November 29, 2016

Monica Perry
Executive Project Director
BC Environmental Assessment Office
836 Yates St
Victoria, BC V8W 1L8

Dear Ms. Perry,

Attached is the complete updated list of the Proponent's Table of Commitments (PTOC) for the Evergreen Line Rapid Transit System construction and operation. As part of the Province's commitment to BCEAO the updated PTOC will serve to report on the status of the Project prior to commencement of revenue service. Several items in the PTOC apply to operation of the Evergreen Line and therefore have not been completed, while other items are ongoing maintenance and assessment reporting undertaken by the Contractor (EGRT).

The DFO Authorisation includes continuing maintenance, post-construction effectiveness monitoring, and annual reporting on the Mitigation and Habitat Compensation areas at Hoy Creek, Scot Creek, Suter Brook Creek, Pigeon Creek, and Schoolhouse Creek. This continues for a three year period from completion of the individual sites. The Contractor is also required to provide a Post-Construction Landscape and Restoration Planting Assessment one year after Project completion.

The Province will undertake operational noise monitoring at predetermined sites after a "break in" period, and within one year, of commencement of revenue service.

One outstanding item is the completion, by TransLink, of the Operational Environmental Management Plan (OEMP). The Province has been assured by TransLink that the OEMP will be completed, including the required component plans, prior to commencement of revenue service.

Ministry of Transportation and Infrastructure
Evergreen Line Rapid Transit Project
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In an attempt to keep the report concise the comments in the PTOC are brief. If you would like to see any of the supporting documentation or require clarification on any of the items please contact Duncan Sutherland at duncan.sutherland@gov.bc.ca or via cell 604 815 3608.

Sincerely,

Amanda Farrell
Executive Project Director

Encl.

cc: Duncan Sutherland, Evergreen Line

Status Updates to the Proponent's Table of Commitments

This table provides a consolidation and summary of all known commitments, responsibilities and assurances given by Ministry of Transportation and Infrastructure (MoT), as the Proponent of the Evergreen Line Rapid Transit Project (the "Project"), to be fulfilled at various points following receipt of the Environmental Assessment Certificate (EAC) for the Project, issued by the Minister of Environment and the Minister of Community, Sport and Cultural Development under the *BC Environmental Assessment Act* (BCEAA). To the extent possible, the results of recent discussions with federal, provincial, regional and municipal agencies, First Nations[1], and the BC Environmental Assessment Office (BCEAO), the findings of all pertinent Project investigations and studies, and any recommendations regarding Project design which are intended to avoid, mitigate or compensate for potential adverse effects, have been incorporated into the following table. Blue shading denotes Province responsibility.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
Responsible Environmental Management					
1.	As an overriding objective of responsible environmental management, the Proponent must require that an Environmental Management System (EMS) be implemented for the Project. The Proponent must require that Project design, construction and operation, including maintenance, are carried out in an environmentally responsible manner, and must employ Best Management Practices (BMPs) to avoid and/or minimize adverse environmental effects. The Proponent must require the selected Contractor[2] to adhere to all commitments in this Table for which the Proponent considers the Contractor responsible and as reflected in the EAC.	Pre-Construction[3], Construction and Operation	EGRT Construction (EGRT) and Translink	Ongoing	Following the recommendations and conclusions outlined in the EA Application, an Environmental Management System was developed for the Project. This system will be employed during all phases of the Project to ensure that the commitments in this table were met. Translink will implement the OEMP.
2.	During Project design, the Proponent must submit, or require the Contractor to submit, to provincial and federal regulatory agencies, information regarding anticipated works in a timely manner and at a level of detail sufficient to enable the issuance, subject to applicable laws, of multi-year environmental authorizations, approvals and/or permits.	Pre-Construction	EGRT	Complete	Required permits for the Advance Works were acquired by BC MoT. Required permits for Primary Construction works were acquired by EGRT.
3.	The Proponent must obtain, or require that the Contractor obtain, all necessary statutory permits, approvals and authorizations prior to proceeding with any construction for which such permits, approvals or authorizations are required.	Pre-construction	EGRT	Complete	Required permits for Primary Construction works have been acquired by EGRT. A revision to the DFO Authorisation was submitted to DFO regarding the change from Scott #2 Habitat Compensation to Hoy Creek Habitat Compensation. This change was accepted by DFO (Letter of May 21, 2015.). One exception was the work on Pinnacle Creek associated with the Aberdeen Ave roadworks. Permits were obtained by the Province (DFO LoA, Water Act Application).
4.	The Proponent must engage and seek input from the involved municipalities towards achieving municipal agreements. The Proponent must develop a dispute resolution system, and seek input from the involved municipalities in setting up the system.	Pre-Construction	MoT	Complete	The Project has entered into Municipal Agreements with the City of Burnaby, City of Port Moody and City of Coquitlam.

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5.	The Proponent must prepare, or require that the Contractor prepare, a Construction Environmental Management Plan (Construction EMP) for the Project prior to the start of construction. The Construction EMP must provide contractors and on-site workers with procedures and requirements for meeting the terms and conditions of all permits, approvals and authorizations, including the EAC, and carrying out on-site activities according to accepted Best Management Practices (BMPs), as described in the Project Agreement. As described in the EAC Application, the component plans to be included in the Construction EMP are as follows: · Air Quality and Dust Control Management Plan · Archaeological Monitoring Plan · Communications Plan · Contaminated Sites and Soils Management Plan · Environmental Awareness and Education Plan · Fuel, Chemicals and Materials Storage and Handling Management Plan · Habitat Mitigation and Compensation Plan · Health and Safety Management Plan · Landscape Design and Restoration Plan, including the Tree Replacement Criteria · Noise and Vibration Management Plan, including the Acoustical Criteria and Requirements · Snow Management and Removal Plan · Spill Prevention and Emergency Response Plan · Surface Erosion Prevention and Sediment Control Plan · Traffic Management Plan Framework · Vegetation Management Plan · Solid and Liquid Waste Management Plan · Stormwater Management Plan · Water and Sediment Quality Management Plan · Wildlife Management Plan	Pre-construction and Construction	EGRT	Complete	EGRT prepared a CEMP for Primary Construction work in January 2013, which includes all the required component plans described in this commitment, and describes the BMPs and guidelines that are to be employed during construction. The CEMP was submitted to the EAO and the Working Group for review and comment. An updated Revision 1 of the CEMP was submitted to the Province for review and comment. The revised CEMP was accepted. The revised CEMP became Rev.2. The revised CEMP was sent to the EAO.
6.	During preparation of the Spill Prevention and Emergency Response Plan (SPERP), the Proponent must seek input from or require that the Contractor seek input from, provincial government agencies (i.e., Ministry of Environment (MoE) Environmental Emergency Response Officers and the Provincial Emergency Program), and municipal governments and emergency responders (i.e., Police, Fire and Rescue) regarding Plan particulars and communication practices, as well as measures to be implemented in the event of an accident/malfunction, environmental incident, or other type of emergency. During construction, the Proponent must update, or require that the Contractor update, the Plan as necessary to reflect current communications protocols and procedures utilized by municipal governments and emergency responders.	Pre-Construction and Construction	EGRT	Complete	The CEMP contains this required information in the SPERP. Protocols in the SPERP will be regularly updated by EGRT, and emergency contacts were kept up to date for the duration of the work.
7.	The Proponent must require that the Contractor identify all deleterious, toxic and/or hazardous materials harmful to human health and/or the environment to be utilized during construction in its Spill Prevention and Emergency Response Plan. The Proponent must require that the Contractor's Plan is kept up-to-date with respect to all such materials in use during construction.	Pre-Construction and Construction	EGRT	Complete	The CEMP requires that the subcontractor SPERPs identify all deleterious, toxic and/or hazardous materials harmful to human health and/or the environment to be utilized during construction. Compliance with this requirement was addressed through quality management system audits.

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8.	The Proponent must require that the Contractor develop and implement an Environmental Inspection Program as part of the Construction EMP, which will include the following: · Monitoring and inspecting all construction-related environmental activities for the duration of the construction of the Project. · Retaining and utilizing the services of an experienced Environmental Inspector who is a qualified Environmental Professional, as set out in the Construction EMP. · Compliance monitoring and reporting to the Proponent and Relevant Authorities according to the terms and conditions of the Project Agreement and the EAC, and any other applicable permits, approvals and authorizations. · Maintaining an environmental inspection log during construction. · Consulting with the Proponent, as applicable, regarding Project planning, design, and site selection to require that, from inception to completion, the Project proceeds in a manner that avoids or minimizes adverse environmental effects. · Informing the Contractor and staff according to the Contractor's Environmental Education and Awareness Plan. · Implementing environmental management and liaison activities involving the Proponent, the Contractor, applicable regulatory agencies, specialist consultants, subcontractors, construction crews and members of the public.	Pre-Construction and Construction	EGRT	Complete	EGRT's Environmental Inspection Program was included as part of the CEMP for Primary Construction work, and was made available for review by the EAO and Working Group 30 days prior to construction. The Inspection Program also was developed to meet the requirements of applicable Permits, including the DFO Authorization. Effectiveness of this Inspection Program was regularly reviewed as part of both EGRT's and the Province's quality management programs.
9.	The Proponent must require that the Contractor retain an Environmental Inspector with authority to enforce the environmental measures set out in the Construction EMP throughout Project construction.	Pre-Construction and Construction	EGRT	Complete	EGRT retained Environmental Inspectors for the duration of the Primary Construction works. Inspectors had the authority to enforce the CEMP, for the duration of EGRT's construction scope.
10.	At minimum, the responsibilities of the Contractor's Environmental Inspector must include: · Requiring Contractor adherence to the Construction EMP, Project Agreement, EAC terms and conditions, and all other relevant legislation, permits, approvals and authorizations. · Providing on-site compliance monitoring as provided for in the Construction EMP and Contractor's Quality Management Plan. · Providing direction to the Contractor's team to enable the Contractor to implement its Construction EMP. · Providing on-site environmental protection and awareness training to the Contractor personnel. · Liaising with the Proponent's Environmental Manager, engineering field staff and Relevant Authorities. · Issuing "stop work" orders to the Contractor for specific activities and locations that have the potential to cause or are causing environmental degradation. · Submitting monitoring records to the Proponent and Relevant Authorities, as required.	Pre-Construction and Construction	EGRT	Complete	The responsibilities of the Environmental Inspector, including those described in this commitment, are described in relevant sections of the CEMP. Environmental Inspections were undertaken throughout the duration of construction. During Environmental Management meetings it was reinforced that inspectors needed to be onsite at active construction areas or sensitive areas during, or immediately after, heavy rains.

