

**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 2020**

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 2019 Annual Compliance Report that were identified as being completed, closed or not applicable to this segment have been removed from this 2020 Annual Compliance Report. Numbers for the remaining items relate back to the 2019 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.	

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
 EJ – 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 – On-going ACR documentation is provided to MECP annually. <u>This item will be closed with the final ACR submission</u>	ID#1 Submission of ACR 2019 Acknowledgment Letter ID#2 Letter to MECP Dec 2019 ACR submission Hwy 7	Yes	AC	The evidence provided supports the assertion that the ACR documentation was provided to MOECC (now MECP) in 2016 and was submitted in 2017,2018,2019 on annual basis as required by MECP. Construction is now complete. This item will be closed with the final ACR submission

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 – On-going This condition will be addressed once all commitments have been met. <u>This item will be closed with the final ACR submission</u>	ID#1 Submission of ACR 2019 Acknowledgment Letter ID#2 Letter to MECP Dec 2019 ACR submission Hwy 7	Yes	AC	The evidence provided supports the assertion that the ACR documentation was provided to MOECC (now MECP) in 2016 and was submitted in 2017,2018, 2019 on annual basis as required by MECP. Construction is now complete. This item will be closed with the final ACR submission

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
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] – On-going [1] To be completed with the filing of the last ACR. [2] The 2019 ACR was submitted to MECP on December 16, 2019. Copies of the 2019 ACR were provided to Markham, Vaughan, Richmond Hill and York Region and libraries on January 31, 2020. [3] ACR updated provided on VivaNext web page.	[1] ID#1 Submission of ACR 2019 Acknowledgment Letter [1] ID#2 Letter to MECP Dec 2019 ACR submission Hwy 7 [2] ID#3 Letter to Clerks - Public Record 2019 ACRs [2] ID#4 Letter to Libraries - Public Record 2019 ACRs [3] http://www.vivanext.com/PDFs/EA/Hwy7andVaughanNSlink/YORK-11933848-v1-H2WH2E-ENV-REP-EDCO-000-00_2019_Annual_Compliance_Report_Final.pdf	Yes	EF	The documents provided (ID#1, ID#2, ID#3 and ID#4) were found to support the assertion regarding conditions [1-3]. As documented in 2019 submission, item to remain open 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 submission of the first ACR. 3.9 The Proponent shall submit ACRs until all applicable conditions of approval and commitments of the EA are satisfied or until the Director notifies the Proponent that no further reports are warranted. 3.10 When all conditions have been satisfied, the Proponent shall indicate in the ACR that this is its final submission.	York Region	Design, Construction and Operation as specified	Status – On-going Conditions will be addressed with the submission of ACRs annually until the final ACR. Operations and maintenance related commitments will be addressed by York Region. Operations and maintenance related commitments will be addressed by York Region.	ID#1 Submission of ACR 2019 Acknowledgment Letter ID#2 Letter to MECP Dec 2019 ACR submission Hwy 7	Yes	EF	The document supports the assertion that ACR was submitted to MECP. As documented in 2019 submission, item to remain open until final ACR is submitted.

Section 3.0 – Compliance Management and Responsibilities					Compliance Review		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during Construction	Compliance Document Reference	Status	Results	Notes
23-b	CMP Section 3.2.3 – Once construction is complete and rapid transit service operations commence on the project, York Region will assume responsibility for monitoring the effects of operations and maintenance in accordance with the CMP requirements.	York Region / Contractor	Status – Future Work To be addressed during operations and maintenance. To be closed with final CMP submission.		Yes	AC	

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
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 – Closed 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 Daily Environmental Inspection Checklist ID#6 3 Week Look-Ahead Schedule August 17 - August 31 R01 ID#7 ORIENTATION LOG - EDCO and Subcontractors - vivaNext H2 ID#8 2020-09 Memo - Env Mthly Rpts	Yes	AC Closed (2020)	The documentation provided (ID#5, ID#6 ID#7, ID#8) supports the assertion that monitoring of environmental conditions is occurring. Construction is now complete. This item is closed (2020)

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
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] – Closed [1] Minor traffic control was monitored, and lane closures were monitored to do with deficiency work. [2] Daily inspections are undertaken during construction activities to monitor compliance for mitigation on noise and air quality.	ID#5 Daily Environmental Inspection Checklist ID#6 3 Week Look-Ahead Schedule August 17 - August 31 R01 ID#8 2020-09 Memo - Env Mthly Rpts ID#10 Lane Closure Permit Tracker-2020.09.21	Yes	[1,2] AC Closed (2020)	Construction is now complete. This item is closed (2020)
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 – Closed 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/personnel are made. All vehicular accidents are reported and documented to track and mitigate (if any) causal effects from construction. These plans have been provided for the past 3 ACRs and have not changed since 2018. As such, we will not be providing the plans again for this ACR.	ID#7 ORIENTATION LOG - EDCO and Subcontractors - vivaNext H2	Yes	AC Closed (2020)	Construction is now complete. This item is closed (2020)

