that Huron-Wendat First Nation of Wendake, Quebec were provided the Stage 2 assessment and the opportunity to participate. Being that no comment has been received to date, this item is now closed as documented in 2018 ACR review comments. 3] Item was closed in 2015.

Section 4.0 – Program Scope – General Commitments					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
25	CMP Section 4.1 - Application of design standards that permit future conversion to LRT technology;	York Region	Status – Closed Project specifications require design consistent with existing, operational corridors. Designs from these existing corridors are considered 'Indicative Designs' and account for future conversion to LRT technology. Design is finalized and construction will be complete early next year, as such this item is now closed.		Yes	AC Closed (2019)	It is accepted that Project specifications require design consistent with existing and future conversion to LRT technology. This item is now closed.
27	CMP Section 4.1 - Simulation of intersection performance to verify transit service reliability and effects on general traffic	York Region	Status – Closed The final 100% report summarizing the results of the simulation undertaken is	ID#14 H2WH2E-TFS-REP-EDCO-000-2.6_100% Transit Priority Measures-VISSIM	Yes	AC Closed (2019)	ID #14 documented that final report has been provided. This item is now closed.

Section 4.0 – Program Scope – General Commitments					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
			provided.				
34	CMP Section 4.2 – In general terms commitments to be monitored include ... Contractor compliance with the measures stipulated in the technical specifications and contract conditions to mitigate construction effects on the natural environmental features within the influence of the works; (Refer also to Section 5 – Table 5.2 below for specific items to be monitored)	York Region / Contractor	Status – Ongoing Daily inspections are undertaken during construction activities to monitor compliance for the mitigation of construction effects on natural environmental features. For example, should a spill occur, it will be mitigated, remediated and documented per specifications / contract conditions. If violations are observed, non-conformance reports (NCRs) are issued to the responsible parties. A requirement of this process is to identify corrective action requests and preventative action requests to ensure the technical specifications and contract conditions were in compliance. There were no NCRs issued for this reporting period. In addition, to prevent the reoccurrence of the NCRs toolbox talks were implemented as well as the Site Safety and Environmental Orientation was revised to remove individuals from the project for failure to comply to EDCO's environmental policies and procedures after a verbal and written warning Refer to Table 5.2 for specific items to be monitored.	ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Complied) ID#11 ORIENTATION LOG - EDCO and Subcontractors - vivaNext H2	Yes	EF	The documentation provided (ID#5, ID#7, ID#11) supports the assertion that monitoring of environmental conditions is occurring. This item to remain ongoing until final ACR is submitted, at which time it will be closed.
35	CMP Section 4.2 – In general terms commitments to be monitored include ... Contractor compliance with the measures stipulated in the technical specifications and contract conditions to mitigate construction effects on community activities such as pedestrian and vehicular circulation, access [1] and ambient noise and air quality levels [2]; (Refer also to Section 5 – Table 5.2 below for specific items to be monitored)	York Region / Contractor	Status - [1,2] – Ongoing [1] Traffic staging plan is provided [2] Daily inspections are undertaken during construction activities to monitor compliance for mitigation on noise and air quality.	[2] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [2] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Complied) [1] ID#12 Copy of 3 Week Look-Ahead Schedule Jan 28 -Feb 15 [1] ID#13 TCP - Valve Chamber 5 R03	Yes	[1] EF/AC [2] EF	[1] Monitoring of pedestrian and vehicular circulation /access. ID# 13 documentation showing traffic management plans are prepared. In 2018 ACR submission construction videos were also provided which documented construction conditions. Upon further review of 2018 ACR submission evidence no additional documentation is required for pedestrian and vehicular traffic monitoring. . This item to remain ongoing until final ACR is submitted, at which time it will be closed. [2] Ambient noise and Air quality: documentation (ID #5, #7) show that these items are monitored weekly. This item to remain ongoing until final ACR is submitted , at which time it will be closed.

Section 4.0 – Program Scope – General Commitments					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
							Refer also to Section 5 – Table 5.2
36	CMP Section 4.2 – In general terms commitments to be monitored include ...Compliance, by all parties to construction contracts responsible for public safety and construction management and administration, with the procedures established to manage and mitigate effects on the natural or social environment of accidents or incidents during construction activities; (Refer also to Section 5 – Table 5.2 below for specific items to be monitored)	York Region / Contractor	Status – Ongoing Every year, all parties involved in construction activities are required to undergo the Project-specific Health and Safety and Environmental Orientation prior to commencing work activities on the Project site. The Orientation Log identifies all subcontractors, consultants and individuals that have completed the training. The training includes an overview of emergency planning and preparedness. A site-specific Environmental Emergency Response Plan and Environmental Emergency Preparedness Plan outline contact information and procedures to follow in the event of an accident or incident. This Plan is also updated and communicated when changes/personnels are made. All vehicular accidents are reported and documented to track and mitigate (if any) causal effects from construction.	ID#11 ORIENTATION LOG - EDCO and Subcontractors - vivaNext H2 ID#15 Environmental Emergency Preparedness Plan - Oct 2018 ID#16 EDCO- Env. Emergency Response Plan - Oct 2018	Yes	EF	The documents provided (IDs#11,#15 and #16) support the assertion that all parties are trained with respect to public safety and the procedures established to manage and mitigate effects on the natural or social environment of accidents or incidents during construction activities. Logs have also been provided as requested in 2018 review. This item to remain ongoing until final ACR is submitted at which time it will be closed.

Section 5.0 - Actions Required to Address Commitments- Table 5.1 Monitoring During Design					Compliance Review			
Item	Environmental Element	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
37		The Proponent shall comply with all the provisions of the EA submitted to the MOE which are hereby incorporated by reference except as provided in these conditions and as provided in any other approvals or permits that may be issued. This also includes the summaries of commitments for additional work, built in attributes and monitoring identified in Tables 10.4-1 to 10.4-4 and Tables 11.3-1 to 11.4-2 of the EA and Proponent's letter and attachments dated May 5, 2006.	York Region	Status – Closed All permits for this project were received and work related to the permits have been completed.	ID#3 Project Permits Matrix - Aug19	Yes	AC Closed (2019)	The documentation provided (ID#3) support the assertion that all permits received, and work related to the permits have been completed. This item is now closed.

Section 5.0 - Actions Required to Address Commitments- Table 5.1 Monitoring During Design						Compliance Review		
Item	Environmental Element	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
38	Fisheries and Aquatic Habitat	EA Reference - Chapter 11, Table 11.3-1, Appendix D CMP I.D. # 1.1 - All culverts/ bridge modifications regarding potential Harmful Alterations, Disruption or Destruction of fish habitat, compensation under the Fisheries Act and identification of additional watercourses during the detailed design phase will be reviewed and approved by TRCA to ensure the compliance to their requirements.	York Region	Status – Closed All permits for this project were received and work related to the permits have been completed.	ID#3 Project Permits Matrix - Aug19	Yes	AC Closed (2019)	From 2018 ACR review, Confirmation of permit identification was confirmed. The documentation provided (ID#3) support the assertion that all permits received, and work related to the permits have been completed. This item is now closed.

Section 5.0 - Actions Required to Address Commitments- Table 5.1 Monitoring During Design						Compliance Review		
Item	Environmental Element	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
41		Chapter 11, Table 11.3-1, Appendix D CMP I.D. # 1.4 - Any proposed in-stream work and site-specific mitigation measures carried out as outlined in Table 7 of the Natural Science Report	York Region	Status – Closed In water works are proposed at Culverts C1, C8 and C7. Culvert C1 corresponds to H8 of Table 7. An application to TRCA for works at Culvert C1 has been submitted and approved. Culvert C1 works will be completed in 2020. Culvert C7 corresponds to crossing D19 Table 7. An application to TRCA for works at Culvert C7 has been submitted and approved. Culvert C19 was not included in Table 7. An application to TRCA for works at Culvert C19 has been submitted and approved. Culvert C8 was not included in Table 7. Mitigation measures for C8, if required, has been submitted and approved. Culvert C4 was not included as it is replaced by Culvert C8.	ID#3 Project Permits Matrix - Aug19	Yes	AC Closed (2019)	The documentation provided (ID#3) support the assertion that all permits received, and work related to the permits have been completed. This item is now closed.