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11.	The Proponent must develop and implement an Environmental Quality Management Program to require Contractor compliance with the Project Agreement, EAC terms and conditions, and any other applicable permits, approvals and authorizations, which must include the following: · A qualified Environmental Quality Manager / Auditor, whose role will be to conduct scheduled and random environmental field audits, and quarterly environmental system audits. · Assessment of Contractor compliance with the terms and conditions of the Project Agreement and the EAC, the Construction EMP, and any other applicable permits, approvals and authorizations. · Issuance of "stop work" orders to the Contractor in the event that any Contractor activities have the potential to cause or are causing environmental degradation.	Pre-Construction and Construction	EGRT	Complete	Throughout construction, both MoT and EGRT conducted quality audits of Project works to ensure compliance with the Project Agreement, EAC terms and conditions, and any other applicable permits, approvals and authorizations. The EQMP provided for a qualified EQM whose role was to conduct scheduled and random environmental field audits, as well as environmental process audits (the latter at least quarterly). The EQM was supported by EGRT's EM. Revision of the EQMP was undertaken and Rev.1 was accepted by the Province.
12.	Where the Proponent assigns responsibility for preparation of the Construction EMP to the Contractor, the Contractor must submit the Construction EMP to the Proponent for the Proponent's review and consent in accordance with the Project Agreement.	Pre-Construction	EGRT	Complete	EGRT submitted a CEMP to MoT for review and consent prior to construction, in January 2013. Revision 1 was submitted to the Province and revised as Rev.2.
13.	Prior to commencement of construction, the Proponent must make the Contractor's Project-compliant Construction EMP available to the BCEAO and Inter-Agency Environmental Review Committee for review, comment, and acceptance for a period of 30 days, provided that the failure to accept or provide comment and the absence of any comment or acceptance shall not result in a default or breach of or constitute a non-compliance of any requirement or Condition of this EAC and the Proponent and the Contractor may proceed with the work.	Pre-Construction	EGRT	Complete	The Construction CEMP was completed by EGRT and made available for a 30 day review by applicable regulatory agencies prior to construction, in January 2013. Revision 1 was also made available to the Province. The revised CEMP (Rev.2) was sent to the EAO for distribution to the Environmental Working Group.
14.	The Proponent must implement, or specify that the Contractor implement, the Construction EMP such that all terms and conditions of the EAC and other permits, licenses, approvals and authorizations, including monitoring requirements, are met.	Pre-Construction and Construction	EGRT	Complete	This requirement was incorporated into the Project Agreement. To ensure compliance, MoT conducted scheduled and random quality audits of Project works to ensure consistency with the terms and conditions of all permits and approvals, including the EAC.
15.	The Proponent must discuss, or require that the Contractor discuss, environmental monitoring and mitigation issues and concerns that arise during construction in the meetings to be held with the BCEAO and Inter-Agency Environmental Review Committee, and address these issues, as applicable.	Construction	EGRT	Complete	Environmental monitoring reports were made available to municipalities and regulatory agencies. EGRT's EM attended the Province's monthly meetings with the municipalities.

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16.	The Proponent must require that the Contractor develop and deliver environmental training sessions as a pre-requisite to on-site work for Contractor personnel. At minimum, the training sessions must inform attendees regarding environmental issues, environmental protection and mitigation measures, regulatory requirements, and responsibilities and protocols to be followed in the event of an environmental emergency.	Pre-Construction and Construction	EGRT	Complete	Multiple training sessions were undertaken as described in the Environmental Education and Awareness component plan of the CEMP.
17.	The Proponent must develop and implement a compliance enforcement mechanism and other mechanism(s), as necessary, to address Contractor adherence to the terms and conditions of the Project Agreement and the EAC, and construction of the Project in accordance with the monitoring and mitigation measures described in the Construction EMP. The Proponent must, subject to applicable laws, make the compliance enforcement mechanism available to the BCEAO and the Inter-Agency Environmental Review Committee for information.	Pre-Construction and Construction	MoT	Complete	As part of MoT's Quality Management System, a compliance enforcement mechanism, including financial penalties, was developed for construction to ensure Contractor compliance with the terms and conditions of the EAC and this PTOC.
18.	The Proponent must require that the Contractor submit a Construction Management Plan and a detailed Traffic Management Plan for review and consent by the Proponent in accordance with the Project Agreement. During development of the Contractor's Traffic Management Plan, input must be sought from the City of Burnaby, City of Port Moody and City of Coquitlam.	Pre-construction	EGRT, MoT	Complete	A Construction Management Plan was submitted and finalized in April 2013. A Traffic Management Plan was submitted to MoT for review in early January 2013. MoT forwarded the draft TMP for municipality review and the plan was finalized in March 2013. Site specific TMP's were submitted to the Province for review and acceptance.
19.	The Proponent must make appropriate sections of the Project-compliant Traffic Management Plan available to the respective municipalities for review, comment and acceptance for a period of 21 days, prior to construction, provided that the failure to accept or provide comment and the absence of any comment or acceptance shall not result in a default or breach of or constitute a non-compliance of any requirement or Condition of this EAC and the Proponent and the Contractor may proceed with the work.	Pre-Construction and Construction	MoT	Complete	MoT provided a draft Traffic Management Plan to the municipalities for review on January 4, 2013. The Traffic Management Plan was finalized and implemented by EGRT.

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20.	The Proponent must require the Operator to develop an Operations Environmental Management Plan as is in use for rapid transit systems operated or owned by TransLink, during the latter stage of construction, prior to commencement of revenue service. The Operations EMP must address all environmental issues pertaining to Evergreen Line operations and maintenance. The Operator must make component plans of the Operations EMP available to the BCEAO and the Inter-Agency Environmental Review Committee. The component plans must include as a minimum: · Air Quality and Dust Control Management Plan · Fuel, Chemicals and Materials Storage and Handling Management Plan · Health and Safety Management Plan · Noise and Vibration Management Plan, including the Acoustical Criteria and Requirements · Solid and Liquid Waste Management Plan · Snow Management Plan · Water and Sediment Quality Management Plan · Stormwater Management Plan · Spill Response and Emergency Response Plan	Construction and Operation	(MoT) Translink	Ongoing (To be completed prior to start of revenue service)	The OEMP will be developed by Translink with input from MoT prior to the start of operation of the Project.
21.	The Proponent must require the Contractor to respond rapidly and effectively to any emergency events and/or spill incidents that occur during Project construction to minimize effects and risks to the general public, on-site workers and the environment. This requirement must be addressed in the Construction EMP: Spill Prevention and Emergency Response Plan.	Pre-Construction and Construction	EGRT	Complete	Protocols to address emergency events and/or spill incidents with a rapid and effective response are described in the Spill Prevention and Emergency Response Plan, which is a component plan of the CEMP.
22.	The Proponent must require the Operator to respond rapidly and effectively to any emergency events and/or spill incidents that occur during Project operation and maintenance to minimize effects and risks to the general public, on-site workers and the environment. This requirement must be addressed in the Operations EMP: Spill Prevention and Emergency Response Plan.	Operation	(MoT) Translink	Ongoing	Protocols to address emergency events and/or spill incidents during operations will be described in the Translink OEMP.
23.	The Proponent must develop and implement, or require that the Contractor or Operator, depending on the stage of the Project, develop and implement, a protocol for immediate reporting of any spills to the appropriate environmental emergency response authorities. This requirement must be addressed in the Construction EMP and Operations EMP: Spill Prevention and Emergency Response Plan.	Pre-Construction, Construction and Operation	EGRT Translink	Ongoing	Protocols for the reporting of spills are included in the Spill Prevention and Emergency Response Plan, which is a component plan for the CEMP. Similar protocols will also be included in the Translink OEMP that will be developed prior to the start of operations.

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Fisheries and Aquatic Habitat					
24.	The Proponent must finalize an Aquatic Habitat Mitigation and Compensation Plan, or require that such a Plan be finalized by the Contractor, to accompany an application(s) to DFO for a Section 35(2) Fisheries Act Authorization(s). The overriding objective of the finalized Plan will be to demonstrate that the guiding principle of "no net loss", as set out in DFO's Policy for the Management of Fish Habitat, will be achieved. To this end, the Plan will include a habitat balance sheet that quantifies the aquatic and riparian habitat areas that will be harmfully altered, disrupted or destroyed during Project construction, and operation and maintenance and the corresponding areas of proposed compensation habitat. In the event that available lands within the Project alignment are insufficient to accomplish "no net loss" as per the Section 35(2) Authorization under the Fisheries Act, the Proponent must discuss other potential compensation areas, in the context of the affected watershed, with the affected municipality and First Nations.	Pre-Construction, Construction and Operation	EGRT	Complete	EGRT prepared an Aquatic Habitat Mitigation and Compensation Plan as a component plan for the CEMP. This plan, accompanied by a habitat balance sheet, was included as part of EGRTs application to DFO for a Section 35(2) Fisheries Act Authorization, which was received on July 18, 2013. A revision to the DFO Authorisation has been accepted, by DFO, for the change from the Scott #2 Compensation area to Hoy Creek Compensation area.
25.	The Proponent must prepare, or require that the Contractor prepare, final Issued for Construction (IFC) design drawings of proposed habitat compensation works to be undertaken in the vicinity of stream crossings (i.e., South Schoolhouse Creek, Scott and Hoy creeks, Suterbrook Creek) for inclusion in the application(s) to be submitted to DFO for a Section 35(2) Fisheries Act Authorization(s).	Pre-Construction and Construction	EGRT	Complete	Drawings for the referenced submissions were submitted to DFO. A Section 35(2) Authorization was provided to the Project on July 18, 2013. IFC drawings for all of the habitat compensation sites have been sent to DFO.
26.	During development of habitat compensation plans for the Project, the Proponent must consider and undertake, or require the Contractor consider and undertake, on properties owned by the Proponent and not required for ongoing access and maintenance, the reclamation of riparian areas within the retained Project footprint that have been previously converted, by others, from riparian vegetation to developed lands. The Proponent will evaluate the feasibility of such reclamation on a property by property basis, depending on factors including but not limited to, potential habitat compensation outcomes and habitat values, costs, and site requirements for ongoing access and maintenance.	Pre-Construction and Construction	EGRT	Complete	Opportunities for the reclamation of riparian vegetation from developed areas were considered during the development of habitat compensation plans. The habitat compensation designs that EGRT submitted to DFO for the Authorization provided opportunities for reclaiming riparian areas that were historically converted from riparian vegetation to developed lands.
27.	The Proponent must require that the Contractor conduct all work in and about streams in the Project area according to the terms and conditions specified by the Ministry of Forests, Lands and Natural Resource Operations (FLNRO) Habitat Officer for the Lower Mainland Region, in conformance with the designated fisheries timing window (i.e., July 15 to September 15 for Pacific salmon; August 1 to October 31 for cutthroat trout), unless otherwise directed by FLNRO or DFO.	Pre-Construction and Construction	EGRT	Complete	EGRT conducted work in and about streams in conformance with the designated least risk fisheries window unless otherwise allowed by the Ministry of Forest, Lands and Natural Resource Operations (FLNRO).
28.	Prior to any work in and about a watercourse, the Proponent must obtain, or require the Contractor obtain, all permits necessary for the salvage of fish, amphibians or other wildlife.	Pre-Construction and Construction	EGRT	Complete	EGRT obtained the applicable environmental permits for their works. Permits were updated as required. The Province obtained both DFO and Water Act Approval for work undertaken at Aberdeen Ave on Pinnacle Creek.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
29.	During Project design, the Proponent must seek input directly from, or require that the Contractor seek input directly from the affected municipality and First Nations regarding the location, condition, and values of all watercourses intersected or otherwise affected by the Project within that municipality. On the basis of anticipated Project-related impacts to aquatic and/or riparian habitats, the Proponent or the Contractor must identify, review and seek input from the municipality and First Nations regarding mutually acceptable mitigation measures to be used to avoid or minimize adverse impacts to these watercourses.	Pre-Construction	EGRT	Complete	Input from Municipalities and First Nations on anticipated Project-related impacts and associated mitigation measures were ongoing post-certification. EGRT supported the Province's engagement with municipalities and First Nations on potential effects of the Project on creeks along the alignment.
30.	During Project design and construction, the Proponent and the Contractor must seek input directly from the affected municipality and First Nations to identify and implement mutually acceptable, cost-effective mitigation measures to address impacts to watercourses intersected or otherwise affected by the Project, provided that the failure to identify and implement mutually acceptable measures will not result in a default, breach of, or noncompliance with any requirement or condition of the Environmental Assessment Certificate and the Proponent / Contractor may proceed with the work.	Pre-Construction and Construction	EGRT	Complete	Input from Municipalities and First Nations on anticipated Project-related impacts and associated mitigation measures has been completed. EGRT supported the Province's engagement with municipalities and FNs in providing information on potential effects of the Project on creeks along the alignment as well as on corresponding habitat compensation and other measures to offset potential adverse Project effects.
31.	During Project design, the Proponent must seek input directly from, or require that the Contractor seek input directly from, the affected municipality and First Nations during the development of proposed habitat compensation designs pursuant to the application for a Section 35(2) Authorization under the federal Fisheries Act.	Pre-Construction and Construction	EGRT	Complete	Input from Municipalities and First Nations on anticipated Project-related impacts and associated mitigation measures has been completed.
32.	The Proponent must require that the Contractor and the Operator, depending on the Project stage, avoid interrupting flows from Melrose Creek into South Schoolhouse Creek.	Construction and Operation	EGRT	Complete	There was no construction near Melrose Creek. Construction did not disturb or interrupt flows in Melrose Creek.
33.	In the event that, during detailed design, it is determined that culverting of either Kyle Creek or Slaughterhouse Creek will be necessary within the Project alignment, the Proponent must seek input from, or require that the Contractor seek input from, the City of Port Moody and First Nations regarding mutually acceptable, cost-effective measures to be used to mitigate/compensate for any associated aquatic and/or riparian impacts.	Pre-Construction	EGRT	Complete	In order to move the CP tracks, Kyle Creek was directed into an extended culvert. Slaughterhouse Creek has been spanned by a bridge, with separate east-west track systems. EGRT presented and explained the proposed design and corresponding compensation/mitigation to CPM staff, FNs and local streamkeepers in various meetings.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
34.	In situations in which groundwater flow may be initiated as a result of Project-related construction activity and is expected to continue post-construction, the Proponent must implement, or require the Contractor or Operator to implement (depending on the stage of the Project), appropriate design and/or construction mitigation measures to address potential impacts to property and/or riparian and aquatic habitat and species. Where groundwater continues to flow to the surface during Project operation, the Proponent will continue to consult, or require that the Operator consult, with DFO and MoE-Fisheries/MNRO regarding ongoing mitigation measures.	Construction and Operation	EGRT	Complete	Short-term conveyance of groundwater to surface was mitigated by using BMPs described in the CEMP. The Project did not initiate any groundwater flow that would continue post-construction.
35.	The Contractor must design, install, maintain and remove any temporary stream crossings required for construction of the Project for the consent of the Proponent in accordance with the Project Agreement. The Proponent or the Contractor must review and seek input from the affected municipality and the Relevant Authorities regarding mitigation measures to be implemented with respect to this work. This requirement must be addressed in the Construction EMP: Habitat Mitigation and Compensation Plan.	Pre-Construction and Construction	EGRT	Complete	Temporary stream crossings required during construction were identified by EGRT and included in the environmental permit applications. All of the temporary culverts have been removed.
36.	The Proponent must require that the Contractor take all reasonable measures to prevent substances that may be harmful to fish (e.g., silt, sediment, sediment-laden water, raw concrete, concrete leachate, hydrocarbons) from entering the aquatic environment during construction. This requirement must be addressed in the Construction EMP: Spill Prevention and Emergency Response Plan, Surface Erosion Prevention and Sediment Control Plan, and Water and Sediment Quality Management Plan.	Construction	EGRT	Complete	Protocols and BMPs that were implemented to prevent harmful substances from entering aquatic environments were described in the Spill Prevention and Emergency Response Plan, the Surface Erosion Prevention and Sediment Control Plan, and the Water and Sediment Quality Management Plan of the EGRT CEMP.
37.	The Proponent must require that on-site surface run-off control and treatment measures be installed and maintained at the Vehicle Storage Facility, and any new or modified park and ride and/or bus exchange locations. This requirement must be addressed in the Construction EMP: Habitat Mitigation and Compensation Plan.	Pre-Construction, Construction and Operation	EGRT, MoT, Translink	Complete	Temporary and permanent on-site drainage control measures were developed and managed by EGRT during construction, and BMPs were described in the Habitat Mitigation and Compensation Plan of the CEMP. Permanent works at park and ride and/or bus exchange locations were developed by MoT. Translink will maintain runoff control at the Vehicle Storage Facility.
38.	During Project design construction and operation, the Proponent must seek input from the municipalities, or require that the Contractor or the Operator, depending on the stage of the Project seek input from the municipalities, regarding measures to be used to deal with run-off from the guideway and other Project surfaces. The Contractor must undertake a design review to determine if the municipal storm water system can accommodate the incremental addition of Project-related run-off. If Project run-off cannot be accommodated, the Contractor must address this issue in its Project design (e.g., by diverting all surface run-off to ground). This requirement must be addressed in the Construction EMP and Operations EMP: Stormwater Management Plan.	Pre-Construction, Construction and Operation	EGRT, MoT	Complete	Stormwater design reviews, with municipal input, were undertaken during the development of final design. Where drainage design involves tie-in to the existing drainage infrastructure, EGRT undertook design review to verify that the existing municipal stormwater system can accommodate the longer term incremental addition of Project-related run-off.