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 – [1,2] - Closed [1] Closed in 2017. [2] During construction, daily inspections are undertaken to monitor environmental controls, including erosion and sediment control measures.	ID#5 Daily Environmental Inspection Checklist ID#8 2020-09 Memo - Env Mthly Rpts	Yes	[1,2] Closed (2020)	Construction is now complete. This item is closed (2020)
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] – routine work. Closed 2020 [1] Closed in 2018. [2] Closed in 2016. [3] This will be managed routinely by YRT during ongoing transitway operations. [4] Closed in 2018	https://www.yrt.ca/transitfeedback	Yes	[1,2,4] EF Closed (2018) [3] Closed (2020)	Item [1]. Item closed in 2018. Item [2] was closed 2016. Item [3] Closed (2020) 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] – Closed 2020 Status – [1] – Closed [1] Closed in 2019. [2] Consultation regarding Project works with school boards within project area is ongoing. Construction is now complete (2020) This is now closed.		Yes	[1,]EF [2] Closed (2020)	Item [1] Closed 2019. [2] Construction is now complete. This item is closed (2020)

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)					
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] – Closed [3] Closed in 2017. Weekly noise inspections are completed and signed by an Environmental Inspector to ensure noise controls are maintained during construction activities. Noise and vibration documents have not been provided this year, as construction is complete. The Noise By-Law exemption is provided instead.	ID#5 Daily Environmental Inspection Checklist ID#8 2020-09 Memo - Env Mthly Rpts ID#9 Noise By-Law Exemption	Yes	AC [1,2] Closed (2020) [3] Closed (2017)	Item [1,2]: Construction is now complete. This is now closed (2020).
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] - Closed 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.	ID#5 Daily Environmental Inspection Checklist ID#8 2020-09 Memo - Env Mthly Rpts	Yes	[1,2] EF Closed (2020)	Item [1,2]: Construction is now complete. This is now closed (2020).

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	
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 – Closed 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 Daily Environmental Inspection Checklist ID#8 2020-09 Memo - Env Mthly Rpts ID#9 Noise By-Law Exemption	Yes	Closed (2020)	The documents provided support that construction monitoring (ID #5 #8 and #9) is being carried out. Construction is now complete. This is now closed (2020).	
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] - Closed [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 event, controls such as silt filter cloths in catch basins are inspected to ensure they are functional.	ID#5 Daily Environmental Inspection Checklist ID#8 2020-09 Memo - Env Mthly Rpts	Yes	[1,2] Closed (2020)	Item [1,2]: The document provided (ID#5 and #8) support that monitoring was completed during construction. Construction is now complete. This is now closed (2020).	

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
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] – Closed 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).	ID#5 Daily Environmental Inspection Checklist ID#8 2020-09 Memo - Env Mthly Rpts	Yes	[1,2] AC Closed (2020)	Item [1,2]: The documents provided (ID#5, and #8) support that monitoring was completed and is now closed. Construction is now complete. This is now closed (2020).

Section 11.0 - Other Documents required by the Conditions of Approval				Compliance Review		
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
Ridership Monitoring Program: CMP Section 11.1 - York Region will prepare the results of its Ridership Monitoring Program as committed in Section 5.2.2.3 of the EA and EAA Condition 4.1.[1] The Ridership Monitoring Program will be provided to the City of Toronto, GO Transit, Ministry of Transportation, TTC, the Towns of Markham and Richmond Hill and the City of Vaughan for review.[2]	York Region	Status – No action required. The Ridership Monitoring Program described in this item (as committed in Section 5.2.2.3 of the EA and EAA Condition 4.1.[1]) relates to potential future evolution from Bus Rapid Transit to higher capacity Light Rail Rapid Transit. This is not being planned at this time (see Item 13 - 2017 ACR). Currently, YRT/viva monitors transit ridership on an ongoing basis and reports to York Region Committee of the Whole periodically (monthly or quarterly). There are no plans to convert to LRT in the foreseeable future.	March 5, 2015 memo to Committee of the Whole RE: December 2014 York Region Transit Ridership Statistics (ID# YR-2016-302) February 4, 2016 memo to Committee of the Whole RE: York Region Transit (YRT/Viva) Ridership Statistics – 2015 Fourth Quarter (ID# YR-2016-303)	Yes	Closed (2020)	No further action required. Closed (2020)
Technology Conversion Plan CMP Section 11.2 - A Technology Conversion Plan will be prepared to identify when and if conversion from a bus rapid transit (BRT) system to a Light Rail Transit (LRT) system will occur.	York Region	Status – no action required There are no plans to convert to LRT in the foreseeable future.		Yes	Closed (2020)	No further action required. Closed (2020)
CMP Section 11.2 - If conversion is found to be required prior to 2021, the Plan will include an implementation schedule.	York Region	Status – no action required There are no plans to convert to LRT in the foreseeable future.		Yes	Closed (2020)	No further action required. Closed (2020)
CMP Section 11.2 - The Ridership Monitoring Program and Technology Conversion Plan will be placed on the public record file at the EAAB and the MOE's Central Regional Office. A copy of these documents will also be provided to the City of Toronto, TTC, GO Transit, the Ministry of Transportation, the Towns of Markham and Richmond Hill and the City of Vaughan for review.	York Region	Status – no action required There are no plans to convert to LRT in the foreseeable future.		Yes	Closed (2020)	No further action required. Closed (2020)