Section 5.0 - Actions Required To Address Commitments- Table 5.1 Monitoring During Design						Compliance Review		
Item	Environmental Element	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
48		Chapter 11, Table 11.3-1, Section 9.6 CMP I.D. # 5.3 - An Erosion and Sediment Control Plan developed to manage the flow of sediment into storm sewers and watercourses [1] and to monitor erosion and sedimentation control measures during construction [2].	York Region	Status – [2] - Ongoing Status – [1] - Closed [1] Closed in 2017. [2] During construction, daily inspections are undertaken to monitor environmental controls, including erosion and sediment control measures.	[2] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [2] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Complied)	Yes	[1,2] EF	The documents provided show that an erosion and sediment control plan has been is being utilized (ID# 5 and 7)) This item to remain ongoing until final ACR is submitted.
56		CMP I.D. # 13.3 - Public concerns/ complaints will be address through public consultation centres during detailed design phase [1]. As well, public complaints protocols will address complaints regarding construction [2] and operations [3] of the transitway . The received concerns/ complaints will be circulated to appropriate department for action [4].		Status - [1,2,4] - Closed Status - [3] – Future work [1] Closed in 2018. [2] Closed in 2016. [3] This will be managed by YRT in the future once the work is complete and operations of the rapidway begin. [4] 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		Yes	[1,2,4] EF Closed (2018) [3] AC	Item [1]. Item closed in 2018. Item [2] was closed 2016. Item [3] It is accepted that complaints protocol for operations is "Future Work" Item [4]: Item closed in 2018.
59	Traffic and Pedestrian circulation and access during construction	EA Section 10.6 and Proponent's Response to Gov't Section 9.6 and Proponent's Response to Gov't Review Team Comments CMP I.D. # 14 - Development of a comprehensive Construction and Traffic Management Plan [1] including consultation with school board officials to ensure safe, uninterrupted access to schools affected by the works [2].	York Region/Contractor	Status – [2] - Ongoing Status – [1] - Closed [1] Traffic Management Plans are prepared to ensure pedestrian and vehicle circulation is maintained during construction activities. Access to adjacent properties, including schools, is considered in the preparation of the plans. Plans have been provided and is now considered closed. [2] Consultation regarding Project works with school boards within project area is ongoing.	[1] ID#4 2019-03 Memo - Traffic Management Plan and Permit Memo (PDF) [1] ID#6 H2WH2E-QUA-MAN-EDCO-004-05 - Traffic Quality Management Plan (TQMP)	Yes	[1,]EF [2] AC	Item [1], the document ID#4 and #5 , provided shows supports the assertion that Traffic Management Plans are being prepared and maintained. Being that construction is mostly complete, it is accepted this item is closed. [2] Is it accepted that consultation with school boards is ongoing. This item to remain ongoing until final ACR is submitted at which time it will be closed.
60	Safety of traffic and pedestrian circulation and access during rapid transit	Section 9.6 and Government Review Team Comment response	York Region	Status – [3] - Closed [3] Traffic signals design is complete, which	ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1,2] -Closed 2016 [3]- EF	Item [1] and [2] Closed in 2016. Item [3]. IFC Document #20 provided. This item is now closed.

Section 5.0 - Actions Required To Address Commitments- Table 5.1 Monitoring During Design						Compliance Review		
Item	Environmental Element	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
	operations	CMP I.D. # 15 - Infrastructure design features, built-in safety measures and operating procedures adopted in the preparation of the detailed design solution.[1] Analysis of the need for speed limit reductions to address safety concerns.[2] Inclusion of numerical countdown pedestrian lights in detailed design.[3]		includes numerical countdown pedestrian lights at intersections. [1,2] Closed in 2016.			Closed (2019)	

Section 5.0 - Actions Required to Address Commitments - Table 5.2 Construction Monitoring										Contractors 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 Construction	Compliance Document Reference	Status	Results	Notes
62	Noise generated by construction activities	To ensure noise levels comply with Municipal by-laws and construction equipment complies with NPC-115 noise emission standards.	Site measurements of levels produced by representative equipment / activities [1]	At time of introduction of equipment/ activities producing significant noise level with potential to disturb sensitive areas.[2]	Request for noise by-law exemption to allow for extended construction hours.[3]	Region of York, April 5, 2016 Town of Richmond Hill, January 13, 2016	-Notify a) businesses & landowners within a specified radius b) York Regional Police -Minimize unnecessary noise -Plan travel routes to avoid noise sensitive areas -No construction on Sundays or Statutory Holidays (Region of York) -Temporary noise barriers	Region of York, April 5, 2016 Town of Richmond Hill, January 13, 2016	C. Gunter (2017)	Status - [1,2,3] – Ongoing Noise measurements were collected prior to construction (baseline) and during construction when activities peaked with the loudest and most machinery operations on site. Noise and vibrations monitoring are also conducted during various types of construction activities such as during directional drilling, excavation, hydrovaccing activities, compacting, curb/median removals, paving operations etc. Weekly noise inspections are completed and signed by an Environmental Inspector to ensure noise controls are maintained during construction activities. Noise and vibration documents will not be provided next year.	[1] [2] [3] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [1] [2] [3] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Compiled) [1] [2] [3] ID#18 2019-04 Memo - Noise By-Law Exemption and Noisewalls (PDF Complied)	Yes	EF [1,2] [3] Closed (2017)	Item [1,2]: The documents provided support that construction monitoring (ID #5 #7 and #18) is being carried out. This item to remain ongoing until final ACR is submitted at which time it will be closed.

Section 5.0 - Actions Required to Address Commitments - Table 5.2 Construction Monitoring										Contractors Notes		Compliance Review		
Construction and Compliance Monitoring					Specific information to be added by ECM with annual compliance reporting (for all cells in these columns).					Status and Description of how commitments have been addressed during Construction	Compliance Document Reference	Status	Results	Notes
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)					
63	Effect of construction activities on air quality (dust, odour)	To confirm that local air quality is not being adversely affected by construction activity	Regular inspections of site dust control measures and of construction vehicle exhaust emissions [1]	Monthly during construction seasons.[2]	None	Not applicable	Not applicable	Not applicable	C. Gunter (2017)	Status – [1,2] - Ongoing Weekly dust and air inspections are undertaken by the Environmental Inspector to ensure that the site is not excessively dusty, and the air quality is satisfactory. This includes checking that paved areas are free of soil and no idling of equipment when not in use.	[1] [2] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [1] [2] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Complied)	Yes	[1,2] EF Closed (2019)	Item [1,2]: The document provided (ID#5 and #7) support that monitoring was completed during construction. This item to remain ongoing until final ACR is submitted, at which time it will be closed.
64	Condition of heritage homes adjacent to transitway alignment	To determine if any damage/deterioration is due to construction activity	Pre-construction inspection to obtain baseline condition and monitoring during nearby construction	As required by construction schedule for work adjacent to heritage features.	None	Not applicable	Not applicable	Not applicable	C. Gunter (2017)	Status – Ongoing Construction activities have occurred in areas where heritage homes are located adjacent to the transitway alignment. Two heritage homes were identified, 1423 and 1445 Centre Street. Prior to construction activities, a pre-condition survey, pre-construction baseline noise and vibration monitoring, and ongoing construction monitoring were completed. In addition, daily and weekly environmental inspections are completed.	ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Complied) ID#18 2019-04 Memo - Noise By-Law Exemption and Noisewalls (PDF Complied)	Yes	EF	The documents provided support that construction monitoring (ID #5 #7 and #18) is being carried out. This item to remain ongoing until final ACR is submitted, at which time it will be closed.
65	Effect of construction on water quality and quantity in watercourses	To confirm that water quality is not being adversely affected by construction activity	Monitor sediment accumulation after rain events during construction to ensure that the proposed mitigation measures in the Erosion and Sediment Control Plan have been satisfied.[1]	After first significant rain event [2]	None	Not applicable	Not applicable	Not applicable	C. Gunter (2017)	Status – [1,2] - Ongoing [1] Implementation of measures in the Erosion and Sediment Control Plan and monitoring occur through the daily site inspections completed by the Environmental Inspector. [2] Prior to a rain / storm	[1] [2] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [1] [2] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Complied)	Yes	[1,2] EF	Item [1,2]: The document provided (ID#5 and #7) support that monitoring was completed during construction. This item to remain ongoing until final ACR is submitted, at which time it will be closed.

Section 5.0 - Actions Required to Address Commitments - Table 5.2 Construction Monitoring										Contractors Notes		Compliance Review		
Construction and Compliance Monitoring					Specific information to be added by ECM with annual compliance reporting (for all cells in these columns).					Status and Description of how commitments have been addressed during Construction	Compliance Document Reference	Status	Results	Notes
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)					
										event, controls such as silt filter cloths in catch basins are inspected to ensure they are functional.				
66	Effect of construction on boulevard trees	To ensure the survival of boulevard trees	Inspection of protective measures and monitoring of work methods near trees [1]	Prior to commencement of work and bi-weekly during work activities.[2]	None	Not applicable	Not applicable	Not applicable	C. Gunter (2017)	Status – [1,2] – Ongoing Tree inventory and preservation plans have been prepared for the protection of trees that remain on-site during construction activities. Tree protection measures have been implemented on site. [1,2] Daily environmental inspection is completed to ensure that tree hoardings are installed per the Tree Preservation Plans, there is an appropriate buffer and that the hoarding remains functional (i.e., free of rips).	[1] [2] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Compiled) [1] [2] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Compiled)	Yes	[1,2] EF	Item [1,2]: The documents provided (ID#5, and 7) support that monitoring is being completed and is ongoing. This item to remain ongoing until final ACR is submitted, at which time it will be closed.

Section 6.0 – Modifying the Design of the Undertaking					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
67	<p>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.</p> <p>CMP Section 6.0 – "... a required modification to the transitway alignment and station location in the area of the IBM campus in Markham has been identified. The modified alignment is a local refinement to the undertaking approved in the EA and an amendment report will be submitted specifically documenting the design modification."</p>	York Region	<p>Status – Closed</p> <p>IFC's are complete and the drawing revisions tracking table is provided.</p>	ID#19 H2WH2E-STC-DWG-EDCO-000-00_IFC-DIN175	Yes	EF Closed (2019)	Documents provided (ID#19) support the reporting of minor design changes. IFC documents have been provided. This item is now closed.
Section 7.0 – Consultation					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	Yes	Results	Notes
71	<p>CMP Section 7.2.1 - The Region and/or designate will consult [1] and respond [2] to First Nations concerns regarding its findings on the Stage 2 Archaeological Assessment. The Region and/or designate will obtain any necessary approvals [3] and conduct any additional studies [4] that may be required as a result of the findings and recommendations of the Stage 2 Assessment.</p>	York Region	<p>Status – [1,2,3,4] - Closed</p> <p>[1,2] Reports provided to Huron Wendat First Nation, awaiting comments.</p> <p>[3,4] Closed in 2015.</p>		Yes	[1,2] AC Closed (2019)	<p>Items [1,2]: Document provided in previous ACR H2WE-2016-106 supports consultation</p> <p>Being that no comment has been received to date, this item is now closed as documented in 2018 ACR review comments.</p> <p>Items [3,4] are being tracked under item 21. Closed in 2015</p>