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39.	The Proponent must adhere to, or require that the Contractor or Operator, depending on the Project stage, adhere to, provisions for long-term monitoring of fish habitat compensation works, or other terms and conditions related to long-term monitoring as may be identified in the EAC and the Fisheries Act Section 35(2) Authorization.	Pre-Construction, Construction and Operation	EGRT	Ongoing	The DFO Authorization provides general requirements for long-term monitoring to the effectiveness of fish habitat compensation works. Effectiveness monitoring will continue for a period of 3 (three) years post-construction. A copy of the Habitat Compensation Effectiveness Monitoring Plan has been accepted by DFO.
40.	The Proponent must undertake measures, or require that the Contractor or Operator, depending on the Project stage, undertake measures to maintain and ensure the survival of plant material in revegetated aquatic and riparian areas, including the control of invasive species, as per the terms and conditions of the Authorization(s) under Section 35(2) of the Fisheries Act.	Construction and Operation	EGRT	Ongoing	Planting design, invasive species removal, and other measures (eg proper site preparation, watering, weeding) were implemented to maintain and ensure the survival of plant material. These measures must meet the three year survival requirements in the DFO Authorisation and form part of the Effectiveness Monitoring Plan.
41.	The Proponent must require the Operator to conduct all Project operation and maintenance activities in compliance with the terms and conditions of the Section 35(2) Fisheries Act Authorization(s), other permits, approvals and authorizations, and the component plans set out in the Operations EMP.	Operations	(MoT) Translink	Ongoing	The Operator will comply with all environmental permits, approvals, and authorizations.
42.	The Proponent must collect and analyze, or require that the Contractor collect and analyze, baseline water samples from immediately upstream and downstream of watercourses potentially affected by Project construction. Collected samples must be analyzed for metals, hydrocarbons, Volatile Organic Compounds (VOCs), turbidity, suspended sediment, pH, dissolved oxygen, conductivity and water temperature. This requirement must be addressed in the Construction EMP: Water and Sediment Quality Management Plan.	Pre-construction	EGRT	Complete	EGRT has collected and analyzed baseline water samples from immediately upstream and downstream of the Project alignment. Collected samples were analyzed for metals, hydrocarbons, VOCs, turbidity, suspended sediment, pH, dissolved oxygen, conductivity and water temperature.
43.	The Proponent must collect and analyze, or require that the Contractor collect and analyze, periodic water samples from immediately upstream and downstream of watercourses potentially affected by Project construction. Samples must be analyzed for metals, hydrocarbons, VOCs, turbidity, suspended sediment, pH, dissolved oxygen, conductivity and water temperature. This requirement must be addressed in the Construction EMP: Water and Sediment Quality Management Plan.	Construction	EGRT	Ongoing	Water samples were collected through the course of construction for the same parameters that were sampled as part of the baseline data set. The water quality information is part of the "trend" water quality sampling program described in the CEMP's Water and Sediment Quality Management Plan. A Trend Water Quality Report will be submitted by EGRT to the Province.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
44.	The Proponent must implement, or require that the Contractor implement, all necessary measures prior to discharge to the receiving environment, such that all process water and surface run-off from the work area meets or exceeds the BC Approved Water Quality Guidelines. Specifically, during construction, the Proponent must prevent, or require that the Contractor prevent, the discharge of sediment-laden run-off or other deleterious material to receiving environments throughout the Project area. This requirement must be addressed in the Construction EMP: Water and Sediment Quality Management Plan.	Pre-Construction and Construction	EGRT	Complete	BMPs regarding the protection and management of water quality at the work site were described in the Water and Sediment Quality Management Plan and Stormwater Management Plan, which are component plans of the CEMP.
45.	The Proponent must seek input from the BCEAO and members of the Inter-Agency Environmental Review Committee, including DFO and MoE-Fisheries/MNRO, regarding the need to control groundwater quality should it be necessary to divert artesian flows into surface waters.	Pre-Construction and Construction	EGRT	Complete	In some cases construction has intercepted groundwater or encountered artesian pressures resulting in short-term groundwater flows or seepage into excavations and piling areas. Wells were also installed to reduce groundwater pressure at the Tunnel Boring Machine (TBM) for maintenance purposes at both Cecile Place and Clarke Road. Wells at the North Portal were tested for water quality and found to be within BC Water Quality Guidelines. Wells installed at Cecile Dr. were found to be within acceptable water quality guidelines, except for levels of iron. Background levels of iron in Schoolhouse Creek were also above acceptable limits and this issue was discussed with Environment Canada. It was determined that the groundwater iron levels did not exceed background iron levels. Wells on Clarke Road at Seaview Drive were also installed in order to reduce groundwater pressure at the TBM for maintenance. Initial sampling of the groundwater indicated levels of Chromium that exceeded limits in the guidelines. The flows were pumped to the sanitary sewer system. Permits were obtained by EGRT from Metro Van for discharge to the sanitary system. After two weeks of pumping the levels of Chromium were within acceptable limits.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
	Terrestrial Biophysical Environment				
46.	During Project design, the Proponent must seek input from, or require that the Contractor seek input from, the respective municipality regarding the location, condition, and biophysical values of environmentally sensitive areas intersected or otherwise affected by the Project within that municipality. On the basis of anticipated Project-related impacts to environmentally sensitive areas, the Proponent or the Contractor must identify, review and seek input from the municipality regarding proposed mitigation measures to be used to avoid or minimize adverse impacts to these areas.	Pre-Construction and Construction	EGRT, MoT	Complete	The ESAs affected by the Project were described in EGRT's CEMP. Throughout construction the Province met with the municipalities to discuss work in and around environmentally sensitive areas and any mitigation requirements.
47.	To avoid the disturbance of active nest sites as required by the BC Wildlife Act, the Proponent must require that the Contractor conduct vegetation clearing outside the general bird nesting season from April 1 to July 31 (or to September 15 where fledglings are still on the nest) unless otherwise approved by the Canadian Wildlife Service (CWS) and MoE. This requirement must be addressed in the Construction EMP: Wildlife Management Plan.	Construction	EGRT	Complete	BMPs for vegetation clearing and adherence to bird nesting windows were included in the Wildlife Management Plan, a component plan in the CEMP. One incident occurred where a clump of five trees was taken down at the CP Wye without a bird nesting survey. An Incident Report was submitted.
48.	The Proponent must adhere, or require that the Contractor adhere, to the terms and conditions of the Project Agreement and the EAC, the Construction EMP, any applicable permits, approvals, and authorizations, and MoT Standard Specifications for Highway Construction related to the protection of soil and vegetation. Specific measures that must be addressed in this regard include, but are not necessarily limited to: · Prior to construction, vegetation to be retained during construction must be identified, and necessary measures must be taken on-site to require vegetation protection. · Soils removed from a work location must be stored for reclamation use and protected in a manner that prevents erosional losses, establishment of invasive plant species, and siltation of adjacent watercourses. · Surplus soils must be disposed of in accordance with the terms of the Project Agreement.	Pre-Construction and Construction	EGRT	Complete	The requirements are addressed in the CEMP's Landscape Design and Restoration Plan and in the CEMP's Vegetation Management Plan. Surplus soils have been disposed in accordance with the PA and in compliance with the CSR.
49.	The Proponent must conduct, or require that the Contractor conduct, an assessment of potential impacts to Pacific Water Shrew in accordance with MoE's Best Management Practices Guidelines for Pacific Water Shrew (April 2005) in potentially affected riparian areas. This requirement must be addressed in the Construction EMP: Wildlife Management Plan.	Pre-Construction	EGRT	Complete	PWS habitat assessments were conducted for Advance Works and EGRT was responsible for completing any additional habitat assessments in potentially affected riparian areas. EGRT's assessment identified potential at Pigeon Creek, Suterbrook Creek and Mariner "Pond". Trapping conducted in those areas found no PWS.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
50.	As a component of the Construction EMP, the Proponent must develop and implement, or require that the Contractor develop and implement, a Landscape Design and Restoration Plan. The Proponent must require that this Plan identify all expected areas of temporary and permanent vegetation loss (e.g., specific numbers, locations and dimensions of guideway footings; areas to be disturbed for laydown and storage areas, construction access, stockpiles, etc.) and describe site-specific measures for reclamation and revegetation, including but not necessarily limited to the following: · Stabilization of soils and reestablishment of vegetation upon completion of work at a location. · Involvement of qualified professionals (i.e., landscape architect, wildlife biologist, arboriculturalist / horticulturist, etc.) in providing requisite planning advice and on-site direction as necessary for reclamation success. · Establishment of vegetation within and adjacent to the guideway right-of-way that is compatible with the safe operation of the Evergreen Line, particularly as it relates to slope stability and tree hazard control. · Preference for selection of native species of grasses, herbs, shrubs and trees when re-planting is required along the Evergreen Line alignment. Species are to be selected at each location based on input to be requested from the affected municipality and First Nations and the ability of the selected species to survive site-specific conditions and afford cover and food for wildlife. · Integration of revegetation plans for habitat replacement with other impact mitigation objectives (e.g., noise reduction/aesthetic enhancement), where feasible and cost-effective. · Consideration of highly valued landscape trees or tree stands with specially noted habitat value into detailed design. · Liaison with private property owners regarding Project effects on existing trees and landscaped areas. · Detailed assessments and surveys of selected trees for retention and implementation of protection measures. · Development of a specification that addresses protocols for review prior to any tree area encroachments, guidelines for land clearing, and guidelines and protocols for tree risk and windthrow assessment. · Consideration of appropriate replacement tree species at each planting site to meet the objective of aiding a tree's ability to reach mature age class while minimizing underground, at-grade and aerial conflicts with its surroundings. · Post-construction care of planted areas and plant stock for the period of time required for its survival, as identified by qualified professionals. · One year after contract completion, preparation of a detailed post-construction monitoring and assessment report documenting site-specific landscaping and restoration mitigation/compensation measures implemented during construction, and identifying site-specific guidelines and criteria at a level of detail sufficient to demonstrate that restoration objectives have been met. This report must be made available to the affected municipalities. · In the event that plant material installed during landscaping and restoration dies or appears to be failing within the warranty and maintenance period to be identified by the Proponent in the Project Agreement, a corrective strategy to be implemented by a qualified arboriculturist/horticulturalist on behalf of the Contractor.	Pre-Construction, Construction and Operation	EGRT	Ongoing	A Landscape Design and Restoration Plan (LDRP), which included these BMPs, was provided in EGRT's CEMP. The Landscape and Restoration Plan was submitted for review by the Province and the Municipalities. Comments were sent to EGRT and the IFC design received. The design gives preference to native species of grasses, herbs, shrubs and trees. The design integrates terrestrial habitat replacement with other impact mitigation objectives (eg noise reduction and aesthetic enhancement). The LDRP provided for liaison with private property owners regarding mitigation of Project effects on existing trees and landscaped areas. The LDRP provided for assessments and surveys of selected trees for retention, as well as implementation of protection measures. The CEMP describes the protocols required opposite. Planting of the trees is scheduled for November 2016, to be completed by mid-December 2016. EGRT must submit a Post-Construction Landscape and Restoration Monitoring and Assessment Report one year after contract completion. The report is to be submitted to the Province and the Municipalities.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
51.	During Project design, the Proponent must seek input from, or require that the Contractor seek input from, the affected municipality regarding a mutually acceptable approach to tree tagging and survey, tree salvage and replacement, creation of wildlife trees, tree risk assessments, replanting to mitigate visual/aesthetic impacts and/or other issues related to potential impacts on "significant[4]" trees located within and immediately adjacent to the Project alignment.	Pre-Construction and Construction	EGRT	Complete	Procedures for the management of trees along the alignment were described in the Landscape Design and Restoration Plan and Vegetation Management Plan, as components of EGRT's Construction CEMP. EGRT discussed their approach with each municipality, and has completed a tree inventory for all trees within or in proximity to the project area.
52.	During construction, the Proponent must implement or require that the Contractor implement the agreed upon Project-wide Tree Replacement Criteria, as specified in the Project Agreement. The Proponent must replace "significant" trees at a 1:1 ratio. Replacement trees must have a minimum caliper size of 7 cm. The Proponent must engage with municipal staff to determine adequate locations for tree replacement within the Project lands first, surrounding the Project location second, and on lands to be made available by the affected municipality third. In the event that suitable locations within municipal boundaries are not available, the Proponent must engage with First Nations to identify alternative areas. In meeting this commitment, the Proponent will not purchase lands for the sole purpose of planting trees.	Pre-Construction and Construction	EGRT, MoT	Complete	The Province was responsible for some tree removals during Advanced Works. These trees were added to the Significant Tree Inventory. Procedures for implementing Tree Replacement Criteria and identifying tree replacement locations are described in the Landscape Design and Restoration Plan, a component of the Construction CEMP. The plan has been updated including the completed significant tree inventory.
53.	The Landscape Design and Restoration Plan, to be prepared by the Proponent or the Contractor must describe the agreed upon Project-wide Tree Replacement Criteria, tree replacement strategies and related measures, to be implemented during the Project. Prior to construction, the Proponent must make the Project-compliant Plan available to the BCEAO and the Inter-Agency Environmental Review Committee for review, comment and acceptance for a period of 30 days, provided that the failure to accept or provide comment and the absence of any comment or acceptance shall not result in a default or breach of or constitute a non-compliance of any requirement or Condition of this Environmental Assessment Certificate and the Proponent and the Contractor may proceed with the work.	Pre-Construction	EGRT	Complete	The CEMP was reviewed by applicable regulatory agencies and their comments were addressed. The agreed upon Project-wide Tree Replacement Criteria, tree replacement strategies and related measures are described in the CEMP's LDRP.