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																		
A1 (b)		Connections to inter-regional services and future gateways	✓		✓	At 400 series highways, e.g. Highways 427, 400, 404 & 407	Opportunity to connect to MTO's future rapid transit services on the 400 series highways to improve the inter-regional transit network.	Highway 7 transitway will provide additional stations for transfers.[1]	Increased potential for infill development around these transfer points.	None	Positive effect	Monitor the ridership and the needs to provide additional stations as warranted by the future rapid transit services.[2]	York Region	Status – [1] – Closed Status – [2] – Closed [2] RT network subject to YR Transportation Master Plan, Metrolinx RTP, and Regional/ Provincial funding commitments. No further action required for this item	York Region TMP Metrolinx RTP	Yes	[1] Closed (2017) [2] Closed (2020)	Item [2] part of broader Regional and Inter-Regional rapid transit planning. Closed (2020)
A1 (d)	Maximize Inter-regional and local transit connectivity (cont'd.)	Connections to inter-regional services and future gateways	✓		✓	Proposed Richmond Hill Centre Intermodal Station	Better connection to GO Stations and future provincial inter-regional 407 Transitway station will improve ridership on all transit services	Highway 7 transitway will provide a direct connection to GO Rail's Richmond Hill Line at the proposed Richmond Hill Centre Intermodal Station [1]. It will also have a connection to York's Yonge Street Transitway [2] and the future provincial transit corridor along Highway 407 [3].	Increased potential for infill development around Richmond Hill Centre Intermodal Station	None	Positive effect	Monitor ridership and the performance of the connection to GO Langstaff Station [4]	York Region	Status – [1,2,3] - Closed Status - [4] – Closed [1] Closed in 2016. [2,3] Closed in 2017. [4] RT network subject to YR Transportation Master Plan, Metrolinx RTP, and Regional/ Provincial funding commitments. No further action required for this item		Yes	Closed (2020)	Item [1] is closed 2016 Item [2,3] closed in 2017 Item [4] part of broader Regional and Inter-Regional rapid transit planning. Closed (2020)
A1 (f)		Compatibility with proposed local network	✓		✓	Entire Corridor	Inconvenient transfer between local transit and Highway 7 Rapid Transit may discourage transit ridership.	Stations generally located on north-south local transit routes ensuring convenient transfers between services. Integrated fare system proposed.	Project may change the configuration of local transit.	Local services configured as grid where practical, to provide both community coverage and feeder roles	Positive effect	Regular review of effectiveness of local service plans.[1]	York Region	Status – [1] – Closed Transit service planning and monitoring is undertaken by YRT.	Yrt.ca/ About-us Service-plans	Yes	[1] Closed (2020)	

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 ongoing intersection performance monitoring program [3]	York Region	Status – [1,2] - Closed Status – [3] – No action required [1,2] Closed in 2019. [3] Traffic operations are monitored regularly by York Region as part of normal practice. Future signal timing modifications will be implemented as needed.	york.ca/ -Transport. -Traffic - Roads and Traffic Operations Centre	Yes	[1-2] EF Closed (2019) [3] Closed (2020)	Item [3] closed (2020)
B1 (a)	Minimize adverse effects on and maximize benefits for communities in corridor	Potential displacement of community features		✓	✓	Entire Corridor	Potential displacement or loss of unique features.	[1] Avoid known distinct community features to minimize impact: [2] incorporate landscaping and furniture into streetscape to enhance corridor and community environment.	None expected	None expected	Negligible	Future community consultation	York Region	Status – [1,2] - Closed Design and construction are complete. This item is now closed.		Yes	[1] AC [2] EF	Item [1]: This item is closed 2016. Item [2] Closed in 2019
(b)		Effect on community cohesion			✓	Entire corridor	Highway 7 may be perceived as a 'highway-like road, which in turn with the introduction of transit service vehicles, could create an unfriendly environment for pedestrians.	Design transitway to facilitate safe pedestrian road crossings with median refuge. [1] Improved streetscaping in order to create a friendlier pedestrian environment. [2]	During initial operation, vehicle/pedestrian incidents may occur due to the introduction of new traffic facilities and patterns.	Emphasis on education programs, signage, and stricter enforcement.	Negligible	Continue to monitor traffic behaviour and causes of incidents involving pedestrians. [3]	York Region	Status – [1,2] - Closed Status – [3] – Closed. York Region routinely monitors traffic conditions and safety incidents.	york.ca/ -Transportation -Traffic -Traffic safety program, and - Roads and Traffic Operations Centre	Yes	[1,2, [EF [3]] Closed (2020)	Item [1,2]: Closed in 2017. Item [3] Closed (2020)

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																		
B1 (c)		Community facility utilization			✓	Entire corridor	Improved transit access could increase demand on facilities and services within the corridor.	Municipality can expand services and facilities through the increased development charge revenue.	Community facility expansion could impact stable existing communities.	Include mitigation measures in community facility expansion.	Positive effect	Monitoring of registration levels at the various facilities [1].	York Region	Status – [1] – Closed [1] improved access to community facilities resulting from rapid transit is a positive. No further action required.		Yes	[1] Closed (2020)	no further action required. This item is closed.
B2 cont'd (m)	Maintain or improve road traffic and pedestrian circulation (cont'd)	Reduction in main street intersection capacities due to rapid transit operations (cont'd)			✓	Highway 400 Interchange	As the area generates a significant amount of traffic, the interchange will operate at capacity conditions between Weston Road to Jane Street during the peak period.	None required initially. However, monitoring for active signal priority is required to confirm if active signal priority is necessary in the future.	None expected	None required.	Moderately Significant	Monitoring for active signal priority required [1]	York Region	Status – [1] - Closed Monitoring to take place post-construction. Routine activity	york.ca/ -Transport. -Traffic - Roads and Traffic Operations Centre	Yes	[1] Closed 2020	Item [1] It is accepted that it is operational monitoring activity. Closed (2020)