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-1 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review				
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / Agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
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.	Micro-simulation of rapid transit operation and general traffic movements during detailed design [1] will be used to optimize signal timing. Transit speed will be increased to maximum achievable with reasonable intersection operation.	Delay to transit or intersecting traffic may be unacceptable. May affect intersection capacity for general traffic movements.	Modification of intersection signal timing [2].	Moderately significant	Pursue an on-going intersection performance monitoring program [3]	York Region	Status – [1,2] - Closed Status – [3] - Future Work [1,2] Signal timing and traffic simulations have been developed. The signal control system includes transit signal priority to allow buses to avoid stopping at intersections when feasible. Traffic signal offsets will also be designed for transit buses to maximize the chances of going through intersections on green signals. These features will improve travel time and service reliability. [3] Is a future post-construction activity. York Region routinely monitors intersection performance as part of normal operations.	[1] [2] ID#14 H2WH2E-TFS-REP-EDCO-000-2.6_100% Transit Priority Measures-VISSIM [1] [2] ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1-2] EF Closed (2019) [3] AC	Item [1,2] Document (ID#14 and #20) support assertions that simulation has been completed and signalized controls are designed for intersection operation Both 100% and IFC document provided. This item is closed. Item [3] accepted that this is an operational issue for the future

Notes: P – Preconstruction, C – Construction, O – Operation

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review				
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
B2 cont'd (i)					✓	Pine Valley Drive	Implementation of RT reduces the intersection capacity.	N-S pedestrian crossing times have been increased. Protected-only EBL & WBL have been introduced. Due to property constraints, dual left turn lanes cannot be provided.	The number of permissive left turns will be limited due to the heavy E-W through volumes. WBL, EBL & NBL will approach at capacity during peak hours.	Review property impact during Preliminary Design Phase to assess the opportunities to provide a dual left turn lane.[1]	Moderately Significant	Review property impact during Preliminary Design Phase.	York Region	Status – [1] – Closed [1] The traffic operations and need for dual left turn lanes for the Pine Valley Drive intersection was reviewed in conjunction with geometric design constraints and property / right-of-way.	[1] ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1] EF Closed (2019)	Item [1] Document (ID#20) provided as IFC, and accepted based on 2018 review action. This item is now closed.
(x)	Maintain or improve road traffic and pedestrian circulation (cont'd)	Reduction in main street intersection capacities due to rapid transit operations (cont'd)			✓	Worth Boulevard/Flamingo Road (Bathurst Street)	Requirement for transit to transition to mixed-traffic complicates the intersection operation.	A ten second transit phase will be provided. SBT will be permitted during this transit phase.	NBT will operate at capacity and SBT will approach capacity. Addition green time is required in the N-S direction.	Split phasing should be considered during the detailed design stage. [1]	Significant	Monitoring required for split phasing. [2]	York Region	Status – [1] - Closed Status – [2] - Future Work [1] The traffic signal design is complete, which determined that the intersection of Bathurst St. and Flamingo Rd. requires 1-Stage pedestrian crossing and that there is no need to provide 2-Stage crossing. In addition, the bus merging in the NB direction does not require separate bus phase; NB and SB movements will operate concurrently serving both general traffic and buses. The split phasing for this intersection is not considered a viable option from the traffic operations perspective. [2] Monitoring will take place post-construction. York Region routinely monitors intersection performance as part of normal operations	[1] ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1] EF Closed (2019) [2] AC	Item [1]: The IFC document (ID#20) was found to demonstrate the traffic analysis report was completed. It is accepted that split phasing is not a viable option from an operation perspective. This item is now closed. Item [2]: It is accepted that it is operational monitoring activity (Future Work).
B2 cont'd (z)					✓	Hunter's Point Drive	Requirement for transit to transition to mixed-traffic complicates the intersection	A ten second transit phase will be provided. EBT will be	No capacity constraints.	None expected	Positive effect	None required.	York Region	Status – [1] - Closed [1] The EBT BRT lane continues	[1] ID#20 H2WH2E-TFS-REP-	Yes	[1] EF Closed (2019)	Final IFC Document (ID#20) was provided following OE Action feedback in 2018. This item is now

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review				
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
						operation.	permitted during this transit phase.[1]							to Hwy 7/Yonge St, a 10 second transit phase is not needed.	EDCO-000-03_IFC_Permanent Traffic Studies			closed.
(aa)					✓	Yonge Street Connection Road	Accessing the Richmond Hill Centre Intermodal Station complicates the intersection operation.	WB & SB right transit movements will operate in mixed traffic utilizing the existing channelized right turn lanes. EB & SB left transit movements will remain in the dedicated transit lanes. EB left transit & general traffic movements will operate together. Similarly, SB left transit & general traffic movements will operate together. [1] Signal priority will likely be implemented to detect buses in the transitway & activate the appropriate phases to avoid long delays & prevent the buses from doubling up.	EBL and WBT will approach capacity during the PM peak hour.	None expected	Positive effect	Monitoring required for signal priority. [2]	York Region	Status – [1] - Closed Status – [2] - Future Work [1] The traffic signal design is complete. The EBL bus and general traffic movements will not operate concurrently due to a weaving issue on the outbound approach for access into Richmond Hill Centre entrance. This intersection will have two separate bus phases (i.e., to serve the SBL and EBL bus movements). The SBL bus movement will not operate concurrently with SBL general traffic due to safety reasons. EBL and WBT movements during PM peak are expected to operate with acceptable operations. Removal of the SBL transit lane is being reviewed under the Transit Operational Report as per the Region/OE/YRRTC request. This will eliminate SBL additional transit phase at the intersection. [2] Monitoring of signal prioritized intersections will take place post-construction. York Region routinely monitors intersection performance as part of normal operations	[1] ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1] EF Closed (2019) [2] AC	Item [1]: Final IFC Document (ID#20) was provided following OE Action feedback in 2018. This item is now closed. Item [2]: It is accepted that it is operational monitoring activity (Future Work).

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review				
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
B2 cont'd (b)		Widening or construction of new structures resulting in major temporary disruption to highway or railway traffic during construction		✓		Hwy 427 CP Mactier Hwy 400 McMillian Yard Hwy 407/ Jane St. CN Halton CN Bradford Hwy 407/ Bathurst St. Yonge St. CN Bala Future Cedar Ave. Bayview Ave. Hwy 404 CP Havelock	Construction staging at busy highway interchanges, such as at Hwy 404, could cause additional delay to general traffic. Temporary relocation of railway lines could cause delay to railway traffic.	Mitigation in the form of traffic accommodation plans and temporary works will be developed for all structures where disruption is unavoidable.[1] Mixed traffic operation is introduced in the area of CP Mactier, CN Halton, CN Bradford, Hwy 407/ Bathurst St., Bayview Ave., CN Bala, Hwy 404 and CP Havelock to avoid widening of structures. Lane reduction is used at Hwy 400 to minimize the widening of the structure. The widening of the rest of the structures is considered unavoidable.	Reduction in transit and general traffic operation speed. Some delays likely during construction period.	None	Moderately significant	Monitor traffic operation to confirm whether dedicated transit lanes are required in the future.[2]	York Region	Status – [1] - Closed Status – [2] - Future Work [1] Traffic Management Plans are being prepared to ensure pedestrian and vehicle circulation is maintain during construction activities. Highways and interchanges, such as works near Highway 407 access, are considered in the preparation of the plans where appropriate. Majority of construction works is complete, and this item is now closed. [2] Monitoring to take place post-construction.	[1] ID#4 2019-03 Memo - Traffic Management Plan and Permit Memo (PDF) [1] ID#6 H2WH2E-QUA-MAN-EDCO-004-05 - Traffic Quality Management Plan (TQMP) [1] ID#17 Lane Closure Permit Tracker and Correspondence	Yes	[1] EF Closed (2019) [2] AC	Item [1]: Documents ID#4,#6 and #17 show that construction traffic management plans are made. It is accepted that the majority of construction work is complete and no further action is required. Following 2018 review comments. It is accepted that CN rail doesn't not apply. This item is closed. Item [2]: It is accepted that it is operational monitoring activity (Future Work).