54.	The Proponent must continue discussions, or require that the Contractor continue discussions, with municipal staff with respect to inventoried trees that may require removal to facilitate construction and safe operation, and replacement strategies in accordance with the Tree Replacement Criteria to accommodate municipal requirements.	Pre-Construction and Construction	EGRT	Complete	MoT and EGRT have completed discussion on tree replacement strategies with the Municipalities.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
55.	The Proponent or the Contractor must conduct the selection and placement of all replacement trees in a manner that has been agreed upon by the municipal government in which the work is to occur, based on technical input provided by City arborists.	Pre-Construction and Construction	EGRT	Complete	Protocols for the selection and placement of replacement trees were described in the Landscape Design and Restoration Plan and Tree Replacement Criteria developed by EGRT, as a component of their CEMP. Final design for replacement areas has been developed in close discussion with municipalities, and City arborists.
56.	The Proponent must undertake all arboricultural work, including the detailed assessment of the tree resource and the survey and tagging of individual "significant" trees within and immediately adjacent to the Project alignment prior to construction and under the supervision of a Certified Arborist and Certified Tree Risk Assessor.	Pre-Construction and Construction	EGRT	Complete	Detailed tree assessments and inventories were completed for Advance Works and danger tree removal. EGRT has completed the remaining tree assessments in accordance with their Landscape Design and Restoration Plan and Tree Replacement Criteria.
57.	The Proponent must complete, or require that the Contractor complete, site-specific rare plant surveys prior to commencement of any clearing and grubbing activities that may occur in existing greenbelt corridors. Such surveys must be conducted by qualified field botanists according to the rare plant survey protocols described at http://www.geog.ubc.ca/biodiversity/eflora/ProtocolsforRarePlantSurveys.html.	Pre-Construction	EGRT	Complete	EGRT completed a site-specific rare plant survey prior to commencement of any clearing and grubbing activities in areas where there was potential for such plants to occur. The surveys were conducted by a qualified field botanist using the rare plant survey protocols described opposite. The surveys confirmed that no rare plants were expected to be affected by the Project. A protocol was developed in the event construction encounters previously unidentified rare plants.
58.	In the event that any rare plants (i.e., provincially or federally listed species at risk) are located during the rare plant survey, the Proponent must require the Contractor to consult with the MNRO/MoE regarding the need and/or specific plans for plant salvage and relocation.	Pre-Construction and Construction	EGRT	Complete	EGRT will consult with MFLNRO in the event rare plants are identified in the Project area. No rare plants were located during rare plant surveys conducted by EGRT. A protocol was developed and is being implemented in the event construction encounters previously unidentified rare plants. None were encountered.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
59.	To the extent feasible, the Proponent must require that the Contractor locate the guideway support columns outside of the wetted perimeter of any watercourse. Where this is not feasible, or where guideway column supports must be located within a riparian area, the Proponent must develop, or require that the Contractor develop, aquatic habitat compensation and restoration plans, as required by the Section 35(2) Authorization pursuant to the federal Fisheries Act.	Pre-Construction and Construction	EGRT	Complete	Anticipated impacts were minimized wherever possible, through final design. Final Impacts and proposed compensation was described in the Section 35(2) Authorization application process, and in accordance with the Aquatic Habitat Mitigation and Compensation Plan which will be a component plan of EGRT's CEMP.
60.	The Proponent must retain, or require the Contractor or the Operator, depending on the Project stage, retain connectivity for wildlife movement at crossing locations identified in the EAC Application. This requirement must be addressed in the Construction EMP: Wildlife Management Plan.	Construction and Operation	EGRT	Complete	BMPs and measures taken to retain wildlife connectivity were included in the Wildlife Management Plan in the CEMP. The EAC identified that the Project alignment crossed three wildlife corridors, respectively located along Schoolhouse Creek, Suterbrook Creek and the Scott Creek/Hoy Creek confluence area. Final Project design retained those corridors by bridging the affected streams.
61.	The Proponent must require that the Operator develop and implement a plan for controlling vegetation along the Evergreen Line alignment in accordance with existing SkyTrain operations policy, whereby vegetation that may be encroaching on the guideway or that poses a threat of encroachment, thus threatening the safe operation of the system, is periodically trimmed or removed. Further, the Proponent must require that the Operator notify private landowners with property adjacent to the alignment prior to any such vegetation trimming and/or removal.	Operation	(MoT) Translink	Ongoing	Measures for controlling vegetation will be described in the Vegetation Management Plan, as a component plan of the OEMP.
Socio-economic and Socio-community Issues					
62.	The Proponent must seek input from the affected municipality(ies) regarding long-term ownership and maintenance of remnant lands, if any, located within or adjacent to the Project footprint.	Pre-Construction, Construction and Operation	MoT	Complete	Input from municipalities regarding remnant lands has been received by the Project. Remnant lands have been handed over to BCTFA.
63.	During station area design, the Proponent commits to engage and seek input from, or require that the Contractor engage with and seek input from, the City of Burnaby, City of Port Moody, City of Coquitlam and First Nations and to incorporate agreed upon station design elements to address issues such as, but not necessarily limited to, visual aesthetics, including rooftop features, hard and soft landscaping, parking, bicycle storage, passenger loading, signage, public amenities, lighting, protection of community safety, and noise mitigation.	Pre-Construction	MoT	Complete	MoT discussed station design elements with Municipalities and First Nations.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
64.	During Project design, the Proponent must undertake, or require that the Contractor undertake, a detailed inventory and assessment of existing utilities and infrastructure, including storm drains and water mains, within the Project footprint. All utilities and infrastructure must be relocated as necessary during construction to currently accepted construction design standards (e.g., Master Municipal Construction Documents (MMCD)), unless regulation requires otherwise or an alternate agreement has made between the Proponent and the utility and infrastructure owner.	Pre-Construction and Construction	EGRT	Complete	A utilities inventory was conducted and relocations completed, where possible, as part of the Advance Works program. EGRT undertook a detailed inventory and assessment of exiting utilities affected by the Project, including utilities that require relocation and storm systems receiving run-off from the Project infrastructure.
65.	The Proponent must develop a document that addresses utility works, including a requirement to provide advance notice to affected municipalities regarding planned utility works and any potential associated disruptions in service.	Construction	EGRT	Complete	EGRT developed an inventory of utility conflicts as well as proximal works inventory. Based on those inventories, EGRT provided advance notice to affected municipalities regarding planned utility works through various mechanisms. EGRT met regularly with the Province and affected municipalities and/or utility owners to discuss utility relocation IFC designs. Feedback from the Province and municipalities was typically documented through the design review process.
66.	The Proponent must develop and implement, or require that the Contractor develop and implement, a Traffic Management Plan to mitigate the impacts of construction on motor vehicle traffic, transit users, cyclists and pedestrians, and emergency services providers. The Plan will include measures to be used to notify businesses and the public regarding upcoming construction activities, maintain the flow of pedestrian, bicycle and vehicle traffic, reduce traffic delays and disruptions, and minimize adverse effects to local residents and businesses.	Pre-Construction and Construction	EGRT	Complete	EGRT developed and implemented an overarching Traffic Management Plan that addressed the requirement described opposite. Consistent with the TMP, EGRT developed and implemented detailed TCPs for specific areas and/or activities.
67.	The Proponent must continue to seek input from the established municipal working groups, and require that the Contractor seek input from these groups, during Project design and construction to identify and make reasonable efforts to resolve, in a mutually acceptable manner, area- and site-specific issues related to traffic management during construction.	Pre-Construction and Construction	EGRT, MoT	Complete	Both MoT and EGRT worked with municipalities regarding traffic management issues, as per the EGRT TMP.
68.	Should it be necessary to temporarily close or restrict access to a particular intersection, or pedestrian or cycle route during construction to protect public safety, the Contractor must seek input from affected municipality in advance of the closure, and identify and provide the nearest safe alternate route. The Proponent must require that the Contractor minimize such disruptions during Project construction. These requirements must be described in the Traffic Management Plan.	Pre-Construction and Construction	EGRT, MoT	Complete	Consistent with the TMP, TCPs were prepared to address specific construction activities that would require temporary traffic closures. The TCPs which addressed alternate routes were submitted for the Province's review. The TCPs were forwarded to or discussed with the affected municipalities.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
69.	The Proponent must provide, or require that the Contractor provide, measures for continued access to the Aberdeen Avenue area (includes the area bounded by Johnston Street to the east, the City of Coquitlam boundary to the west, the Barnet Highway to the south and the CPR Railway to the north), in consultation with the City of Coquitlam. Should any temporary or permanent closures of Aberdeen Avenue be necessary during construction, the Contractor will provide alternative access, in consultation with the City of Coquitlam. These requirements must be described in the Traffic Management Plan.	Pre-Construction and Construction	EGRT, MoT	Complete	Following consultation with Coquitlam, a section of Aberdeen between Falcon Drive and the VSF was permanently closed to the public beginning during construction. Alternative temporary access has been provided east of the VSF to address access concerns of local businesses.
70.	The Proponent must consult with the City of Coquitlam regarding the effects of the Project on future development in the Aberdeen Avenue area, with the objective of identifying mutually acceptable measures to address long-tem local access. Implementation of any such measures will be undertaken based on specific agreements to be established among the parties.	Pre-Construction and Construction	MoT	Complete	In discussion with the City of Coquitlam, an alternate access between Bond and Lansdowne was constructed and has been made permanent.
71.	The Proponent must require that the Contractor assess potential impacts to businesses in developing its construction plans and procedures, and that the Contractor take measures to avoid or, where this is not possible, minimize such impacts. In cases in which construction-related impacts to a business or property owner are anticipated or identified, the Proponent must engage with the Contractor and the affected business owner and/or property owner to develop and implement mutually acceptable mitigation measures. The Proponent must keep the affected municipality informed regarding the progress and outcome of these discussions.	Pre-Construction and Construction	EGRT, MoT	Complete	Business Liaison Committees, consisting of business representatives from Coquitlam, Port Moody, and Burnaby, were established for the Project. Meetings with individual businesses and the Business Liaison Committees continued regularly throughout construction.
72.	The Proponent must continue to seek input from the City of Burnaby and the City of Coquitlam to identify opportunities regarding the maintenance of flow and function of North Road and Clarke Road.	Pre-Construction and Construction	MoT	Complete	Measures for maintaining flow and function at North Road and Clarke Road were maintained during construction as described in the Traffic Management Plan, in consultation with both Burnaby and Coquitlam.
73.	Where it is safe to do so, the Proponent must require that the Contractor maintain access to all businesses during the hours that those businesses would otherwise be open. In the event that the temporary closure of a business access, or the extension of such a closure, is necessary, the Proponent must require that the Contractor provide advance notice to the business owner. The information to be provided to the business owner must include the reason for and duration of the closure, as well as options for safe alternative access, if available. The Proponent must provide information on an ongoing basis to the affected municipality regarding the progress and outcome of these discussions. These requirements must be described in the Traffic Management Plan.	Construction	EGRT, MoT	Complete	Measures for maintaining business access were described in the Traffic Management Plan. EGRT maintained access to effected businesses during the hours that those businesses would normally be open.
74.	During Project design, the Proponent must continue to consult with, or require that the Contractor consult with, the City of Burnaby, City of Port Moody and City of Coquitlam regarding mitigation of potential parking-related issues during construction, including those related to the existing park and ride facilities at Port Moody Central Station and Coquitlam Central Station.	Pre-Construction and Construction	MoT	Complete	Discussions with the Municipalities on parking related issues was undertaken and has been completed.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
75.	The Proponent must provide, or require that the Contractor provide designated parking sites for Project construction workers.	Construction	EGRT	Complete	Designated construction parking sites were provided by EGRT.
76.	The Proponent must require that the Contractor provide for temporary park and ride spaces in proximity to the Port Moody West Coast Express Central Station, as necessary to off-set any construction-related disruption to this parking, and to minimize impacts to nearby residential and business parking.	Construction	EGRT	Complete	In accordance with the PA, EGRT maintained the required minimum number of public parking spaces at the Port Moody West Coast Express Central Station.
77.	At the Port Moody West Coast Express Central Station, prior to commencement of operations, the Proponent must reconfigure the internal parking area and bus facility to provide for efficient and safe pedestrian, cycle and vehicle traffic movements and, at minimum, no loss of parking capacity relative to pre-Project conditions.	Pre-Construction and Construction	EGRT, MoT	Complete	EGRT developed a Transit Facility Construction Integration Plan for each station area. The Plans were developed in consultation with Translink, WCE, CMB.
78.	The Proponent must provide 500 additional parking spaces to be allocated among the Port Moody Station, Coquitlam Central Station and Douglas College Station.	Pre-Construction and Construction	MoT	Complete	Additional parking spaces were provided by the Province at Moody Station, Coquitlam Center Station and at Douglas College.