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 (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] - Closed [1] Closed in 2019. [2] Monitoring will take place post-construction. York Region routinely monitors intersection performance as part of normal operations	york.ca/ -Transport. -Traffic - Roads and Traffic Operations Centre	Yes	[1] EF Closed (2019) [2] Closed (2020)	Item [1]: Closed in 2019 Item [2]: It is accepted that it is operational monitoring activity. Closed (2020)
B2 (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] - Closed [1] Closed in 2019. [2] Monitoring of signal prioritized intersections will take place post-construction. York Region routinely monitors intersection performance as part of normal operations. Closed in 2020.	york.ca/ -Transport. -Traffic - Roads and Traffic Operations Centre	Yes	[1] EF Closed (2019) [2] Closed (2020)	Item [1]: Closed in 2019 Item [2]: It is accepted that it is operational monitoring activity. Closed (2020)

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 (bj)		Widening or construction of new structures resulting in major temporary disruption to highway or railway traffic during construction		✓		Hwy 427 CP Mactier Hwy 400 McMillian Yard Hwy 407/ Jane St. CN Halton CN Bradford Hwy 407/ Bathurst St. Yonge St. CN Bala Future Cedar Ave. Bayview Ave. 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] - Closed [1] Closed In 2019. [2] Extension of dedicated rapid transit lanes/ future RT network subject to YR Transportation Master Plan, Metrolinx RTP, and Regional/ Provincial funding commitments. No further action required for this item	York Region TMP Metrolinx RTP	Yes	[1] EF Closed (2019) [2] Closed (2020)	Item [1]: Closed in 2019 . Item [2]: Closed (2020)

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 (bk)	Maintain or improve road traffic and pedestrian circulation (cont'd)	Access to minor side streets and properties along the Highway 7 Corridor transit routes	✓	✓	✓	Entire Corridor	Median transitway will eliminate random left turns into minor side streets and properties thereby requiring an alternative access route	In many cases, alternative access can be obtained to a site via another site access or an adjacent roadway with signalized access to Highway 7. The travel patterns for the major traffic generators will be changed. U-turns provided at major intersections for safe manoeuvres into side streets and to properties. Random permissive left turns eliminated thus increasing safety. Develop traffic management plans for construction [1].	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] - Closed [1] Closed in 2019. [2] Monitoring is routine York Region activity.	york.ca/ -Transportation -Traffic -Traffic safety program - Roads and Traffic Operations Centre	Yes	[1] EF Closed (2019) [2] closed (2020)	Item [1]: Closed in 2019. Item [2]: It is accepted that monitoring of traffic and safety conditions during operations is routine activity. Closed (2020)

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 (bl)		U-turn movements and the corresponding side street right-turn-on-red (RTOR) movements			✓	Hwy 7/ Helen St.; Hwy 7/ Town Centre Blvd.; Town Centre Blvd/ Cedarland Dr.; Kennedy Rd./ Avoca Dr.; Hwy 7/ Robinson St./ St. Patrick School Entrance; Hwy 7/ Grandview/ Galsworthy Dr.; Hwy 7/ McCowan Rd.; Hwy 7/ Laidlaw Blvd./ Conservation; Hwy 7/ Wooten Way; Hwy 7/ Ninth Line	The permitted U-turn movements at these locations may cause conflicts with RTOR movements.	Follow-up monitoring should be undertaken to review the interaction between the U-turn movement and any opposing cross-street RTOR movement. A RTOR prohibition may need to be enacted to reduce conflicts at these intersections.	None Expected	None Expected	Moderately Significant	Further monitoring should be undertaken to ensure the conflicts been reduced.	York Region	Traffic monitoring is routine York Region activity.	york.ca/ -Transportation -Traffic -Traffic safety program - Roads and Traffic Operations Centre	Yes	[1] Closed (2020)	Item [1]: It is accepted that monitoring of traffic and safety conditions during operations is routine activity. Closed (2020)
(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] Closed in 2019. [2] Monitoring is routine York Region activity.	york.ca/ -Transportation -Traffic -Traffic safety program - Roads and Traffic Operations Centre.	Yes	[1] EF Closed (2019) [2] Closed (2020)	Item [1]: Closed in 2019. Item [2]: It is accepted that monitoring of traffic and safety conditions during operations is routine activity. Closed (2020)

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 (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] Closed in 2019. [2] Monitoring is routine York Region activity.	york.ca/ -Transportation -Traffic -Traffic safety program - Roads and Traffic Operations Centre.	Yes	[1] EF Closed (2019) [2] Closed (2020)	Item [1]: Closed in 2019 Item [2]: It is accepted that monitoring of traffic and safety conditions during operations is routine activity. Closed (2020)