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review				
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
(bk)	Maintain or improve road traffic and pedestrian circulation (cont'd)	Access to minor side streets and properties along the Highway 7 Corridor transit routes	✓	✓	✓	Entire Corridor	Median transitway will eliminate random left turns into minor side streets and properties thereby requiring an alternative access route	In many cases, alternative access can be obtained to a site via another site access or an adjacent roadway with signalized access to Highway 7. The travel patterns for the major traffic generators will be changed.	Conflict with U-turns and Right may decrease safety.	None necessary	Moderately significant	Monitor traffic and prohibit Right Turns on Red movements from the side street at these locations if necessary [2]	York Region	Status – [1] - Closed Status – [2] - Future Work [1] During operations, U-turn opportunities will be provided at intersections to facilitate movements in and out of adjacent land uses. Right turns on red prohibition has been reviewed in conjunction with U-Turn opportunities in the final design. Traffic Management Plans have been prepared and provided in previous ACR submission. This item is now closed. [2] Monitoring to take place post-construction.	[1] ID#4 2019-03 Memo - Traffic Management Plan and Permit Memo (PDF) [1] ID#6 H2WH2E-QUA-MAN-EDCO-004-05 - Traffic Quality Management Plan (TQMP) [1] ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1] EF Closed (2019) [2] AC	Item [1]: Documents ID#4, #6 and #20-28 show that construction traffic management plans are made. It is accepted that the majority of construction work is complete, and no further action is required. This item is closed. Item [2]: It is accepted that it is operational monitoring activity (Future Work).
(bm)	Maintain or improve road traffic and pedestrian circulation (cont'd)	Potential for Traffic Infiltration			✓	Monsheen Drive Neighbourhood; Willis Rd./ Chancellor Dr.; Westminster Dr.; Beverley Glen Blvd; South Park Dr./ Commerce Valley Dr. E & W; Kennedy Rd. from Avoca Dr. to Swansea Rd.	In many neighbourhoods, traffic infiltration has already been occurring to circumvent Highway 7. With future constraints placed on Highway 7, it may prove more beneficial for traffic to utilize these local roadways.	Future traffic volumes through these neighbourhoods should be monitored before [1] and after [2] the implementation of the preferred transitway alternative to determine if additional measures are required to reduce traffic infiltration.	Infiltration may still require mitigation	Measures to reduce traffic infiltration could be implemented.	Insignificant	None	York Region	Status – [1] - Closed Status – [2] - Future Work (Westminster, Beverley Glen) [1] Reduced intersection capacity resulting from roadway modifications is being investigated as part of the traffic analysis of existing and permanent conditions. Intersection and driveway counts were collected to support development of detailed design and to establish baseline traffic volumes. Traffic count information will be provided in the Permanent Traffic Study.	[1] ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1] EF Closed (2019) [2] AC	Item [1]: It is accepted that this monitoring of traffic is completed. It is accepted that the majority of construction work is complete, and no further action is required. This item is closed. Item [2]: It is accepted that it post-construction monitoring is Future Work.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility												Compliance Monitoring			Compliance Review			
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
													[2] Monitoring to take place post-construction.					
B2 cont'd (bn)		Pedestrian Crossings			✓	Vaughan Valley Blvd./ Roybridge Gate; Hwy 427; Jane St./ Hwy 7; Creditstone Rd.; Keele St.; Islington Ave.; Aberdeen Ave./ Marycroft Ave.; Worth Blvd./ Flamingo Rd./ Bathurst St.; South Park/ Chalmers Rd.; Leslie St.; Commerce Valley Dr. E/ E. Beaver Creek; Town Centre Blvd./ Hwy 7; Kennedy Rd./ Avoca Dr. Kennedy Rd./ Hwy 7; McCowan Rd.	Due to the width of the main street at intersection, pedestrians may not be able to cross the intersection in one signal phase based on the standard pedestrian crossing times of 7 seconds.	Transitway median facilities generally provide a pedestrian refuge at mid-crossing. [1]	These intersections may require two-stage crossing in the future to accommodate heavy main street traffic.	The decision to implement these special provisions should be deferred until post-operation conditions are monitored and the need is identified	Moderately Significant	Monitoring is required to determine if the implementation of two-stage is a necessity. [2]	York Region	Status – [1] - Closed Status – [2] - Future Work [1] Median refuge will be provided at various intersections along the alignment to facilitate safe pedestrian crossing. 2-stage crossing is provided at the intersections with very large pedestrian crossing distance and vivaNext stations. Preparation of the traffic signal design has determined that the intersection of Bathurst St and Flamingo Road requires 1-Stage pedestrian crossing and that there is no need to provide 2-Stage crossing. It was also determined that median refuge is not necessary at this intersection. [2] Monitoring to take place post-construction.	[1] ID#21 H2W-CIV-PM-104-02 [1] ID#22 H2E-CIV-PM-104-01 [1] ID#23 H2E-CIV-NC-130	Yes	[1] EF Closed (2019) [2] AC	Item [1]: Document provided (ID # 21-23) are accepted as being final. Document ID # 23 shows that there are 1-stage crossings at certain intersections. This is consistent with PE design. Design consideration was given based on pedestrian crossing distance and the impact to operation of intersection for cross walks crossing the BRT/efficiency of intersection. This item is now closed. Item [2]: It is accepted that post-construction monitoring is Future Work.
B6 (c)		Landscaping	✓		✓	Entire Corridor	Landscaping species may not survive in winter months	[1] Choose appropriate species for both winter and other months to maintain greenery throughout corridor. [2] Place landscaping in planters and incorporate buried irrigation systems.	Species may still not survive	[3] Change species, irrigation patterns, etc.	Insignificant	[4] Monitor health of landscaping continuously	York Region	Status – [1,2] - Closed Status - [3,4] - Future Work York Region has staff for inspection, maintenance and watering of the streetscape plantings	[1,2] ID#24 H2WH2E-LND-DETAIL-401	Yes	[1,2] EF Closed (2019) [3,4] AC	Item [1,2] ID#24 Landscape document provided and accepted. No further action required. This item is closed. Item [3,4]: It is accepted that post-construction monitoring [4] & mitigation [3] is Future Work.

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

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review				
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
C1 (a)	Minimize adverse effects on Aquatic Ecosystems	Fuel spills, due to accidents during construction refuelling and accidents during operation, entering the watercourses		✓	✓	Entire Corridor	Fish kills due to chemical spills resulting in short term population decline.	No refuelling within 10 m of a watercourse. [1] Emergency Response Plan. [2]	Short term population decline. Some contaminants within storm-water system.	None practical	Insignificant	None required	York Region	Status – [1] - Ongoing Status – [2] - Closed [1] All works within Culvert C4, C7, C8, C9 and C19 have been completed. During construction activities, daily inspections are undertaken. The Environmental Inspector checks the fueling and maintenance areas, which are required to be located at a reasonable distance from any natural or constructed land drainage systems or water body (typically 30 to 50 m). During in water works at Culvert C1, upstream and downstream turbidity measurements and temperature were taken three times a day to ensure that they were within 20 NTUs of baseline measurements. If turbidity exceeded this threshold limit, the subcontractors were directed to correct the issue to reduce the silt in the water. [2] Closed in 2016.	[1] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [1] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Compiled) [1] ID#15 Environmental Emergency Preparedness Plan - Oct 2018 [1] ID#16 EDCO- Env. Emergency Response Plan - Oct 2018	Yes	[1] EF [2] Closed (2016)	Item [1]: Documents (ID#5-7, 15 and #16) show that environmental monitoring and reporting is ongoing during works. This item to remain ongoing until final ACR is submitted, at which time it will be closed. Item [2]: Closed 2016.
C1 cont'd (d)		Loss of site-specific habitat.		✓		All watercourses within entire corridor.	Potential loss of fish habitat as a result of new culverts/bridges, culvert/bridge extensions and/or culvert/bridge replacements or repairs.	Design transitway cross sections to avoid modifications at culverts/bridges. Span meander belt or 100-year erosion limit of the watercourse. Avoid in-water work to the extent possible. Minimize the area of in-water alteration to the extent possible.	A harmful alteration of fish habitat will likely result from culvert modifications at approximately 25 convey watercourses that support fish habitat.	Negotiations with regulatory agencies during detail design. Compensate for the harmful alteration of fish habitat. [1]	Insignificant	On-site environmental inspection during in-water work. [2] Post-construction monitoring of fish habitat compensation measures. [3]	York Region	Status – [2] - Ongoing Status – [1] - Closed Status – [3] - Future Work [1] Closed in 2017. [2] The Environmental Site Inspection Report demonstrates monitoring during in-water works. Culvert C1 works (minor channelization / restoration) is ongoing. Monitoring is ongoing.	[2] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [2] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF	Yes	[1]- Closed (2017) [2] EF [3] AC	Item [1]: This item was closed in 2017 Item [2]: Documents ID# 5 and 7 provide the environmental inspection criteria for in water work. This item to remain ongoing until final ACR is submitted, at which time it will be closed. Item [3]: it is accepted that

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review				
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / Agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
							Follow in-water construction timing restriction. Perform all in-water work in the dry using a temporary flow bypass system.						[3] Post-construction monitoring is future work	Compiled)			post-construction monitoring is Future Work.	
(e)	Minimize adverse effects on Aquatic Ecosystems (cont'd)	Fish mortality		✓		All watercourses within entire corridor.	Fish may be injured or killed by dewatering. Design transitway cross sections to avoid modifications at culverts/bridges. Avoid in-water work to the extent possible. [1] Perform all in-water work in the dry using a temporary flow bypass system. [2] Capture fish trapped during dewatering of the work zone and safely release upstream. [3] Prohibit the entry of heavy equipment into the watercourse.	None expected.	None	Negligible	[4] On-site environmental inspection during in-water work.	York Region	Status – [1,2,3,4] - Ongoing [1] In-water works are only proposed at Culverts C1, C8 and C7. Works will occur in the dry where necessary. [2, 4] The Environmental Site Inspection Report demonstrates monitoring during in-water works. This will be ongoing until all water crossings are complete. [3] Evidence shown that protection fencing has been used.	[1] [2] [3] [4] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [1] [2] [3] [4] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Complied)	Yes	[1,2,3,4] EF	Item [1]: Documents in item 41 above show that in-water works will be in the dry. Items [2,4]: Ongoing Item [3]: An example of protection fencing was included in the 2017 ACR (ID#3-4). Items [1,2,3,4] This item to remain ongoing until final ACR is submitted, at which time it will be closed.	
C1 cont'd (f)		Barriers to fish movement.		✓	✓	All watercourses within entire corridor.	Culvert/bridge extension, repair or replacement may create a barrier to fish movement. Use open footing culverts or countersink closed culverts a minimum of 20% of culvert diameter. Span the watercourse, meander belt or floodplain with new structures where warranted by site conditions.	Culvert extensions will be designed to avoid the creation of a barrier to fish movement.	Negotiations with regulatory agencies during detail design. [1]	Negligible	On-site environmental inspection during in-water work. [2]	York Region	Status - [2] – Ongoing Status - [1] - Closed [1] Closed in 2017. [2] The Environmental Site Inspection Report demonstrates monitoring during in-water works. This will be ongoing until all water crossings are complete.	[2] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [2] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Complied)	Yes	[1] - Closed (2017) [2] EF	Item [1]: This item was closed in 2017 Item [2]: Documents [ID#4, 5] as well as Item 41 above in this ACR table support that inspections to include in-water works, when needed. This item to remain ongoing until final ACR is submitted, at which time it will be closed.	
C1 cont'd	Minimize adverse effects on Aquatic	Increased temperature		✓	✓	All watercourse	Clearing of riparian vegetation and storm	Minimize the area of stream bank alteration	Shading provided by	Restore riparian areas	Negligible	Post-construction inspection of storm	York Region	Status – [1,2,3] – Closed Status – [4,5,6] - Future Work	[1] [2] [3] ID#19 H2WH2E-STC-	Yes	[1,3] EF Closed	Item [1]: ID #19 show final IFC document. It is accepted