79.	The Proponent must provide, or require that the Contractor provide, a connection for pedestrians between the Port Moody Central Station and the Moody Street overpass.	Pre-Construction and Construction	EGRT, MoT	Complete	EGRT maintained pedestrian access between the Port Moody Central Station and Moody Street overpass during construction.
80.	During Project design, the Proponent must maximize retention of, or require that the Contractor maximize retention of, current municipal parking capacity, in consultation with the affected municipality, and as provided for in the Project Agreement. Currently, it is estimated that approximately 6 to 8 parking spaces will be permanently lost in Burnaby and Coquitlam, and approximately 20 to 30 parking spaces will be permanently lost in Port Moody.	Pre-Construction and Operation	MoT	Complete	Through design reviews and regular discussion, MoT worked with EGRT and the municipalities to retain municipal parking areas where possible.
81.	During Project design, the Proponent must undertake, or the Contractor must undertake, to include on-street parking to maximize replacement of parking capacity from Golden Spike Lane to Buller Street, north of St. John's within the existing municipal right-of-way. In the event the design cannot be accommodated within the right-of-way, the Proponent and the City of Port Moody will discuss mutually acceptable solutions.	Pre-Construction	MoT	Complete	Through design reviews and regular discussion, MoT worked with EGRT and the municipalities to retain municipal parking areas wherever possible.
82.	During construction at the north tunnel portal, the Proponent must seek input from, or require that the Contractor seek input from, the City of Port Moody to establish a detour along the affected portion of the Trans Canada Trail and to identify and implement mutually acceptable measures to mitigate visual impacts along the trail during construction and operation.	Pre-Construction and Construction	EGRT, MoT	Complete	Measures to maintain access at this location were described in the Traffic Management Plan. Signage and information bulletins were established on-site for any visitors on the Trans Canada Trail.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
83.	The Proponent must design, or require the Contractor design and construct the Project so as to accommodate future provision, by the affected municipality, of a roadway overpass of the Evergreen Line guideway and CPR tracks along the proposed Murray – Clarke Connector – West Option (2004), Port Moody and at Falcon Drive, Coquitlam, and as provided for in the Project Agreement.	Pre-Construction and Construction	EGRT	Complete	As required in the PA, the guideway in this location has been designed to meet this future provision.
84.	The Proponent must design, or require the Contractor design the Project so as to accommodate potential future stations at or near Queens Street (Port Moody) and Falcon Drive and Lincoln Avenue (Coquitlam).	Pre-Construction	EGRT	Complete	EGRTs final design has accommodated potential future stations at the remaining identified locations. The guideway has been designed to meet the requirements for these future stations.
85.	Based on information to be provided by the City of Port Moody regarding the scheduling and nature of annual festivals and events in Rocky Point Park, the Proponent must seek agreement, or require that the Contractor seek agreement, within reason, with the City to minimize disruptions to vehicle traffic and pedestrian access, and noise and vibration-related impacts in the vicinity of the Park during selected events.	Pre-Construction and Construction	MoT	Complete	A schedule of annual festivals and events in Rocky Point Park was provided to MoT and EGRT. Measures to minimize disruptions at Rocky Point Park were included in the Traffic Management Plan.
86.	The Proponent must develop and implement, or require that the Contractor develop and implement, a Business Liaison Program to minimize construction-related impacts. The Program must require that notification be provided and developed on the basis of input, if any, provided by the business community, and the three involved municipalities. This requirement must be described in the Communications Plan.	Pre-Construction and Construction	EGRT	Complete	Business Liaison Committees, consisting of business representatives from Coquitlam, Port Moody, and Burnaby, were established for the Project.
87.	The Proponent must require that the Project be designed, constructed and operated taking into consideration land use, site context, and urban design aspects.	Pre-Construction, Construction and Operation	EGRT	Complete	The Project design criteria and requirements are consistent with, or higher, than the current regional rapid transit standards, design criteria and codes specific to rapid transit guideways and stations. These criteria incorporate the items considered in this commitment.
88.	The Proponent must require that the Project be designed, constructed and operated taking into consideration emergency services. The Proponent must resolve issues (e.g., changes to emergency services) in consultation with the Project-affected municipalities as the Project design is finalized.	Pre-Construction, Construction and Operation	EGRT, Translink	Complete	The Project design criteria and requirements are consistent with, or higher, than the current regional rapid transit standards, design criteria and codes specific to rapid transit guideways and stations. These criteria incorporate the items considered in this commitment. EGRT's design has complied with applicable emergency services design standards or codes. Translink has also been coordinating with the various Emergency Services.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
89.	The Proponent commits to discuss, with the affected municipalities, or require that the Contractor discuss with the affected municipalities, mutually acceptable and cost-effective measures to mitigate visual impacts associated with fencing that will be in place for the duration of the construction period. The Proponent must implement, or require that the Contractor implement, agreed upon measures, within reason, during construction.	Pre-Construction and Construction	EGRT	Complete	Temporary construction fencing was installed in discussion with the municipalities, local businesses, and residents as and when required. Mitigation of potential visual impacts typically included erection of hoarding and in some cases painted temporary fencing.
90.	The Proponent must seek input from, or require that the Contractor seek input from, the City of Coquitlam, City of Burnaby, City of Port Moody, and First Nations to identify potential mitigation measures that may be used to reduce, at minimum the high visual effects of the concrete columns that will support the elevated guide way, as identified in the EAC Application. Based on these discussions, the Proponent must incorporate minimum enhancement measures into Project design and implement these measures during construction. Any additional measures identified during these discussions will be implemented as agreed among the parties.	Pre-Construction and Construction	MoT	Complete	MoT worked with the municipalities to discuss anticipated visual effects and potential enhancement measures through final design and into construction.
91.	During design, the Proponent must engage with, or require that the Contractor engage with the affected municipalities to identify potential opportunities for softening visual quality impacts near the permanent works associated with the tunnel portals and implement as agreed.	Pre-Construction and Construction	MoT	Complete	MoT consulted with municipalities on opportunities for softening potential visual quality impacts at tunnel portals in final design, through construction, and into landscaping.
92.	To minimize visual effects, the Proponent must utilize, or require the Contractor to utilize bent structures only where the Proponent, taking into account budgetary, financial, schedule, technical and other relevant factors, considers that no other practical options exist. During the course of these considerations, the Proponent must seek input from or require the Contractor to seek input from the affected municipality and property owners.	Construction	MoT	Complete	Measures to mitigate visual effects of bent structures were included in the Municipal agreements, and have been incorporated into EGRTs final design.
93.	During detailed design and construction, the Proponent must explore opportunities with the municipalities and First Nations and incorporate mutually acceptable and cost-effective public art and First Nations art into the Project.	Pre-Construction and Construction	MoT	Complete	A Municipal Art Committee, consisting of municipal and local artist representatives, including FN's, was established for the Project.
Management of Contaminated Sites					
94.	Based on the results of the Screening Level Contaminated Sites Assessment, additional site assessment reports that may be available prior to commencement of construction, associated geotechnical investigations, and final design, the Proponent must require that a Contaminated Sites and Soils Management Plan be developed for review by approving provincial agencies. The Project-compliant Plan must also be made available to the BCEAO and Inter-Agency Environmental Review Committee for review and comment.	Pre-Construction	EGRT	Complete	The Contaminated Sites and Soils Management Plan is a component plan of the CEMP. EGRT has developed a CSSMP that meets the requirements listed opposite.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
95.	In the event that contaminated soils are encountered during foundation excavations, the Proponent must require the Contractor to remediate these excavated soils (including contaminated groundwater) as required by the provincial approving agencies. The Proponent will require the Contractor to provide information on an ongoing basis to the affected municipality regarding site-specific findings and remediation measures.	Construction	EGRT	Complete	Protocols for the treatment of potentially contaminated excavated material were included in the Contaminated Sites and Soil Management Plan, and Spill Response Plans, as component plans of the CEMP. Some soils and groundwater disturbed by construction had substances that exceeded applicable standards of the CSR and prevented their reuse and/or constrained their relocation. Such soil and groundwater was disposed off-site at a licensed facility.
96.	Should site-specific work be planned at the Tier 2 site located adjacent to Clarke Road between Glenayre Drive and Seaview Drive, or acquisition of this property be required to accommodate the guideway, the Proponent must review the site history with the City of Port Moody and the property owner, and undertake, or require that the Contractor undertake, a further assessment of soil and groundwater conditions, as necessary, prior to construction.	Pre-Construction	MoT	Complete	No site-specific work was required at the Tier 2 site adjacent to Clarke Road between Glenayre Drive and Seaview Drive.
97.	Where properties are purchased, the Proponent must conduct Phase 1 and, if required, Phase 2, Environmental Site Assessments. Where demolition or decommissioning of properties is required, the Proponent must conduct HAZMAT reviews and, where potential contamination is an issue, submit Contaminated Sites Regulations (CSR) Site Profiles, or require that the Contractor carry out these tasks.	Pre-Construction and Construction	MoT	Complete	Phase 1 and Phase 2 Environmental Site Assessments were conducted as and when required during property acquisition.
98.	Where it has been determined that a site is potentially contaminated, the Proponent must require that the Contractor prepare a Sampling Plan for all potentially contaminated media (i.e., groundwater, surface water, sediment, vapour) for inclusion in its Construction EMP: Contaminated Sites and Soils Management Plan.	Pre-Construction	EGRT	Complete	EGRT subcontractors relied on independent contamination consulting firms to implement the CEMPs CSSMP in dealing with actual and potential contamination. These firms prepared and implemented Sampling Plans to further assess, prior to construction, areas that the Prov and EGRT had identified as having high or moderate risk of encountering contamination.
Air Quality, Noise and Vibration					
99.	The Proponent must require that measures be taken by the Contractor to minimize or manage, as applicable, adverse effects related to air quality, noise, dust and vibration.	Pre-Construction, Construction and Operation	EGRT	Complete	BMPs for management of air quality, noise, dust and vibration are described in the Air Quality and Dust Control Management Plan and Noise and Vibration Management Plan, which are component plans of the CEMPs. The CEMP provided BMPs to facilitate mitigation of protection adverse effects related to air quality, noise, dust and vibration.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
100.	The Proponent must seek input from the involved municipalities regarding the development and implementation of mutually acceptable mitigation measures to address Project effects, including those related to visual aesthetics, noise and vibration, business disruption, and community cohesion.	Pre-Construction, Construction and Operation	MoT	Complete	MoT met regularly with municipalities on these issues throughout the Project. This included community consultation and open houses.
101.	The Proponent must require the Contractor to implement mitigation measures to minimize emissions of common air contaminants, fugitive dust and greenhouse gases associated with Project construction. These measures shall include but may not be limited to: · Routine inspection and maintenance of construction vehicles and equipment. · Installation of diesel particulate matter filters in construction equipment. · Use of fuel additives, catalysts and oxidizers for diesel fuel that result in lower emissions. · Use of alternative fuels, such as emulsified diesel and biodiesel. · Implementation of vehicle and equipment idling restrictions. · Application of water to unpaved roads. · Minimization of road closures, lane closures and lane narrowing. · Use of high volume fly ash concrete, where this material meets required concrete specifications, and is economically feasible.	Construction	EGRT	Complete	BMPs were implemented to minimize emissions as described in the Air Quality and Dust Control Management Plan, which is a component plan of the CEMP. Construction compliance with the CEMP was checked on a regular basis by the EI's.
102.	The Acoustical Criteria and Requirements, to be developed by the Proponent for inclusion in the Project Agreement, must require the Contractor, for daytime, to generally identify the type, location, and duration of construction activities and for night-time, to specify the type, location and duration of construction activities in the Noise and Vibration Management Plan, taking into consideration the noise guidelines identified in the Application.	Pre-Construction and Construction	MoT	Complete	Acoustical Criteria and Requirements were developed by MoT. These Criteria were also described in the Noise and Vibration Management Plan in the CEMP.
103.	With respect to construction work from 6:00 am to 7:00 am and from 8:00 pm to 10:00 pm Monday through Saturday, for Sundays and statutory holidays from 9:00 am to 8:00 pm, and for night-time work from 10:00 pm to 6:00 am on Monday through Saturday, the Proponent must provide the following to the affected municipalities for review and comment at least 72 hours in advance of the work: Description of the location(s) of the work site(s); Description of the construction activities and the sources(s) of noise in respect of the work and the anticipated noise levels; Rationale for the work; Anticipated period of time and duration of the work; and Description of the measures planned to be taken to minimize the noise.	Construction	EGRT	Complete	This commitment was been incorporated into the Acoustical Criteria and Requirements applicable to the Project, and was implemented by the Contractor throughout construction. During construction, EGRT had applied for a number of Noise Exemptions under the PA to allow various specific construction activities to proceed outside of the Core Hours and/or to allow exceedances of permitted noise levels. Typically, the reason for working outside Core Hours has been to avoid or lessen potential construction impacts on traffic. Construction Bulletins for the information of the community at large and locally affected businesses and residents were updated regularly.
104.	The Noise and Vibration Management Plan to be developed and implemented by the Proponent or the Contractor must be based on the Acoustical Criteria and Requirements. The Plan must	Pre-Construction and	EGRT, MoT	Complete	The Noise and Vibration Management Plan is a component plan of the CEMP and was