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																		
B4 (a)	Minimize adverse noise and vibration effects	Noise effect for BRT and LRT due to widening of Highway 7 Corridor			✓	Entire corridor in proximity of residential uses	Combined effect of median transitway operation and general traffic on the widened Highway 7 Corridor roadways may result in increased noise levels for residents.	Modeling of future traffic activities indicated that expected noise increases in all, but one road segment, will not exceed the 5dB threshold at which mitigation measures are required. BRT and LRT sound level increases are expected to be marginal to none. However, at the future Markham Centre location, the BRT and LRT are predicted to exceed the background noise levels by as much as 8 dBA.	Transitway noise above likely background levels in Civic Mall at future Markham Centre location.	Depending on lower floor building uses, may require noise screening along transitway and/or noise control features in residential design along Civic Mall segment in Markham Centre area.	Insignificant	Undertake confirmation monitoring to verify compliance once the transitway is fully operational. In the event that the future noise level warrants mitigation, appropriate noise reduction measures will be put in place.	York Region	Status – Future Work This item is future work and will be addressed through post-construction monitoring. LRT is not applicable. No residual effect and no mitigation recommended in this segment. Does not apply for H2.		Yes	[1] AC	Item [1]: It is accepted that its post-construction monitoring (Future Work).
B6 (a)	Minimize disruption of community vistas and adverse effects on street and neighbourhood aesthetics	Visual Effects	✓		✓	Entire Corridor	Introduction of transit may reduce visual aesthetics of road	Introduction of a comprehensive landscaping and streetscaping plan for the corridor [1].	Narrow sections of ROW where property cannot be acquired may limit incorporation of streetscaping		Significant	Monitor redevelopment and acquire property through redevelopment applications [2]	York Region	Status – [1] - Closed Status – [2] – routine work. No further action required.	York.ca/ -Business -Land development -Development planning review	Yes	[1] Closed [2] Closed	Item [1]: Closed in 2019 Item [2]: It is accepted that its routine York Region activity. Closed (2020)

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 (b)		Vibration effect for BRT and LRT due to widening of Highway 7 Corridor			✓	Entire corridor in proximity of residential uses	Combined effect of median transitway operation and general traffic on the widened Highway 7 Corridor roadways may result in increased vibration levels for residents.	Modeling of future traffic activities indicated that expected vibration increases will not exceed the protocol limit of 0.1 mm/sec for LRT. BRT vibration levels are expected to be negligible.	None expected	None necessary	Negligible	Undertake confirmation monitoring to verify compliance once the transitway is fully operational.	York Region	Status – Future Work Future work as monitoring to occur during operations. LRT is not applicable. No residual effect and no mitigation recommended in the EA		Yes	[1] AC	Item [1]: It is accepted that its post-construction monitoring (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] - Closed [3,4] York Region has staff for inspection, maintenance and watering of the streetscape plantings		Yes	[1,2] EF Closed (2019) [3,4] Closed 2020	Item [1,2] Closed in 2019. Item [3,4]: It is accepted that this is part of routine maintenance. Closed 2020

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 10m 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 – [1,2] - Closed [1] All works within Culvert C4, C7, C8, C9 and C19 have been completed and no additional work was completed during this time period. [2] Closed in 2016.	ID#5 Daily Environmental Inspection Checklist ID#8 2020-09 Memo - Env Mthly Rpts	Yes	[1] AC Closed (2020) [2] Closed (2016)	Item [1]: Documents (ID#5 and #8) show that environmental monitoring and reporting occurred. Construction is now complete. This item is closed. (2020)

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																		
(c)		Sediment laden storm water entering watercourses during operation			✓	Entire Corridor	Loss of aquatic habitat resulting in population decline.	Stormwater management facilities such as grassed swales, oil and grit separators, storm water ponds. Detailed Storm Water Management Plan will be prepared during the detailed design stage. [1]	Short term population decline.	Clean-out facilities as required.	Insignificant	Monitor sediment accumulation in storm water management facilities.[2]	York Region	Status – [1] - Closed Status – [2] - Future Work [1] Closed in 2017. [2] Monitoring to take place post-construction. Maintenance plans will be updated post-construction if necessary. To be addressed with final post construction inspections.		Yes	[1] Closed (2017) [2] AC	Item [1] This item was closed in 2017. Item [2] it is accepted that its post-construction monitoring (Future Work).