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review				
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / Agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
(h)	Ecosystems (cont'd)					s within entire corridor	water management practices can impact temperature regimes. [1]	to the extent possible. [1]	culvert/bridge offsets shading lost through removal of riparian vegetation. [3]	disturbed during construction with native vegetation. [3]		water management facilities to evaluate their effectiveness. [4]	[1] Minimizing the area of stream bank alteration was considered through geomorphic design development at Culverts C1 and C4. Geomorphology Reports were prepared	DWG-EDCO-000-00_IFC-DIN175 [1] [2] [3] ID#27 Site Condition Rating Checklist		(2019) [2]AC Closed (2017) [4,5,6] AC	that geomorphological reports were utilised in creation of IFC and no further action is required, Item [2]: Closed per OE comments in 2017 Item [3]: ID #27 show site condition rating inspection checklist as documented in 2018 ACR. No further action is required, this item is now closed. Items [4,5 and 6]: it is accepted that post-construction monitoring, and maintenance is Future Work.	
C2 (a)	Minimize adverse effects on Terrestrial Ecosystems	Loss of wildlife habitat and ecological functions		✓	✓	Entire corridor.	Construction of the transitway and associated facilities may result in the removal of vegetation and ecological functions it supports.	Minimize the area of vegetation removals to the extent possible. [1]	None expected.	Restore natural areas disturbed using construction with native vegetation, where feasible. [6]	Negligible	None required.	Status - [5] - Ongoing Status – [1,2,3,4,6,7] – Closed [1,2,3,4,6,7] – Closed in 2017.	[5] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Compiled) [5] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Compiled)	Yes	AC [1,2,3,4,6,7] EF [5]	Item [1,2,3,4,6,7]: OE closed in 2017 ACR Item [5]: ID#5 and 7 supports that trees are being protected within the clear zone. This item is on going and will be closed when construction is completed. This item to remain ongoing until final ACR is submitted at which time it will be closed.	

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review				
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
(b)		Wildlife mortality		✓	✓	Entire corridor.	Removal of wildlife habitat may result in wildlife mortality.	[1] Perform vegetation removals outside of wildlife breeding seasons (typically April 1 to July 31). [2] Perform culvert/bridge extension, repair and replacement outside of wildlife breeding season.	None expected.	None required.	Negligible	None required.	York Region	Status – [2] – Ongoing, [1] Closed All tree removals have been completed. [2] Prior to vegetation removal during the breeding bird window (April 1 to August 30), due diligence nest searches were undertaken by an avian biologist to ensure that trees are cleared of nests and active wildlife. Trees were tagged once cleared and then removed / relocated within 2 days of being surveyed. Avian nest results are provided as an example. Construction activities are occurring for the culvert/bridge extension, repair and replacement During nesting season, if there are any trees to be removed, an avian biologist is retained to conduct a nest clearance inspection. Two inspections were completed between September 2017 and August 2018. [1] Closed in 2017.	[2] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [2] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Complied)	Yes	[1] Closed (2017) [2] EF	Item [1] Item was closed in 2017. [2] Documents (ID#5 and 7) indicate environmental checklist completed during construction include wildlife. This item to remain ongoing until final ACR is submitted, at which time it will be closed.
(e)		Disturbance to rare, threatened, or endangered wildlife		✓	✓	Entire corridor.	Three rare species were identified within the study area: rough-legged hawk (non-breeding migrant/vagrant, extremely rare breeding occurrence by MNR); northern shrike (non-breeding migrant/vagrant, very rare to uncommon breeding occurrence by MNR); and milk snake ('special concern' by COSEWIC, and 'rare to uncommon' by MNR)	Prevent the harassment of eastern milk snake if encountered during construction. [1] Perform vegetation removals outside of wildlife breeding seasons (typically April 1 to July 31). [2] Perform culvert/bridge extension, repair and replacement outside of wildlife breeding season [3]	None expected.	None required.	Negligible	None required.	York Region	Status – [1,2,3] - Closed [1] Closed in 2016. [2] Closed in 2017. [3] All culvert and bridge construction works are complete.	[3] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [3] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Complied)	Yes	[1] AC Closed (2016) [2] AC Closed (2017) [3] EF Closed (2019)	Item [1]: Closed [2016] Item [2]: Item was closed in 2017 ACR. [3]. Is accepted that all culvert and bridge construction works are complete. This item is closed.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review				
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
(f)	Minimize adverse effects on Terrestrial Ecosystems (cont'd)	Disturbance to vegetation through edge effects, drainage modifications and road salt	✓	✓	Entire corridor.	Clearing of new forest edges may result in sunscald, windthrow, and invasion of exotic species. Ditching, grading and other drainage modifications may alter local soil moisture regimes. Road salt may result in vegetation mortality and die back.	[1] Minimize the area of vegetation removals to the extent possible. [2] Minimize the 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 fencing/ tree protection barrier. [5] Manage the application of road salt to the extent possible. [6] TRCA guidelines for Forest Edge Management Plans & Post-Construction Restoration will be followed. [7] All valley lands disturbed will require restoration with native herbaceous & woody species.	Vegetation communities within the study area are primarily cultural in origin and have been impacted by Highway 7. The transitway represents an incremental encroachment into these already disturbed communities.	Landscape treatments.	Insignificant	None required.	York Region	Status – [1,2,3,4,6,7] - Closed Status - [5] - Future Work All terrestrial ecosystem work has no further impact as construction is complete. [5] YR Operations has an ongoing winter maintenance program which minimizes the use of salt on roads. Winter maintenance practices for the rapid transit facility will be established closer to the time of commencement of operations.	[1] [2] [3] [4] [6] [7] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [1] [2] [3] [4] [6] [7] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Compiled) ID#25 June 2012 Winter Maintenance Program	Yes	[1,2,3,4,5,6,7] EF Closed (2019)	Item [1,2,3,4,6,7]: It is accepted that all terrestrial ecosystem work has no further impact as construction is complete. This item is now closed. Item [5]: Salt Management is documented in ID #25 which provides evidence that YR has a Winter Maintenance program which minimizes the use of salt on roads. It is accepted that this is Future Work.	
C2 cont'd (g)		Disturbance to rare, threatened or endangered flora	✓		Entire Corridor.	Twenty-two regionally rare or uncommon species are located within the study limits including: Black Walnut, Common Evening	Minimize the area of vegetation removals to the extent possible. [1] Minimize grade changes	Trees may be removed by the transitway and its associated facilities.	None required.	Insignificant	Monitor clearing activities to ensure that minimum work zones are used to avoid any unnecessary tree	York Region	Status – [1,2,3] - Closed [2] During terrestrial field surveys in support of detailed design, the following rare species were identified: Ohio Buckeye	[3] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied)	Yes	[1] AC Closed (2016) [2] AC Closed	Item [1] Closed 2016. Item [2]: Closed in 2017. Item [3]: It is accepted that due to construction being mostly complete, thus us	

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review				
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
						Primrose, Cut-leaved Toothwort, Groundnut	to the extent possible. [1]					removal. [3]		and Black Walnut. 14 of these trees will be protected / not affected during construction and 1 has been transplanted. The remaining trees of these species (21) have been removed. 40 Kentucky Coffee-trees planted by York Region were identified in the tree inventory 19 trees will be protected / not affected during construction. The remaining trees have been removed (19) or transplanted (1). [3] Clearance is complete.	[3] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Compiled)		(2017) [3] EF Closed (2019)	clearance work. No further action of this item is required. This item is now closed.
C3 cont'd (c)		Degradation of air quality during construction		✓	Highway 7 Corridor	Some dust is expected during the construction period.	The law requires that all possible pollutant emission mitigation steps possible be taken during construction activities	Some PM emissions locally.	None required.	Negligible	Regular inspection of site dust [1] and construction vehicle exhaust emissions [2] during construction in compliance with MECP's standards and municipal by-laws.	York Region	Status – [1,2] – Ongoing [1,2] Weekly dust and air inspections are undertaken by the Environmental Inspector to ensure that the site is not excessively dusty, and the air quality is satisfactory. This includes checking that paved areas are free of soil and no idling of equipment when not in use.	[1] [2] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Compiled) [1] [2] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Compiled)	Yes	[1,2] EF	Items [1] and [2] documents ID#5, and 7 support the assertion regarding air quality monitoring occurs. This item to remain ongoing until final ACR is submitted at which time it will be closed.	
C4 (a)	Minimize adverse effects on corridor hydro-geological, geological, hydrological and geomorphic conditions	Water quality in shallow groundwater that can affect quality in surface watercourses		✓	Areas located hydraulically down gradient of transit alignment,	Transitways will require de-icing salt and will accumulate various chemical substances that can impact water quality of runoff. Impacted runoff that infiltrates can	Dilution and other natural processes will attenuate elevated parameters in groundwater.	Potential effects to water quality of surface water courses. Groundwater quality effects are anticipated to	Reduce application of road salt, where possible [1]. Curbs and gutters to	Moderately Significant	None required. Water quality effects are anticipated to remain acceptable.	York Region	Status – [1] - Future Work Status – [2] - Closed [2] Winter maintenance practices for the rapid transit facility will be established closer to the time of commencement of operations.	[2] ID#25 June 2012 Winter Maintenance Program	Yes	[1] AC [2] EF Closed (2019)	[1] Accept that road salt management is an operational issue and Future Work. [2] Document ID #2 supports the assertion that winter maintenance practices have	

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review				
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / Agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
						where receiving surface watercourses are present.	increase concentrations in shallow groundwater. Potential to affect shallow groundwater that discharges to surface watercourses.		be detectable.	convey impacted runoff away from permeable soil areas. [2]								been established. This item is now closed.
(d)	Minimize adverse effects on corridor hydro-geological, geological, hydrological and geomorphic conditions (cont'd)	Increased pavement; decreased infiltration			✓	Entire corridor	Minor increase in quantity of surface runoff. Minor decrease in quantity of groundwater. [1]	Storm water management facilities such as grassed swales and storm water ponds. [1]	Minor increase in peak stream flows. Minor decrease in groundwater.	None practical	Negligible	None required	York Region	Status – [1] - Closed This item is now closed.	[1] ID#19 H2WH2E-STC-DWG-EDCO-000-00_IFC-DIN175	Yes	[1] EF Closed (2019)	Item [1]: IFC document #19 provided based on 2018 OE comments. This item is now closed.