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
	identify Project activities that may result in elevated noise and vibration levels (including activities to be conducted at both the north and south tunnel portals) and set out site-specific measures to mitigate noise- and vibration-related impacts to residents and businesses. The Proponent must make the Project-compliant Plan available to the BCEAO and Inter-Agency Environmental Review Committee for review, comment and acceptance for a period of 30 days, prior to commencement of construction, provided that the failure to accept or provide comment and the absence of any comment or acceptance shall not result in a default or breach of or constitute a non-compliance of any requirement or Condition of this Environmental Assessment Certificate and the Proponent and the Contractor may proceed with the work.	Construction			submitted to the EAO and the WG for review and comment prior to construction.
105.	During Project construction, the Proponent commits that it will require the Contractor adhere to the Acoustical Criteria and Requirements identified in the Project Agreement and set out in the Construction EMP: Noise and Vibration Management Plan.	Construction	MoT	Complete	EGRT is responsible for adhering to the Acoustical Criteria and Requirements in accordance with the Project Agreement. Noise complaints were investigated by the Province and EGRT.
106.	Should the Contractor seek an adjustment from the Proponent to conduct a particular construction activity outside of the hours specified in the Project Agreement and the Noise and Vibration Management Plan, the Proponent must provide the affected municipality and the Fraser Health Authority with at least 72 hours notice regarding the requested adjustment and consider input that may be provided by the Municipality or Authority, except in the case of an emergency, an urgent event, or an unanticipated critical path event. In granting an adjustment to the Contractor, the Proponent must specify the construction activity, the timing and duration of that construction activity, and the area in which it is permitted to occur. In the case of an emergency, an urgent event or an unanticipated critical path event, the Proponent or the Contractor must notify the affected municipality based on protocols set out in the Construction EMP: Spill Prevention and Emergency Response Plan.	Construction	EGRT	Complete	This commitment was incorporated into the Acoustical Criteria and Requirements applicable to the Project. As part of an exemption request, the Contractor provided the information described in this commitment to the Province. Municipalities and affected residents were notified in accordance with a Notification Protocol prepared for the Project. All notifications were to be made at least 72 hours prior the activity.
107.	The Proponent must require the Operator to use existing SkyTrain system noise criteria, including Millennium Line "pass-by" noise criteria (i.e., 74 dBA at 15 m from the center of the guideway, on average), to evaluate operational noise levels on the Evergreen Line.	Operation	(MoT) Translink	Complete	Existing applicable SkyTrain system noise criteria will be used in evaluating operational noise levels of the Evergreen Line. These criteria will be used in operational noise monitoring.
108.	The Proponent or the Contractor must describe the criteria, standards, and monitoring methodology that it will use to identify the need for noise attenuation barriers and related mitigation measures during construction, in its Noise and Vibration Management Plan.	Pre-Construction	EGRT	Complete	Methodology for identifying noise mitigation requirements was incorporated into the Acoustical Criteria and Requirements applicable to the Project. The NVMP addressed the requirements described opposite. There were noise and vibration complaints and both the Province and EGRT have been dealing with the concerns. Consistent with the NVMP, EGRT prepared and implemented area specific and/or