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 cont'd (d)		Loss of site-specific habitat.		✓		All watercourses within entire corridor.	Potential loss of fish habitat as a result of new culverts/bridges, culvert/bridge extensions and/or culvert/bridge replacements or repairs.	Design transitway cross-sections to avoid modifications at culverts/bridges. Span meander belt or 100-year erosion limit of the watercourse. Avoid in-water work to the extent possible. Minimize the area of in-water alteration to the extent possible. Follow in-water construction timing restriction. Perform all in-water work in the dry using a temporary flow bypass system.	A harmful alteration of fish habitat will likely result from culvert modifications at approximately 25 culverts that convey watercourses that support fish habitat.	Negotiations with regulatory agencies during detail design. Compensate for the harmful alteration of fish habitat. [1]	Insignificant	On-site environmental inspection during in-water work. [2] Post-construction monitoring of fish habitat compensation measures. [3]	York Region	Status – [1,2] - Closed Status - [3] - Future Work [1] Closed in 2017. [2] All in-water monitoring has been completed and are no longer required. [3] Post-construction monitoring is future work. To be addressed with final post construction inspections.	ID#5 Daily Environmental Inspection Checklist ID#8 2020-09 Memo - Env Mthly Rpts	Yes	[1]-Closed (2017) [2]] AC Closed (2020) [3] AC	Item [1]: This item was closed in 2017 Item [2]: Documents ID# 5 and #8 provide the environmental inspection criteria for in water work. As documented in 2019 submission, item to remain open until final ACR is submitted. Item [3]: it is accepted its post-construction monitoring (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] - Closed [1,2,3,4] No in-water works completed in this area during this reporting period.	ID#5 Daily Environmental Inspection Checklist ID#8 2020-09 Memo - Env Mthly Rpts	Yes	[1,2,3,4] AC Closed (2020)	Items [1,2,3,4] As documented in 2019 submission, item to remain open until final ACR is submitted. Construction is now complete. This is now 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																		
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 - [1,2] - Closed [1] Closed in 2017. [2] No monitoring of in-water works as in-water works have been completed.	ID#5 Daily Environmental Inspection Checklist ID#8 2020-09 Memo - Env Mthly Rpts	Yes	[1] -Closed (2017) [2] AC Closed (2020)	Item [1]: This item was closed in 2017 Construction is complete. This item is now closed (2020)
(g)		Baseflow alterations		✓	✓	All watercourses within entire corridor.	New impervious surfaces can lead to changes in the frequency, magnitude and duration of flows.	Reduce the area of impervious surfaces to the extent possible. Use storm water management practices that encourage infiltration and recharge of groundwater.[1]	None expected.	None	Negligible	Post-construction inspection of storm water management facilities to evaluate their effectiveness.[2] On-going maintenance as required.[3]	York Region	Status – [1] - Closed Status - [2,3] - Future Work. To be addressed with final post construction inspections.		Yes	[1] Closed (2017) [2,3] AC	Item [1] This Item was closed in 2017 Items [2,3]: It is accepted that it is post-construction monitoring, and maintenance (Future Work).

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 cont'd (h)	Minimize adverse effects on Aquatic Ecosystems (cont'd)	Increased temperature		✓	✓	All watercourses within entire corridor	Clearing of riparian vegetation and storm water management practices can impact temperature regimes.	Minimize the area of stream bank alteration to the extent possible. [1] Use storm water management practices that encourage infiltration and recharge of groundwater. [2]	Shading provided by culvert/bridge offsets shading lost through removal of riparian vegetation.	Restore riparian areas disturbed during construction with native vegetation. [3]	Negligible	Post-construction inspection of storm water management facilities to evaluate their effectiveness. [4] On-going maintenance as required. [5] Post-construction inspection of riparian plantings to confirm survival. [6]	York Region	Status – [1,2,3] – Closed Status – [4,5,6] - Future Work [1] Closed in 2019. [3] Closed in 2019. [2] Closed as per OE comments. [4,5,6]: Items to be inspected post construction completion.		Yes	[1,3] EF Closed (2019) [2] AC Closed (2017) [4,5,6] AC	Item [1,3]: Closed in 2019 Item [2]: Closed per OE comments in 2017 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] Minimize grade changes to the extent possible. [2] Use close cut clearing and trimming to minimize the number of trees to be removed. [3] Delineate work zones using construction fencing/tree protection barrier. [4] Protect trees within the clear zone using guiderail, curbs, etc. to prevent removal. [5]	None expected.	Restore natural areas disturbed using construction with native vegetation, where feasible. [6] Replace ornamental vegetation as part of landscaping [7].	Negligible	None required.	York Region	Status – [1,2,3,4,5,6,7] – Closed [1,2,3,4,6,7] – Closed in 2017. [5] No trees were impacted during the reporting period.	ID#5 Daily Environmental Inspection Checklist ID#8 2020-09 Memo - Env Mthly Rpts	Yes	AC [1,2,3,4,6,7] AC [5] Closed (2020)	Item [1,2,3,4,6,7]: OE closed in 2017 ACR Item [5]: ID#5 and #8 supports that trees are being protected within the clear zone. This item is complete. Construction is now complete. This item is closed (2020)

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 - [1,2] - Closed [2] All tree removals have been completed. No vegetation removal occurred during the reporting period. [1] Closed in 2017.	ID#5 Daily Environmental Inspection Checklist ID#8 2020-09 Memo - Env Mthly Rpts	Yes	[1] Closed (2017) [2] AC Closed (2020)	Item [1] Item was closed in 2017. [2] Documents (ID#5 and 8) indicate environmental checklist completed during construction include wildlife. Construction is now complete. This item is closed (2020)
(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.	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 [5] YR Operations has an ongoing winter maintenance program which minimizes the use of salt on roads.	york.ca/ -Transportation - Roads - Roads Operations - Winter maintenance York Region winter maintenance program – June 2012	Yes	[1,2,3,4,6,7] EF Closed (2019) [5] AC	Item [1,2,3,4,6,7]: Closed in 2019 Item [5]: Salt Management is accepted as operational activity closed (2020)