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

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-4 Effects and Mitigation for Mobility												Compliance Monitoring			Compliance Review			
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE D: To promote smart growth and economic development in the corridor																		
D1 (a)	Support Regional and Municipal Planning Policies and approved urban structure	Need for pedestrian-friendly streets and walkways for access to stations		✓	✓	Entire corridor	Streetscape will create a more pedestrian-friendly atmosphere.	Signalized pedestrian crosswalks will be provided at all station locations and an appropriate number of intersections [1]; Pedestrian safety will be considered in the design of station precincts [2] and road signage will be highly visible to both pedestrians and automobiles [3].	Potential for jaywalking in vicinity of stations, which could lead to increase in number of vehicle/pedestrian incidents.	Platform edge treatment will discourage illegal access [4]	Negligible	Monitor traffic accidents involving pedestrians to establish whether cause is transit related. [5]	York Region	Status – [1,2,3,4] - Closed Status - [5] - Future Work [1] The detailed traffic signal design is complete and complies with the AODA standards, including the design of pedestrian crossings. Bike signals will also be provided where multi-use path crossings occur. 2 Stage crossing is provided at the signalized intersections with stops. [2] Closed in 2016. [3] The location of roadway signage is provided in the IFC Pavement Marking and Signage Design drawings. Pavement markings and signage locations are placed to be highly visible to pedestrians and automobiles and is designed to meet the requirements of York Regions standards, the Ontario Traffic Manual Book 18: Cycling	[1] [3] ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1,3]EF Closed (2019) [2]AC Closed (2016) [4] AC Closed (2017) [5]AC	Item [1,3]: Final IFC document provided this item is now closed. Item [2] was closed in 2016. Item [4] This item was closed in 2017. Item [5] Accepted that monitoring of traffic during operations is Future Work.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-4 Effects and Mitigation for Mobility												Compliance Monitoring			Compliance Review			
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE D: To promote smart growth and economic development in the corridor																		
													Facilities (2014), Mm's Technical Memo on vivaNext cycle path dated March 12, 2015, and TAC's Bikeway Traffic Control Guidelines for Canada (2012). [4] Closed in 2017. [5] A monitoring program will be carried out following the commencement of operation.					
D1 cont'd (b)		Locating higher density and transit-oriented development where it can be served by transitway			✓	New and redevelop-ment/infill ocations	Current landowners could object to implementation of existing land use pattern changes along transit corridor.	Regional/Municipal land use controls and approval processes to encourage transit-oriented development or re-development in support of OP objectives.	Redevelopment pressure on surrounding areas	Apply Municipal Site Plan approval process	Insignificant	[1] Monitor re-development activity to control overall increase in development density	York Region / Vaughan / Markham / Richmond Hill	Status – [1] – Ongoing and Future Work Development activity planning and approval is a York Region process. The current site plan tracker is provided.	[1] ID#26 I&D Development Approvals Application Tracker - 2019	Yes	[1] EF	Item [1]: Evidence found. This item to remain ongoing until final ACR is submitted. It is likely no new evidence will be provided in 2020 and this item will be closed by default.
D2	Provide convenient access to social and community facilities in corridor	Potential barrier effects during construction and operation		✓	✓	Entire corridor	Transitway could be perceived as a barrier in access to future community centres, hospital(s), malls, parks, etc.	Construction Traffic and Pedestrian Management Plan will avoid wherever possible, barriers to entrances/exits to large attractors along Highway 7. Transitway median design will recognize pedestrian access requirements, particularly in proximity to community facilities.	Alternative access routes to facilities may affect adjacent properties	Mark detours and alternative access points clearly	Insignificant	Monitor congestion levels during construction [1] and traffic patterns during operations [2].	York Region	Status – [1] - Ongoing Status – [2] - Future Work [1] Traffic Management Plans are prepared to ensure pedestrian and vehicle circulation is maintained during construction activities. Access to social and community facilities, such as the Umca Rich Tree Academy, are considered in the preparation of the	[1] ID#4 2019-03 Memo - Traffic Management Plan and Permit Memo (PDF) [1] ID#6 H2WH2E-QUA-MAN-EDCO-004-05 - Traffic Quality Management Plan (TQMP) [1] ID#17 Lane Closure Permit	Yes	[1] EF [2] AC	Item [1]: Documents (ID#23-28) provided support that monitoring of traffic is occurring. This item to remain ongoing until final ACR is submitted, at which time it will be closed. Item [2] is a Future Work item (2015).

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-4 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review				
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / Agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE D: To promote smart growth and economic development in the corridor																		
													plans. Pedestrian and vehicle circulation are monitored by the site supervisions and modified should improvements be necessary. In addition, staging, schedules and work plans are altered to facilitate community events such as the Jewish High Holiday celebrated by the Flamingo Chad; work schedules and staging plans were altered to accommodate this event. [2] Monitoring of traffic patterns during operation is future work to occur following construction	Tracker and Correspondence				
D3 cont'd (b)		The potential for a decrease in business activity.		✓	✓	Entire corridor	Modification of road access could lead to displacement and/or business loss.	Implement procedures to address requests of affected businesses [1]; Incorporate design solutions and construction methods to minimize number of businesses affected. [2]	Decrease in traffic; decrease in workforce/population	Encourage alternative compatible development	Moderately significant	Cooperative response to business loss concerns addressed to municipalities. [3]	York Region	Status – [1, 2, 3] - Ongoing [1] Complaints and Incident procedures are in place to receive complaints / incidents, evaluate and mitigate the root cause. This includes a procedure to receive and address requests of affected businesses. For example, business owners were concerned about construction	[1] [2] [3] ID#4 2019-03 Memo - Traffic Management Plan and Permit Memo (PDF) [1] [2] [3] ID#6 H2WH2E-QUA-MAN-EDCO-004-05 - Traffic Quality Management Plan (TQMP) [1] [2] [3] ID#28	Yes	[1,2,3] EF	Item [1,]; Document ID #28 and #30 support the assertion regarding the complaints procedures. It is acceptable that this complaint procedure will be adopted during Operations. This item to remain ongoing until final ACR is submitted, at which time it will be closed. Item [2]: Documents (ID#4 and #6) provided support that monitoring of traffic is occurring. This item to remain ongoing until final ACR is submitted, at which time it will be closed. Item [3]: Document ID #28 and

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-4 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review				
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / Agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE D: To promote smart growth and economic development in the corridor																		
													equipment blocking their businesses; therefore, to resolve the issue, EDCO installed additional "Open for Business" signage in areas where there were a lot of construction activities occurring in front of businesses. [2] Traffic Management Plans are prepared to ensure accesses to businesses are maintained during construction activities. Business access is monitored by the site supervisions and modified should improvements be necessary. [3] Business loss claims are managed through a YRRTC Community Liaison Representative, YR Real Estate Appraiser (Negotiator) and the claimant.	2019-05 Memo - Complaints and Incidents Memo (Compiled) [1] [2] [3] ID#30 Appendix 1 - Businesses complaints September 2018 to August 2019 (pdf)			#30 It is accepted that a cooperative response will be undertaken for a concern when received. This item to remain ongoing until final ACR is submitted, at which time it will be closed.	
D4 (a)	Protect provisions for goods movement in corridor	Ease of Truck Movement			✓	Entire Corridor	Median transitway will restrict truck movement in corridor	Provided U-turns at major intersections to allow for truck access to side streets and properties. Traffic analysis at intersections indicated sufficient	In areas of 4-lane cross-section, intersections with no station or landscaping in median do not allow sufficient	Traffic signs prohibit large truck at these intersections (see next entries). [1] Designate	Insignificant	Monitor and widen Highway 7 with right turn tapers at side streets to allow for movement [3]	York Region	Status – [1,2] – Closed Status – [3] – Future Work [1] Traffic signal design is complete. The signal timings will be re-	[1] [2] ID#31 Turning_Movement_Paths-Stage 2A Simulations-EBL-WBL Dufferin	Yes	[1-2] EF, Closed (2019) [3] AC	Item [1,2] Documents (ID#31 and 32) support assertion that design is underway for traffic signals and Class 9 vehicles were considered and is now complete. This item is closed. Item [3] Accepted that monitoring is