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
					activity specific NVMPs, EGRT also implemented reasonable noise mitigation, including temporary noise barriers, where feasible and practicable.
109.	The Proponent must require that the Contractor organize and lead special meetings with participation from affected communities/residents for the purpose of sharing information with and receiving input from residents in areas subject to high noise- and/or vibration-related impacts, and/or when noise issues arise due to the need to undertake late-evening or night-time construction works in the vicinity of a residential area. These meetings must be conducted prior to construction activities that will result in elevated noise and vibration levels. These requirements, including minimum timelines for communication with local residents, as discussed with the affected municipality, must be described in the Construction EMP: Noise and Vibration Management Plan.	Construction	EGRT	Complete	EGRT provided info and other support to the Province in organizing and conducting special meetings with local communities and residents affected by specific construction activities. TBM noise and vibration concerns were addressed in the TBM specific NVMP. The TBM specific NVMP is consistent with the overarching, Project-wide NVMP contained in the CEMP.
110.	The Proponent must send, or require that the Contractor send notices to potentially affected residents and businesses regarding upcoming construction activities associated with elevated noise and/or vibration levels via direct communications (e.g., mailouts). The notices must also provide information regarding the timing and locations of neighbourhood meetings to be held by the Proponent and/or the Contractor to discuss these issues. This requirement must be described in the Construction EMP: Communications Plan and the Noise and Vibration Management Plan.	Construction	EGRT	Complete	The CEMP included a Communication Plan which summarized EGRT's Traffic Communications Management Plan and EGRTs Supporting Role Community Relations Plan. Together, the latter two Plans provide for the sharing of construction information with the public. Those Plans work in tandem with the CEMPs NVMP by sharing info with the public on construction noise. EGRT communicated directly with the public through use of Construction Bulletins.
111.	For those sites where a noisy work activity is expected to occur for more than one month near a noise-sensitive land use(s), the Contractor will be required to submit to the Proponent proposed additional mitigation measures for review and acceptance.	Construction	EGRT	Complete	Such protocols were described in the Noise and Vibration Management Plan, as a component plan of EGRT's CEMP. Noisy activity was not generally expected to occur for more than one month near any one noise sensitive receptor or land use. The main exception was tunneling activity which was expected to generate noise at the North Portal for approximately 1 yr and at the South Portal for approximately 4 months which could potentially affect nearby residences.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
112.	Identified limits for construction noise refer to the combination of construction and ambient noise levels as measured 15 m from the source. The Proponent must require that the Contractor advise the Proponent when: · continuous noise exceeds 85 A-weighted decibels (dBA) from 7:00 am to 8:00 pm Monday through Saturday, and 9:00 am to 8:00 pm on Sunday and Statutory holidays; · continuous noise exceeds 80 dBA from 6:00 am to 7:00 am and 8:00 pm to 10:00 pm Monday through Saturday; and · continuous noise exceeds 55 dBA or non-continuous noise exceeds 70 dBA from 10:00 pm to 6:00 am Monday through Saturday. In such an event, the Proponent must work with the Contractor and seek input from the affected municipality to identify and implement mutually acceptable mitigation measures, unless no practical options exist. This requirement must be described in the Construction EMP: Noise and Vibration Management Plan.	Construction	EGRT	Complete	These limits were included in the Acoustical Criteria and Requirements applicable to the Project, and are described in the Noise and Vibration Management Plan, as a component plan of EGRT's CEMP. The NVMP addresses the requirements described opposite. EGRT was meeting with the Province on a regular basis to identify forthcoming activities that would require a Noise Exemption. EGRT followed the required lead times for submission of Noise Exemption. EGRT monitored construction noise levels to check that actual levels are within the predicted levels, with adjustment(s) made to the mitigation as required.
113.	Where it will not detract from the ability to effectively provide operations and safety announcements to system users, the annunciator system in the Evergreen Line stations must be adjusted for minimum noise levels and be strategically located so as to minimize noise impacts on the adjacent community.	Operation	(EGRT, MoT) Translink	Complete	During testing and commissioning EGRT balanced and adjusted the PA system to minimise noise impacts. A self-leveling speaker system which adjusts to ambient noise levels has been incorporated.
114.	The Proponent must require that the guideway track be regularly maintained by the Operator, consistent with current SkyTrain practice, such that operating noise levels are within established guidelines. This requirement must be described in the Operations EMP.	Operation	(MoT) Translink	Ongoing	These measures will be incorporated into the OEMP.
115.	Vibration monitoring must be carried out at sites at which moderate and high vibration-related impacts have been predicted in the EAC Application, and at any locations where vibrations-related complaints arise within the first year post-construction, to confirm that vibration levels are below the criteria limits. This requirement must be described in the Operations EMP.	Operation	(MoT) Translink	Ongoing	These measures will be incorporated into the OEMP. The Province will be conducting post-construction noise monitoring. Vibration monitoring, from related complaints, will be conducted at this time.
116.	The Proponent must seek input from, or require the Contractor to seek input from, the City of Port Moody, the City of Coquitlam and the City of Burnaby and affected stakeholders to identify and implement mutually acceptable mitigation measures to address noise impacts in accordance with the Noise and Vibration Management Plan.	Construction and Operation	EGRT, MoT	Complete	Construction-related noise management issues were discussed with municipalities in accordance with EGRT's Noise and Vibration Management Plan. Mitigation typically focused on sequencing construction such that the noisiest activities avoided Night-Time Hours. In addition, consistent with the NBP, EGRT submitted site specific and/or activity specific plans describing proposed measures to mitigate and monitor noise during noise-sensitive periods. EGRT consistently consulted with