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																		
							[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.											
C3 cont' (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] – Closed [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.	ID#5 Daily Environmental Inspection Checklist ID#8 2020-09 Memo - Env Mthly Rpts	Yes	[1,2] AC Closed (2020)	Items [1] and [2] documents ID#5, and #8 support the assertion regarding air quality monitoring occurs. As documented in 2019 submission, item to remain open until final ACR is submitted. Construction complete in 2020. this is now 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, where receiving surface watercourses are present.	Transitways will require de-icing salt and will accumulate various chemical substances that can impact water quality of runoff. Impacted runoff that infiltrates can increase concentrations in shallow groundwater. Potential to affect shallow groundwater that discharges to surface watercourses.	Dilution and other natural processes will attenuate elevated parameters in groundwater.	Potential effects to water quality of surface water courses. Groundwater quality effects are anticipated to be detectable.	Reduce application of road salt, where possible [1]. Curbs and gutters to convey impacted runoff away from permeable soil areas. [2]	Moderately Significant	None required. Water quality effects are anticipated to remain acceptable.	York Region	Status – [1] - Closed Status – [2] - Closed	york.ca/ -Transportation - Roads - Roads Operations - Winter maintenance York Region winter maintenance program – June 2012	Yes	[1] AC [2] EF Closed (2019)	[1] Accept that road salt management is an operational activity Closed 2020 [2] Closed in 2019

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 [1,3] Closed in 2019. [2] Closed in 2016. [4] Closed in 2017. [5] A traffic safety program is part of York region routine monitoring activity. With completion of construction, this item is closed. In 2020	york.ca/ -Transportation -Traffic -Traffic safety program	Yes	[1,3]EF Closed (2019) [2]AC Closed (2016) [4] AC Closed (2017) [5] closed (2020)	Item [1,3]: Closed in 2019 Item [2] Closed in 2016. Item [4] Closed in 2017. Item [5] Accepted that monitoring of traffic during operations is routine activity. Closed (2020)
(b)		Locating higher density and transit-oriented development where it can be served by transitway			✓	New and redevelopment/infill locations	Current landowners could object to implementation of existing land use pattern changes along transit corridor.	Regional/Municipal land use controls and approval processes to encourage transit-oriented development or re-development in support of OP objectives.	Redevelopment pressure on surrounding areas	Apply Municipal Site Plan approval process	Insignificant	[1] Monitor re-development activity to control overall increase in development density	York Region / Vaughan / Markham / Richmond Hill	Status – closed Development activity planning and approval is a York Region process. The current site plan tracker is provided.	ID#11 I&D Development Approvals Application Tracker - 2020	Yes	[1] AC Closed (2020)	Item [1]: Evidence found. This item is now closed.
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	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] - Closed Status – [2] – Closed [1] Congestion levels were not monitored during the reporting period as there were no traffic impacts. [2] Monitoring of traffic during operation is routine York region activity. This item is closed.	ID#10 Lane Closure Permit Tracker-2020.09.21 york.ca/ -Transportation -Traffic -Roads and Traffic Operations Centre.	Yes	[1] AC Closed (2020) [2] AC	Item [1]: Documents (ID#10) provided support that monitoring of traffic is occurring. Item [2] is a closed (2020)

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																		
							proximity to community facilities.											
D3 (a)	Minimize adverse effects on business activities in corridor	The potential for an increase in business activity.	✓	✓	✓	Entire corridor	Increased pedestrian traffic via the implementation of a rapid transit system will increase the potential for business activity.	A higher density of development on underutilized sites, infill locations and on vacant land should increase the market for some business activity.	Increase in vehicular traffic; increase in workforce/ population.	Encourage intensification meeting urban form objectives.	Insignificant and positive	[1] Monitor building applications/ permits, economic influences (employment rate, etc.)	York Region / Vaughan / Markham / Richmond Hill	Status – [1] – no further action required. Rapid transit investment in the corridor was identified as a positive effect. Closed 2020.		Yes	[1] AC	Construction is now complete. This item is now closed (2020)
(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] -Closed [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 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] No business complaints or loss during this reporting period. [3] Business loss claims are managed through a YRRTC Community Liaison Representative, YR Real Estate Appraiser (Negotiator) and the claimant.		Yes	[1,2,3] AC Closed (2020)	Item [1,2,3]: As documented in 2019 submission. Construction is now complete. This item is now closed (2020)

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																		
D4 (a)	Protect provisions for goods movement in corridor	Ease of Truck Movement			✓	Entire Corridor	Median transitway will restrict truck movement in corridor	Provided U-turns at major intersections to allow for truck access to side streets and properties. Traffic analysis at intersections indicated sufficient capacity for trucks using U-turns.	In areas of 4-lane cross-section, intersections with no station or landscaping in median do not allow sufficient turning width for WB 17 (articulated trucks).	Traffic signs prohibit large truck at these intersections (see next entries). [1] Designate truck routes. [2]	Insignificant	Monitor and widen Highway 7 with right turn tapers at side streets to allow for movement [3]	York Region	Status – [1,2] – Closed Status – [3] – Future Work [1,2] Closed in 2019. [3] York Region undertakes routine traffic monitoring of the road network. Transitway construction is now complete. Closed (2020)	york.ca/ -Transportation -Traffic -Roads and Traffic Operations Centre.	Yes	[1-2] EF, Closed (2019) [3] Closed (2020)	Item [1,2] Closed in 2019 Item [3] Closed (2020)

