ERRATA

September 2025

City of Vaughan
Vaughan Metropolitan Centre (VMC)
Schedule 'C' Municipal Class Environmental Assessment Study for the Extension of Interchange Way
Municipal Class Environmental Assessment Study

Environmental Study Report (ESR) – July 2025

The table below identifies revisions to the Environmental Study Report (April 2024) for the above-noted study based on comments received following the Notice of Study Completion.

SECTION	REVISION
2.1.2 Provincial Policy Statement Page 2-2	• The following is to be replaced with Section 2.1.2 Provincial Policy Statement 2.1.2 Provincial Planning Statement *The Provincial Planning Statement is a policy statement issued under the authority of section 3 of the Planning Act and came into effect on October 20, 2024. The Provincial Planning Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Planning Statement sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians. Sections of the PPS that are applicable to the planning of transportation infrastructure include:* *3.1 Infrastructure and Public Service Facilities – 1) Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:* *a) are financially viable over their life cycle, which may be demonstrated through asset management planning;* *b) leverage the capacity of development proponents, where appropriate; and* *c) are available to meet current and projected needs.* 4*) Public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-*

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	effectiveness and facilitate service integration, access to transit and active transportation. *Section 3.2 outlines the policies under transportation systems. The policies state that 1) Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles. 2) Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible. 3) As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved including connections which cross jurisdictional boundaries.*
A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) Page 2-1	• The following entire section was removed from the ESR *2.1.1 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)* *A Place to Grow: Growth Plan for the Greater Golden Horseshoe ("Growth Plan"), 2019, was prepared and approved under the Places to Grow Act (2005), a legal framework that implements the Province's vision for managing growth within the Greater Golden Horseshoe (GGH). Amendment 1 to the Growth Plan 2019 was approved by Council to take effect in August 2020.* *The GGH is a dynamic and diverse area, and one of the fastest growing regions in North America. By 2051, this area is forecast to grow to, at a minimum, 14.8 million people and 7 million jobs, with Region of York accounting for 2 million people and approximately 1 million jobs. Section 2.2.3 of the Growth Plan identifies 25 Urban Growth Centres as strategic focal points for growth and intensification. Specifically, the intent of the Urban Growth Centres will:* • be focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses; • accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit; • serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and • accommodate significant population and employment growth. *The 2020 Amended Growth Plan identifies the VMC study area as an Urban Growth Centre under Schedule 4. The VMC area is to achieve a minimum density target of 200 residents and jobs combined per hectare by 2031 or*

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	earlier. It is anticipated that, as the VMC redevelops and intensifies, surrounding employment lands will also be the focus of redevelopment and intensification with increased employment growth.
4.10.2 Air Quality Page 4-24	• The following is to be added in Section 4.10.2 Air Quality *A discussion of mitigation measures for the construction and operation phases are included in Section 9.9.2 of the report.* During construction there is potential for air quality impacts to occur; however, these impacts are expected to be temporary and can be minimize with the implementation of an AQMP. Construction related air quality impacts may arise from construction vehicle emissions and the emissions of dust within the specific areas of construction. Construction activities that have the potential to generate dust include the following: • TSP, PM10, and PM2.5 resulting from: • Stockpiling of soils and other friable material; • Granular material loading and unloading activities; • Transportation of soils and other friable materials via dump trucks; • Soil excavation and filling activities; • Movement of heavy and light vehicles on paved and unpaved roads; • Mixing processes • Paving of roadways; and, • Cutting of concrete. Emissions resulting from the combustion engines of construction equipment. Air emissions from construction activities can be managed through following the recommendations outlined in the ECCC guidance document "Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities", dated March 2005. The AQMP should ensure that dust and other emissions from construction and demolition activities do not impact surrounding environmentally sensitive areas such as aquatic habitats and fisheries, terrestrial vegetation, and faunal communities, as well as residential properties in proximity to work areas.

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	To minimize air quality impacts during construction, an AQMP must be developed to address construction equipment vehicle exhaust, potential traffic disruptions and congestion, fugitive dust, and odour. Potential mitigation measures that may be incorporated in the AQMP include: • Dust suppression measures (e.g., application of water wherever appropriate, or the use of approved non-chloride chemical dust suppressants, where the application of water is not suitable); • Use of dump trucks with retractable covers for the transport of soils and other friable materials; • Minimize the number of loadings and unloading of soils and other friable materials; • Minimize drop heights, use enclosed chutes, and cover bins for debris associated with deconstruction of affected structures; • Washing of equipment and/use of mud mats where practical at construction site exits to limit the migration of soil and dust off-site; • Stockpiling of soil and other friable materials in locations that are less exposed to wind (e.g., protected from the wind by suitable barriers or wind fences/screens, or covered when long-term storage is required) and away from sensitive receptors to the extent possible; • Reduction of unnecessary traffic and implementation of speed limits; • Permanent stabilization of exposed soil areas with non-erodible material (e.g., stone or vegetation) as soon as practicably possible after construction in the affected area is completed; • Ensuring that all construction vehicles, machinery, and equipment are equipped with current emission controls, which are in a state of good repair; and, • Dust-generating activities should be minimized during conditions of high wind. In addition to the AQMP, construction activities should be monitored by a qualified environmental inspector who will review the effectiveness of the mitigation measures and construction best management practices to confirm they are functioning as intended. If mitigation is found to not be effective, revised mitigation measures designed to improve effectiveness should be implemented. Dust levels should be monitored daily by the contractor and