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-4 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review				
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / Agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE D: To promote smart growth and economic development in the corridor																		
							capacity for trucks using U-turns.	turning width for WB 17 (articulated trucks).	truck routes. [2]				optimized for every construction stage and each intersection will be reviewed on case by case basis for any turning prohibitions.	[1] [2] ID#32 Turning_Movement_Paths-Stage 2A Simulations-NBL-SBL Dufferin			post-construction and Future Work.	
													[2] In addition, U-turns will generally be permitted at signalized intersections to facilities access to community features such as shopping centres. Single Unit Class 9 vehicles have been considered for U-turn provisions at intersections.					
													[3] is post-construction monitoring					
D4 cont'd (b)	Protect provisions for goods movement in corridor (cont'd)			✓		Entire Corridor	Construction may limit access for trucks	Traffic management plan to ensure truck access at all times [1]	May not be possible in some areas	Designate alternative truck routes [2]	Negligible	None required	York Region	Status – [1,2] – Closed		Yes	[1,2] AC Closed (2019)	Item [1]: It is accepted that construction is complete and this item is closed.
(e)					✓	Westbound at Bruce St. intersection	The effect is not anticipated to be critical because: <ul style="list-style-type: none"> the commercial property on the SE corner has no access on Highway 7; there is no other commercial properties on the south side between 	None required.	None expected.	None required.	Insignificant	Monitor and widen Highway 7 with right turn tapers at side streets to allow for movement or widen Highway 7 from 4 lanes to 6 lanes. [1]	York Region	Status – [1] - Closed	[1] ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1] EF Closed (2019)	Item [1]: Document (ID#20) supports that the traffic analysis is complete, final document provided. This item is now closed.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-4 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review				
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / Agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE D: To promote smart growth and economic development in the corridor																		
							Bruce St. and Helen St./ Wigwoss Dr.; and <ul style="list-style-type: none"> the next U-turn permitted intersection is only approximately 400m away at Islington Ave. 											

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

Appendix 2 Action for comments received from the <u>Government Review Team</u> on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment Final Report					Compliance Monitoring			Compliance Review		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description	Compliance Document Reference	Status	Results	Notes
Ministry of the Environment – Water Resources	Ms. Ellen Schmarje, Supervisor, Water Resources Unit, Central Region – Technical Support Section	3	a) The Proponent should note that Section 53 (OWRA) approvals from the MOE will be required for the new and expanded storm sewers and end-of-pipe storm water management facilities prior to the construction phase (Section 11.2: Project Implementation Plan).	a) Comment noted and will be carried forward for consideration during detailed design. Section 11.2.1 of the EA report identifies examples of other approvals that may be required during the detailed design phase but is not intended as a complete list of all post EA approvals that will be required.		<p>Status – Closed</p> <p>Application to MECP (via Transfer of Review process with York Region) for Environmental Compliance Approval will be pursued. This application will follow approval of designs by TRCA.</p> <p>All necessary permits and approvals will be obtained prior to corresponding construction activities where required. Permits and approvals required for the Project have been identified and are being tracked monthly.</p> <p>ECA permit approval was received on May 14, 2018 for the H2 East segment of the project for the storm sewer installation works. ECA Number is 8118-AYEGHY</p> <p>ECA approval has been received.</p>	ID#3 Project Permits Matrix - Aug19	Yes	[1] EF Closed (2019)	The documentation provided (ID#3) support the assertion that all permits received, and work related to the permits have been completed. This item is now closed.
Ministry of the Environment – Water Resources	Ms. Ellen Schmarje, Supervisor, Water Resources Unit, Central Region – Technical Support Section	3	e) No major outstanding surface water or groundwater issues were identified regarding the preferred alternative. Additional input during the detailed design phase may be required to ensure that monitoring, mitigation and contingency plans adequately assess any adverse impacts to the natural environment and/or sufficiently protect the natural environment.	b) Comment noted. The MOE will be consulted during development of the detailed Monitoring Program as appropriate.[1]		<p>Status – [1] - Closed</p> <p>Development of a Storm Water Management Plan (SWMP) has been completed and has been prepared in accordance with the MOE’s Stormwater Management Planning and Design Manual (2003) and Guidelines for Evaluating Construction Activities Impacting on Water Resources.</p> <p>Stormwater management has been discussed with the TRCA during detailed design at the meetings held on October 13, 2016, December 1, 2015 and</p>	[1] ID#3 Project Permits Matrix - Aug19	Yes	EF[1] Closed (2019)	The documentation provided (ID#3) support the assertion that all permits received, and work related to the permits have been completed. This item is now closed.

Appendix 2 Action for comments received from the <u>Government Review Team</u> on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment Final Report					Compliance Monitoring			Compliance Review		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description	Compliance Document Reference	Status	Results	Notes
						July 5, 2016. MECP contact: Ministry of the Environment Transfer of Review - For all Ministry of the Environment (MOE) transfer of reviews and underground servicing approvals, please contact: Eva Pulnicki (Environmental Servicing Engineer Phone: 905-830-4444 Ext. 75749 Email: eva.pulnicki@york.ca)				
City of Vaughan	Mr. Roy McQuillan, Manager of Corporate Policy	6	f) Generally, the impacts were positive or could be mitigated to a minimal level of significance. Given the diversity of the corridor and the form of the transitway, there will be impacts on traffic operations and urban design.	a) Detailed comment noted. As noted in Table 11.4-2 of the EA report, the Region is committed to monitoring traffic operations after implementation of the undertaking. [1] In addition, a detailed traffic management plan will be developed prior to commencing construction (Section 11.2.2.1). [2]		Status – [2] - Ongoing Status – [1] - Future Work [1] This item relates to the operations phase. [2] Traffic Management Plans are prepared prior to commencing works on any phase to ensure pedestrian and vehicle circulation is maintained during construction activities	[2] ID#4 2019-03 Memo - Traffic Management Plan and Permit Memo (PDF) [2] ID#6 H2WH2E-QUA-MAN-EDCO-004-05 - Traffic Quality Management Plan (TQMP)	Yes	[1] AC [2] EF	Item [1] Accepted that this relates to the operations phase and is Future Work. Item [2]: Documents (ID #4 and #6) provided support that Traffic Management Plans were prepared, maintained and now complete. This item to remain ongoing until final ACR is submitted, at which time it will be closed.
		6 cont'd	i) The study acknowledges that there are areas that have insufficient road allowance width to permit significant landscaping. An example is the section of Hwy 7 between Martin Grove and Pine Valley Dr. For such areas, the plan suggests that redevelopment be monitored and that property be acquired through redevelopment. An alternative would be to incorporate sufficient setbacks to allow for landscaping to be provided on the private lands between road allowance and the building.	b) Comment noted. The Region will work with the local municipalities to secure the required r.o.w. and setbacks through the development approval process [1]		Status – [1] – Closed and Future Work [1] Site Plan Applications and Official Plan Amendments are being monitored.	[1] ID#26 I&D Development Approvals Application Tracker – 2019 ID#29 Key Map Highway 7	Yes	[1] EF Closed (2019)	Item [1]: Evidence found and supporting document showing H2WE segments and Future rapidways provided based on OE comments in 2018. It is understood the area referenced is beyond this segment and is Future Rapidways
			j) The City is currently conducting several land use studies in areas that will be directly affected by the transitway. These include the Hwy 7 Futures Study and the Steeles Ave Corridor Study-Jane St to Keele St.	c) Comment noted. York Region will work with the local municipalities, including the City of Vaughan, during detailed design [1] and development of a detailed streetscape plan to incorporate recommendations		Status – [1,2] - Closed [1] Municipalities are included in circulation of design drawings for		Yes	[1.] AC Closed 2019 [2] AC Closed 2018	Item [1]: It is accepted that Municipalities are included in circulation of design drawings for review.

Appendix 2 Action for comments received from the <u>Government Review Team</u> on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment Final Report					Compliance Monitoring			Compliance Review		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description	Compliance Document Reference	Status	Results	Notes
			Both studies are nearing conclusion. Each will have land use and urban design implications for these areas. In order to optimize the opportunities for aesthetic improvements along Hwy 7 and in the Vaughan North-South Link, the outcomes of these studies should be taken into account during the detailed design of the transitway and the surrounding road allowance. Improving the urban and aesthetic environment will support both the Region's and City's development objectives and improve the chances of their being achieved. A recommendation has been included requesting that the Region work with the City during the detailed design phase for the transitway to take into account the results of these studies.	from adjacent land use planning studies where feasible. [2]		review. Comments are incorporated into review process by designer.				Item [2]: Item closed in 2018
		6 cont'd	<p><i>Road Operations:</i> The introduction of the centre median will have a number of effects, which include:</p> <p>k) A prohibition on left turns in and out from driveways and minor roads due to the transitway – The EA indicates that alternative access can be obtained by way of another site or an adjacent roadway. Users will have to adapt and find alternative routes. The introduction of U-turns at signalized intersections is also provided. The impact of the introduction of U-turns to accommodate left-in and left-out turns – in some instances there might be conflicts between U-turns and right turn movements onto Hwy 7 from side streets when the traffic signal is red. It may be necessary to restrict right turns on red lights from side streets. This should be monitored and measures taken to reduce any potential conflicts. It is noted that some of the intersections with four lane road sections may not permit U-turns by large trucks. Restrictions may have to be imposed where warranted.</p>	d) Detailed comment noted. The Region will consult with the local municipalities during development of the detailed Traffic Management Plan (as described in Section 11.2.2.1 of the EA report).[1]		<p>Status – [1] - Closed</p> <p>The Region will circulate Traffic Management Plans to municipalities and school boards for review. It is noted that there are existing vivaNext projects in both Vaughan and Richmond Hill where the unique operation of the rapidway has been reviewed.</p>	ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies.pdf	Yes	[1] EF Closed (2019)	Item [1]: In 2018 ACR submission document ID#25 supports the assertion that TMPs are consulted and provides examples of the lane closure plans and permits. Document ID#62 provides details on Temporary Construction Staging and Construction Stage 1 Analysis. For 2019, ID #20 shows final IFC document. This item is closed.
			l) Pedestrian crossings given the additional road width in some areas – Given the introduction of the transitway and the station facilities, there is a substantial increase in the paved portion of the road allowance, especially at major intersections. Some pedestrians may not be able to cross in one signal phase. The transitway will have pedestrian refuge areas built into the design to allow them to wait at mid-crossing. A further alternative would be to have a two-stage crossing system to accommodate heavier traffic. Before proceeding to a	e) Detailed comment noted and will be carried forward for consideration of the detailed Traffic Management Plan (Section 11.2.2.1). [1] Traffic Operation Monitoring (noted in Table 11.4-2) will include consideration of effects on pedestrians. [2]		<p>Status - [1] – Closed Status - [2] - Future Work</p> <p>[1] Median refuge will be provided at various intersections along the alignment to facilitate safe pedestrian crossing (H2E-CIV-PM-106). In addition, the traffic analysis is complete. The intersections with very large</p>	[1] ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1] EF Closed (2019) [2] AC	Item [1]: Item [1]: Document (ID#20) supports the assertion that design is complete. This item is now closed. Item [2]: Accept that operational monitoring is Future Work