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

Appendix 2 Action for comments received from the Government Review Team on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment Final Report					Compliance Monitoring			Compliance Review		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description	Compliance Document Reference	Status	Results	Notes
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.	f) Detailed comment noted. As noted in Table 11.4-2 of the EA report, the Region is committed to monitoring traffic operations after implementation of the undertaking. [1] In addition, a detailed traffic management plan will be developed prior to commencing construction (Section 11.2.2.1). [2]		Status – [2] - Closed Status – [1] - Closed [1] This item relates to the operations phase. York Region undertakes routine traffic monitoring of the road network. [2] Traffic Management Plans have been provided in past ACRs.	https://www.york.ca/ - Transportation - Traffic - Roads and Traffic Operations Centre.	Yes	Closed (2020)	Construction is now complete. Traffic management during construction is closed. Traffic operations monitoring of the road network is routine for York Region. No further action required. This item is closed. (2020)
		6	i) The study acknowledges that there are areas that have insufficient road allowance width to permit significant landscaping. An example is the section of Hwy 7 between Martin Grove and Pine Valley Dr. For such areas, the plan suggests that redevelopment be monitored and that property be acquired through redevelopment. An alternative would be to incorporate sufficient setbacks to allow for landscaping to be provided on the private lands between road allowance and the building.	i) Comment noted. The Region will work with the local municipalities to secure the required r.o.w. and setbacks through the development approval process. [1]		Status – [1] – Closed [1] Site Plan Applications and Official Plan Amendments are being monitored. No further action		Yes	[1] EF Closed (2019)	Item [1]: Closed 2019
		6	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 two-stage system, monitoring should occur under operating conditions to determine if it is warranted.	l) 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]		Status - Closed Construction is now complete. Operations monitoring of traffic conditions and intersection operations is part of York Region routine monitoring of the transportation system.	https://www.york.ca/ - Transportation - Traffic - Roads and Traffic Operations Centre.	Yes	[1] EF Closed (2019) [2] closed (2020)	Item [1]: Item [1]: Closed 2019 Item [2]: Accept that operational monitoring is routine. No further action. Closed (2020)

Appendix 2 Action for comments received from the Government Review Team on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment Final Report					Compliance Monitoring			Compliance Review		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description	Compliance Document Reference	Status	Results	Notes
		6	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.	m) Detailed comment noted. York Region will work with the municipalities during monitoring of traffic operations after implementation of the transitway to address issues/concerns including traffic infiltration.		Status – Closed Construction is now complete. Operations monitoring of traffic conditions and intersection operations is part of York Region routine monitoring of the transportation system. Traffic infiltration is not relevant for this corridor. No further action required.	The public can contact York Region transportation Services at transportation@york.ca	Yes	[1],AC Closed (2019) [2] closed (2020)	Item [1]: Closed 2019 Item [2]: Traffic Accept that operational monitoring is Future Work
		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.	l) Comment noted and will be carried forward to the design and construction phase of the project.		Status – Closed Erosion and sediment control measures will be in accordance with the Environmental Management Plan (EMP) Standards and Practices for Soil Erosion and Sediment Control. During construction, daily inspections are undertaken to monitor environmental controls, including erosion and sediment control measures.	ID#5 Daily Environmental Inspection Checklist ID#8 2020-09 Memo - Env Mthly Rpts	Yes	[1] AC Closed (2020)	Documents (ID# 5 and 8) supports that daily monitoring of ESC was completed. Construction is now complete. This item is closed.

Appendix 2 Action for comments received from the Government Review Team on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment Final Report					Compliance Monitoring			Compliance Review		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description	Compliance Document Reference	Status	Results	Notes
		14	m) The discussion of water quality and quantity monitoring in Table 11.4-2 is not satisfactory as the monitoring methods and frequency are not appropriate for the monitoring purposes. Specifically, monitoring of sediment accumulation in storm water management facilities will not indicate the effect of snow and ice removal in corridor watercourses. It is recommended that separate monitoring items be developed for sediment accumulation, storm water management facilities and impacts of snow and ice removal. Water quality impacts of snow and ice removal, as well as regular transit operations, should be monitored by measuring chlorides, suspended sediment, and other water quality parameters, at the outlets of the various storm water management facilities during both storm and snowmelt events. The accumulation of sediment in storm water management facilities should be monitored by measuring the accumulation at a reasonable interval based on the expected sediment loading and storage capacity of the facility. Table 11.4-2 should be revised accordingly.	m) The Region will develop a detailed monitoring program covering all aspects noted during detailed design in consultation with TRCA. [1] All required measurements, specifically to assess the effect of the transitway insertion, will be included in the monitoring program. [2]		Status – [1,2] - Closed Construction is now complete. This item is closed (2020)		Yes		Closed (2020)

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	Status	Result	Notes
Borden Ladner Gervais LLP	Mr. Stephen Waque	2	<p>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.</p> <p>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 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."</p>	<p>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]</p>	York Region	<p>Status – [1] – Closed Status - [2] – Closed</p> <p>[1] Closed in 2019. [2] Closed in 2020</p>		Yes	<p>[1] EF Closed (2019) [2] AC Closed (2020)</p>	<p>Item [1]: Closed in 2019 Item [2]: Construction is now complete. This is now closed</p>