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	frequently by the environmental inspector to assess the effectiveness of dust suppression measures and adjust as required. Monitoring should continue throughout the construction phase until activities are complete. A complaint response protocol should be established for nuisance effects, such as dust, for residents to provide feedback. Regular inspections of dust emissions should be carried out by the contractor (frequency to be defined prior to Project construction) to confirm dust control watering frequency and rates are adequate for control. Contractors and the environmental inspectors should monitor the site for wind direction and weather conditions to ensure that high-risk dust generating activities are reduced when the wind is blowing consistently towards nearby sensitive receptors. The Site Supervisor should also monitor for visible fugitive dust and take action to determine and correct the cause. Specific details regarding monitoring should be included in the AQMP. During the operation, dust should be managed through best management practices and routine maintenance of roadways.
8 Description of Preferred Design Page 8-1	• The following is to be added in Section 8 Description of Preferred Design *The design of Interchange Way, including the review of the protected intersection at Commerce Way. Edgeley Road, Millway Avenue, Maplecrete Road, and Credit Stone Road , will be further assessed and finalized during the detailed design stage.*
9.12 Detailed Design Commitments Page 9-26	• The following is to be added in Section 9.12 Detailed Design Commitments **Preferred Alternative Design Alignment** *The design of Interchange Way, along with the associated review of the protected intersection at Commerce Way. Edgeley Road, Millway Avenue, Maplecrete Road, and Credit Stone Road , is currently at a preliminary stage. Further assessment will be carried out during the detailed design phase to ensure that all safety, accessibility, and operational considerations are fully addressed. This process will allow the project team to refine design elements, incorporate feedback, and confirm that the final configuration meets applicable standards and best practices.*
9.12 Detailed Design Commitments Page 9-25	• The following two commitments are to be added in Section 9.12 **Archaeology** *Should the findings of Stage 2 Archaeological Assessment Report during the detail design stage indicate the need for further work, additional stages of archaeological assessment may be recommended in accordance with regulatory requirements.*

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	Should previously undocumented (i.e., unknown or deeply buried) archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately, MCM should be notified and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the Ontario Heritage Act.
9.12 Detailed Design Commitments (Hydrogeology Section) Page 9-25 AND Table 9-2 Mitigation Measures to be Implemented During Detailed Design (6.1 Hydrogeology - Diversion of surface water or extraction of groundwater) Page 9-18	• The following commitment is to be added in Section 9.12 Hydrogeology and Table 9-2 Mitigation Measures to be Implemented During Detailed Design (6.1 Hydrogeology) **Hydrogeology** *With the recent changes to the Permit to Take Water (PTTW) program, certain construction dewatering activities may now be exempt from requiring either PTTW or an Environmental Activity and Sector Registry (EASR). Consultation with MECP during detail design is required to confirm PTTW/EASR requirements for Interchange Way.*
9.12 Detailed Design	• The following commitment is to be added in Section 9.12 Hydrogeology and Table 9-2 Mitigation Measures to be Implemented During Detailed Design (6.3 Hydrogeology)

<table>
<tr><th>SECTION</th><th>REVISION</th></tr>
<tr><td>Commitments (Hydrogeology Section) Page 9-25

AND

Table 9-2 Mitigation Measures to be Implemented During Detailed Design (6.3 Hydrogeology - Groundwater Quality) Page 9-18</td><td>Groundwater quality should be characterized since dewatering discharge might impact the nearby Black Creek during the construction stage. Should any contaminants be identified in the groundwater, discharge water needs to be properly treated before it is discharged into Black Creek directly or via storm sewer/roadside ditch. A qualified person shall review the proposed treatment, if required, and ensure discharge water will not negatively impact water quality in the receiving water.</td></tr>
<tr><td>Appendix J: Air Quality Impact Assessment Report</td><td>
The following text is to be added in Table 3-1 and Table 3-3 in Section 3 of the Air Quality Impact Assessment Report:
Table 3-1 Applicable Air Quality Indicators
<table>
<tr><th>Contaminant of Concern</th><th>Averaging Time</th><th>Ontario Ambient Air Quality Criteria (µg/m³) A</th><th>Canadian Ambient Air Quality Standards (µg/m³)</th><th></th></tr>
<tr><td>NO_2</td><td>1 h</td><td>400</td><td>-</td><td></td></tr>
</table>
Table 3-3 Summary of Ambient Background Concentrations within the Study Area
<table>
<tr><th>Contaminant</th><th>Averaging Period</th><th>Background Concentration (µg/m³)</th><th>Air Quality Threshold (µg/m³)</th><th>Explanation fo Threshold</th></tr>
<tr><td>NO_x (expressed as NO_2)</td><td>1 h</td><td>55</td><td>400</td><td>5-year average of 9 percentile (2015 - 20</td></tr>
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