Appendix 2 Action for comments received from the <u>Government Review Team</u> on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment Final Report					Compliance Monitoring			Compliance Review		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description	Compliance Document Reference	Status	Results	Notes
			two-stage system, monitoring should occur under operating conditions to determine if it is warranted.			pedestrian crossing distance and vivaNext stations will have 2-Stage pedestrian crossing system for safety and better traffic operations. [2] is future work during the operations phase				
			m) The potential for traffic infiltration in some areas – Traffic infiltration has been identified as a possible problem in certain neighbourhoods, resulting from drivers trying to avoid Hwy 7. This may increase as a result of the constraints introduced by the transitway. The following neighbourhoods may be affected: Monsheen Dr, Willis Rd/Chancellor Dr, New Westminster Dr, and Beverly Glen Blvd. The EA recommends that these neighbourhoods be monitored before [1] and after [2] the implementation of the transitway to determine if additional mitigation measures are required.	f) Detailed comment noted. York Region will work with the municipalities during monitoring of traffic operations after implementation of the transitway to address issues/concerns including traffic infiltration.		Status – [1] - Closed Status – [2] - Future Work [1] Intersection and driveway counts were collected to support development of detailed design and to establish baseline traffic volumes. [2] Post-implementation monitoring will be carried out during the operations phase	[1] ID#4 2019-03 Memo - Traffic Management Plan and Permit Memo (PDF) [1] ID#6 H2WH2E-QUA-MAN-EDCO-004-05 - Traffic Quality Management Plan (TQMP) [1] ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1],AC Closed (2019) [2] AC	Item [1]: Accept that before-construction monitoring was conducted and will be reported. Final document has been provided this item is closed. Item [2]: Accept that operational monitoring is Future Work
Health Canada	Ms. Carolyn Dunn, Environmental Assessment Officer	8	b) Appendix K – it is crucial that construction noise be included in the EA. This is standard practice in EA, to consider the effects of all phases of the project. The changes in the acoustic environment during construction constitute an important potential effect to human health.	a) As noted in Table 11.4-1 (Construction Monitoring), the Proponent has committed to monitoring noise generated by construction activities to ensure compliance with Municipal By-Laws. (1)		Status – [1] – Closed Noise by-law exemptions were obtained from the Region of York and Town of Richmond Hill for the life of the project. Noise measurements were collected prior to construction (baseline) and during construction when activities peaked with the loudest and most machinery operations on site. Weekly noise inspections are completed and signed by an Environmental Inspector to ensure noise controls are maintained during construction activities.	[1] ID#18 2019-04 Memo - Noise By-Law Exemption and Noisewalls (PDF Complied)	Yes	[1]AC Closed (2019)	Item [1]; Documents ID#18, the assertion noise impacts are monitored and that by-law exemptions were obtained. This item is now closed.
		14 cont'd	a) Table 8.2-1 has been revised to include an indicator under Objective C4 for "extent of channel realignment", but not for impacts to restriction of channel plan form as	a) The indicator "extent of channel realignment" has been considered a measure of any additional restriction of channel plan form due to the channel		Status – [1] - Closed All permits have been submitted	[1] ID#3 Project Permits Matrix - Aug19	Yes	[1] EF Closed (2019)	The documentation provided (ID#3) support the assertion that all permits received, and work related to the permits

Appendix 2 Action for comments received from the <u>Government Review Team</u> on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment Final Report					Compliance Monitoring			Compliance Review		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description	Compliance Document Reference	Status	Results	Notes
			per previous comments. Staff considers the extension of existing watercourse crossings to be potentially detrimental to physical processes in the watercourse, as this will impede natural plan form migration by confining additional channel length in structures that are of insufficient width to allow full meander bend development and evolution. Table 8.2-1 and 10.4-3 should be revised so that this issue is reflected in the evaluation.	having to be re-aligned locally at existing crossings to follow the increment of increase in length of existing crossing structures. Generally, this increase is under 5 metres at the entrance and exit of culverts and bridges which at present, have a length suitable for crossing a 5-7 lane roadway. The Region agrees that the textual assessment of effects preceding Table 10.4-3 should include recognition that the extension of existing crossings with insufficient width to allow full meander development [1] will introduce a moderately significant effect on natural plan form migration at existing crossing entrances and exits. This will be addressed further during the TRCA permit approval stage in the development of a compensation plan to maximize ecological benefit.		and approved and this item is now closed.				have been completed. This item is now closed.
		14	l) The monitoring frequency in Table 11.4-1 for "effect of construction on water quality and quantity in watercourses" should be revised to indicate that monitoring should occur after every major storm event.	b) Comment noted and will be carried forward to the design and construction phase of the project.		Status – Ongoing Erosion and sediment control measures will be in accordance with the Environmental Management Plan (EMP) Standards and Practices for Soil Erosion and Sediment Control. Preparation of Erosion and Sediment Control Plans are underway and include measures to prevent impacts to watercourses. During construction, daily inspections are undertaken to monitor environmental controls, including erosion and sediment control measures.	ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Compiled)	Yes	[1] EF	Documents (ID# 5 and 7) supports that daily monitoring of ESC is done which includes post major storm. This item to remain ongoing until final ACR is submitted, at which time it will be closed.

Appendix 3 Action for comments received from the Public on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements					Compliance Monitoring			Compliance Review		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Result		
	Mr. Jeff Stone		r) Figure 9-35 – Add a second gap on Centre St to adequately serve retailers or some stores will die.	a) As shown in Figure 9-35 of the EA report, a full movement intersection (signalized) has been shown conceptually providing access to the lands north of Centre St between Vaughan Blvd and New Westminster Dr.		Status – Closed The existing Mall Entrance will be relocated to further west of the existing location to provide better access in and out of the mall. The intersection will have 2-Stage pedestrian crossing to facilitate movements in and out of the station. U-Turns will be permitted at this intersection to facilitate movements into the retail areas.	ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1] EF Closed (2019)	Item [1]: Document (ID#20) supports the assertion that design is complete. This item is now closed.
	Mr. Jeff Stone		t) The right turn lane should be extended south of Centre St to the condo building entrance for flow.	b) The extent of turning lanes will be determined after further analysis of needs during the detailed design phase.[1]		Status – [1] - Closed The road design and traffic analysis has not identified any need for additional turn lanes at this location.	[1] ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1] EF Closed (2019)	Item [1]: Document (ID#20) supports the assertion that traffic analysis did not identify an issue at the intersection of Centre St and the Mall Entrance. Final document has been provided, this item is now closed.
Borden Ladner Gervais LLP	Mr. Stephen Waque	2	a) Counsel for property owners whose lands are located on the north side of Centre St, between New Westminster Dr and Dufferin St. It appears to their client that the analysis being undertaken is still defective in that it fails to recognize and implement the policies set out in City of Vaughan OPA 672. In particular, policies numbered 8 and 9 in that OPA. The lawyers would appreciate specific acknowledgement of their client's concerns and a specific response indicating how the Proponent will address them. The following are the excerpts from the City of Vaughan OPA 672: OPA 672 – Section 8 notes that amending OPA#210, Section 2.2.3.6, General Commercial Areas, by adding the following paragraph to subsection b): "Council consideration should be given to broadening the permitted retail and service commercial uses within an implementing zoning by-law and definitions to allow a greater range of commercial uses which reflect evolving consumer needs without imposing negative impacts on neighbouring residential areas." OPA 672 – Section 9 notes that amending OPA#210, Section 2.3.6 by adding the following paragraph: "That the Region of York recognize the importance of maintaining full movement	a) As shown on Figure 9-35 of the EA report, a full movement intersection (signalized) has been shown conceptually providing access to the lands north of Centre St between Vaughan Blvd and New Westminster Dr. As noted on Figure 9-35, the final location of the full movement intersection will be determined during detailed design [1] and in consultation with affected property owners. [2]	York Region	Status – [1] – Closed, [2] Ongoing [1] Design of the access to the lands is complete. [2] Consultation with property owners is ongoing.	[1,2] ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1] EF Closed (2019) [2] AC	Item [1]: Documents provided in 2018 ACR supports the assertion that the traffic design for access to the lands is complete, This item is now closed. Item [2]: It is accepted that the consultation with property owners is ongoing. This item to remain ongoing until final ACR is submitted.

Appendix 3 Action for comments received from the Public on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements					Compliance Monitoring			Compliance Review		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Result		
			access to the existing commercial centres on the north side of Centre St between Vaughan Blvd and New Westminster Dr, and reflect this in the planning for any transit facilities in the Centre St Corridor between Bathurst and Dufferin St.”							