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
					municipalities and the Province. In some instances EGRT modified work methods based on suggestions from the Province and municipal staff.
117.	The Proponent must require the Contractor to construct permanent noise walls and guideway noise barriers near the south tunnel portal between Stations 516+340 and 516+800, and along Golden Spike Lane between Stations 520+740 and 521+040, as shown in the EAC Application, Volume III, Drawing Nos. EAA 2.0-02 and EAA 3.0-01, and Drawing Nos. EAA 4.0-06 and EAA 4.0-07, respectively. In addition, unless otherwise permitted by the Proponent, the Contractor must provide guideway noise barriers just east of the Lougheed Town Centre Station between Stations 514+260 and 514+560, as shown in the EAC Application, Volume III, Drawing Nos. EAA 1.0-02 and EAA 1.0-03.	Pre-Construction and Construction	EGRT, MoT	Complete	EGRT incorporated noise mitigation measures into final design at the locations described in this commitment. Temporary construction walls were installed, in particular at the south tunnel portal. The requirements described opposite are specified in the PA. EGRT's permanent noise barrier design was to meet the applicable PA requirements.
118.	During Project construction, the Proponent must implement or require that the Contractor implement noise attenuation measures at locations along the Evergreen Line where the potential for high noise levels during Project operation has been identified.	Construction	EGRT	Complete	Measures to mitigate high noise levels during construction were described in the Noise and Vibration Management Plan, as a component plan of EGRT's CEMP. Temporary construction walls were also installed, in particular at the south tunnel portal and north tunnel portal.
119.	Post-construction noise monitoring, to be conducted following a period of system "break-in" (i.e., 1 to 2 months following commencement of revenue service but no longer than one year following service commencement), will be used to identify locations in which additional noise attenuation measures are warranted. The Proponent must conduct, or require that the Contractor conduct, this monitoring at all baseline noise monitoring stations that are still available and accessible at that time. In the event that a station is no longer available or accessible, the noise monitoring must be conducted at a representative location to be determined by the Acoustical Specialist.	Operation	MoT	Not Yet Started	MoT will conduct post-construction noise monitoring within one year of the start of operations.
120.	Based on the results of post-construction noise monitoring, the Proponent must work with the Contractor and seek input from the affected municipality to identify and, where technically feasible, implement noise attenuation measures to address moderate and high noise levels associated with Project operation.	Operation	MoT	Not Yet Started	The results of the post-construction noise monitoring will be discussed with municipalities based on the results.
121.	Based on information to be provided by the City of Burnaby regarding the proposed Transit-Oriented Development[5] (TOD) at Gatineau Place, the Proponent commits to undertake additional analyses to evaluate potential operations-related noise and vibration impacts at this location. Should these analyses identify the potential for moderate or high noise and/or vibration levels at a TOD location, the Proponent further commits to the installation of appropriate mitigation measures, as deemed necessary and mutually agreed to with the affected municipality, during Project construction.	Pre-Construction and Construction	MoT	Complete	Noise barrier was installed along a section of the guideway at Gatineau Place in anticipation of future development.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
122.	The Proponent must conduct, or require that the Contractor conduct, pre-condition building surveys, as it considers necessary, prior to construction to assist in the evaluation of vibrations-related impacts in the event of a damage claim. The Proponent must require the Contractor to conduct such surveys, at minimum, with respect to potentially affected heritage structures as well as other buildings identified in the EAC Application (Section 13, Tables 13.27, 13.28 and 13.29) as being potentially subject to moderate to high vibration-related effects during construction.	Pre-Construction	EGRT	Complete	EGRT conducted pre-condition surveys prior to construction, as deemed necessary based on risk assessment to provide an appropriate basis for resolving possible damage claims.
123.	During Project design, the Proponent commits to meet with Evergreen Cultural Center staff and City of Coquitlam staff to discuss potential construction- and operations-related acoustic/vibration impacts on the Evergreen Cultural Center and, on the basis of these discussions, implement mutually acceptable mitigation measures.	Pre-Construction	EGRT, MoT	Complete	The Project met regularly with the City of Coquitlam. Discussions with the Evergreen Cultural Center continued through final design and into construction. EGRT assisted in implementing the agreed-upon mitigation measures as part of their work.
Archaeology and Heritage					
124.	The Proponent must retain, or require that the Contractor retain, a Qualified Archaeologist to prepare an Archaeological Monitoring Plan for review and consent by the Proponent in accordance with the Project Agreement prior to commencement of construction. The Project-compliant Plan must be implemented by the Contractor during construction. This Plan must describe protocols and procedures to be followed in the event that any archaeological or cultural heritage resources are found during construction, as required by the Heritage Conservation Act. Specifically, the Proponent commits that any archaeological or cultural heritage resources found during construction will be reposited within the University of B.C. Laboratory of Archaeology, if an agreement is in place with the UBC LoA to deal with such resources. If any cultural heritage resources are identified during construction, work at the site where the resources were found will halt until a Qualified Archaeologist examines the items and provides an update to the Proponent, Archaeology Branch and the First Nations. If any human remains are encountered during construction, all work at the site where the remains were found will halt until a Qualified Archaeologist or a physical anthropologist has made a determination as to whether the remains are archaeological. In the event that archaeological remains are confirmed, work will not proceed at the site until the Proponent, Archaeology Branch and First Nations have reached an agreement regarding next steps. In the event that archaeological remains are confirmed, work will only proceed at the site according to the process set out in the respective HCA permit, including any protocols for unexpected discoveries agreed to by the First Nations.	Pre-Construction and Construction	EGRT	Complete	EGRT applied for and received a Heritage Conservation Act (HCA) Permit for Site inspection, which allowed for continued archaeological assessment activities where required, and/or archaeological monitoring. EGRT retained AMEC Env & Infrastructure as their Qualified Archaeologist. AMEC obtained an Arch Inspection Permit that provided for arch investigation and arch monitoring during construction, focusing on areas where AIA was not able to be completed as part of the EA that was submitted in the Prov's application for an EAC (PTOC 125). The CEMP contains an Arch Monitoring Plan (AMP) that meets the requirements. The AMP includes an Arch Encounter Protocol to respond to chance encounters with previously unidentified archaeological, cultural or heritage materials or values. The AMP also provides for raising archaeological awareness on the part of construction personnel.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
125.	The EAC Application identifies 3 sites with archaeological potential that could not be accessed during the archaeological field assessment due to the presence of pavement. The Archaeological Monitoring Plan, to be developed by the Proponent or the Contractor, must provide for on-site monitoring by a Qualified Archaeologist and First Nations under a Heritage Conservation Act (Section 12) permit during ground disturbing activities at these 3 sites (i.e., 641 Clarke Road in vicinity of mature spruce and cedar trees; former Andres Wine site in proximity to South Schoolhouse Creek and an unnamed creek on the Reichhold Chemical Ltd. property; unnamed creek at STA 522 & 780 and the Scott Creek – Hoy Creek locality (STA 523+210 to 533+440).	Construction	EGRT	Complete	EGRT applied for and received a Heritage Conservation Act (HCA) Permit for Site inspection, which allows for continued archaeological assessment activities where required, and/or archaeological monitoring. First Nation representatives were invited to attend any fieldwork associated with the work, as per Project and permit conditions.
126.	With respect to the identified heritage buildings located within the Project Alignment, the Proponent must continue to seek input from, or require that the Contractor seek input from the property owners and the City of Port Moody regarding building protection and/or relocation options. Taking into account mutually acceptable measures identified during these discussions, the Proponent will develop and implement, or require the Contractor to develop and implement, a plan to mitigate Project-related impacts to identified heritage buildings.	Pre-Construction and Construction	EGRT	Complete	Direct impacts to heritage buildings were reviewed with municipalities during the development of the reference concept, and the Appleyard Residence was subsequently relocated. Protection of the Royal Bank Building was addressed in EGRT's relevant CRIAR, Impact Mitigation Plan, Instrumentation & Monitoring Plan, and the NVMP.
127.	The Proponent must require that, prior to protection and/ or relocation, the Contractor address issues with respect to the physical disturbance and structural stability of the identified heritage buildings located in the immediate vicinity of the Project alignment (i.e., the Royal Bank Building and the Appleyard Residence).	Pre-Construction and Construction	EGRT	Complete	The Appleyard Residence was relocated as part of Advance Works. Other identified heritage buildings were reviewed and monitored by EGRT during construction. EGRT completed a detailed visual pre-condition survey of the Royal Bank structure.
Electric and Magnetic Fields (EMF)					
128.	The Proponent must require that the Project Agreement contain provisions to control and monitor stray currents and Electromagnetic Interference (EMI) in advance of commencement of operations.	Pre-Operation	MoT	Complete	Provisions for the control of stray currents and EMI were incorporated into final design by EGRT.
129.	In the event that a radio interference complaint is received during operations that can be traced to EMF, the Proponent must require that the Operator resolves the complaint with the assistance of Industry Canada.	Operation	(MoT) Translink	Ongoing	During six months of testing and commissioning there have been no radio interference complaints. This is not anticipated to be a concern. Translink will assume responsibility.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
Human Health					
130.	The Proponent must require that the Contractor minimize any public and worker health issues identified in the EAC Application that may be associated with the Project by developing and implementing a Health and Safety Management Plan.	Pre-Construction, Construction and Operation	EGRT	Complete	Safety of the public and workers during all phases of the Project is a priority for MoT. All contractors working on the Project were required to develop and submit a Health and Safety Management Plan to MoT prior to construction. EGRT developed and implemented an overarching Project Safety Plan. The Safety Plan provided a framework to minimize public and worker safety issues associated with the Project.
131.	The Proponent must require that the Contractor's Health and Safety Management Plan provide for construction monitoring of site-specific noise and vibration levels, and dust emissions, for the purpose of identifying potential human health effects.	Construction	EGRT	Complete	EGRT's Health and Safety Management Plan was incorporated with construction monitoring of site-specific noise and vibration levels and dust emissions.
132.	The Proponent must require that the Contractor's workforce be appropriately trained and equipped with respect to the handling and use of any hazardous and/or deleterious materials that may be used during construction (e.g., raw concrete, concrete leachate, oil and grease).	Construction	EGRT	Complete	Protocols for the delivery of environmental training sessions were described in the Environmental Education and Awareness component plans of the CEMP. The plan addressed training and competency to ensure that construction personnel were appropriately trained and equipped in the handling and use of hazardous and/or deleterious materials.
133.	Prior to construction, the Proponent must determine whether the five wells that are known to be located in proximity to the Project alignment, as identified in the EAC Application, are active. Should these or any other active wells be identified that could be affected by works involved in Project construction, the Proponent must advise, or require that the Contractor advise, the well owners in advance of the works regarding the implementation of mitigation measures to protect water quality.	Pre-Construction and Construction	EGRT	Complete	The five wells located in proximity to the Project have been deemed inactive.
134.	The Proponent must properly close, or require that the Contractor properly close, any abandoned groundwater wells encountered during construction according to the Groundwater Protection Regulation and must retain a qualified well driller or Hydrogeologist (P. Geo. or P. Eng.) to conduct or supervise this work.	Construction	EGRT	Complete	EGRT closed any abandoned wells encountered during construction.
135.	Should the public health concerns identified in the EAC Application be identified during the course of Evergreen Line operation, the Operator must investigate and respond to these concerns in an effective and timely manner, to the satisfaction of the Proponent.	Operation	(MoT) Translink	Ongoing	These concerns will be addressed in accordance with protocols described in the Operators Health and Safety Plan.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
Disposal at Sea					
136.	As indicated in the EAC Application, the Contractor may identify ocean disposal as the preferred option for tunnel spoils disposal. Should this be the case, the Proponent must obtain, or require that the Contractor obtain, required regulatory approvals pursuant to the Disposal at Sea Regulations under the Canadian Environmental Protection Act (1999).	Pre-Construction and Construction	EGRT	Closed	EGRT selected disposal to land as their preferred option so requirements pertaining to disposal at sea are not applicable to date.
137.	The Proponent must require that, where mandated by EC Disposal at Sea Program staff, the Contractor arrange for Disposal at Sea Program staff to be on site during sampling of any material proposed for disposal at sea. The Contractor must provide the results of chemical analyses to the Program. If, based on consultation with the Regional Disposal Advisory Committee, Program staff determines that the spoil materials are acceptable for ocean disposal, the Contractor may apply for a Disposal at Sea Permit.	Pre-Construction and Construction	EGRT	Closed	EGRT selected disposal on land as their preferred option so requirements pertaining to disposal at sea are not applicable to date.
138.	In conjunction with the Disposal at Sea Permit process, the Proponent must obtain, or require that the Contractor obtain, prior Environment Canada approval regarding the use of any additive to be used during tunnel boring.	Construction	EGRT	Closed	EGRT selected disposal on land as their preferred option so requirements pertaining to disposal at sea are not applicable to date.
139.	The Proponent must require that the Contractor consult with applicable regulatory authorities and jurisdictions (i.e., municipal governments, Port Metro Vancouver, the Canadian Coast Guard) through which the tunnel spoils are to be transported with regard to mitigation of potential community and traffic-related effects, including proposed truck routing, timing of truck movements, barge and tug movements and other traffic control measures. Mitigation measures identified and mutually agreed to during these consultations must be described in the Contractor's Traffic Management Plan.	Pre-Construction and Construction	EGRT	Complete	Tunnel spoil transportation was determined by EGRT in discussion with municipalities and applicable regulatory agencies. EGRT selected disposal on land as their preferred option so requirements pertaining to disposal at sea are not applicable to date. For land disposal, the spoil hauling used municipally approved truck haul routes. Measures to mitigate potential community and environmental impacts of spoil transportation and disposal were described in TBM specific Traffic Control Plan(s) and Environmental Work Plan(s) respectively, which were submitted to the Province.
140.	Should the Contractor identify Disposal at Sea as a preferred option for disposal of tunnel spoils, during the permitting process, the Proponent must consult with any First Nations which claim territory in the area in which the tunnel spoils would be transported and/or disposed.	Pre-Construction and Construction	MoT	Closed	EGRT selected disposal on land as their preferred option so requirements pertaining to disposal at sea are not applicable.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
Accidents and Malfunctions					
141.	The Proponent must require that the Project be designed, constructed and operated in a manner that avoids or minimizes the potential for accidents and malfunctions.	Pre-Construction, Construction and Operation	EGRT	Complete	The Project design criteria and requirements are consistent with, or higher, than the current regional rapid transit standards, design criteria and codes specific to rapid transit guideways and stations. These criteria incorporate the items considered in this commitment.
Effects of the Environment on the Project					
142.	The Proponent must require that the Project be designed, constructed and operated in a manner that addresses the potential adverse effects of the environment on the Project. The design must incorporate Project-specific seismic and fire life safety standards, including portions of the following, as appropriate: the BC Building Code and NFPA 130: Standard for Fixed Guideway Transit and Passenger Rail Systems, Canadian Highway Bridge Design Code, and other relevant codes and standards.	Pre-Construction, Construction and Operation	EGRT	Complete	EGRT was responsible for complying with all regulatory requirements associated with the Project. The Project design criteria and requirements are consistent with, or higher, than the current regional rapid transit standards, design criteria and codes specific to rapid transit guideways and stations. The design incorporated Project-specific seismic and fire life safety standards, including portions of the following, as appropriate: the BC Building Code and NFPA 130: Standard for Fixed Guideway Transit and Passenger Rail Systems, Canadian Hwy Bridge Design Code, and other relevant codes and standards.
143.	The Proponent must prepare and implement, or depending on the Project stage, require the Contractor or Operator to prepare and implement a Spill Prevention and Emergency Response Plan, and a separate Emergency Response Plan in accordance with WorkSafe BC requirements. Depending on the Project stage to which they apply, these Plans must address all applicable safety measures related to construction or operation of elevated guideway sections and the tunnel section.	Pre-Construction, Construction and Operation	EGRT	Complete	EGRT prepared and implemented a Spill Prevention and Emergency Response Plan (SPERP) and a separate Emergency Response Plan (ERP). Consistent with the CEMP's SPERP, EGRT subcontractors in turn prepared and implemented site specific and/or activity specific SPERPs for their work. An overarching ERP is contained in the Project Safety Plan.
144.	The Proponent must confirm with the Operator that the Snow Management Plan developed and implemented by the Operator for the existing SkyTrain system will be implemented during Project operation when the predicted snow accumulation is 5 cm or greater.	Operation	(MoT) Translink	Ongoing	These measures will be incorporated into the Translink OEMP.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
145.	The Proponent must require that the Project alignment avoid unstable terrain that could fail due to saturated soil conditions, wherever possible. Otherwise, in areas associated with moderate to high risk of terrain instability, incorporation of slope stabilization measures, including use of fill materials, must be employed.	Pre-Construction and Construction	EGRT	Complete	The Project design criteria and requirements are consistent with, or higher, than the current regional rapid transit standards, design criteria and codes specific to rapid transit guideways and stations. These criteria incorporate the items considered in this commitment. EGRT's final alignment follows the Reference Alignment that underpins the EAC. Where unstable terrain exists it was stabilized.
146.	The Proponent must require that all Project components be designed to withstand maximum wind conditions in the Project area, including, at minimum, a 1 in 100 year wind storm.	Pre-Construction	MoT	Complete	This commitment was addressed through the design criteria established for the Project, which are consistent with, or higher, than the current regional rapid transit standards, design criteria and codes specific to rapid transit guideways and stations.
147.	The Proponent must require that Project components are designed to accommodate the maximum degree of expansion and contraction that could occur due to temperature extremes in the Project area.	Pre-Construction	EGRT	Complete	This requirement was addressed in the PA and EGRTs design complies with the PA. EGRT designed the Project components to accommodate the maximum degree of expansion and contraction that could occur in the Project area.
148.	The Proponent must require that Project structural components (e.g., guideway, columns) be designed to withstand, at minimum, a 1 in 200 year flood event.	Pre-Construction	MoT	Complete	This commitment was addressed through the design criteria established for the Project, which are consistent with, or higher, than the current regional rapid transit standards, design criteria and codes specific to rapid transit guideways and stations.
Consultation with First Nations and the Public					
149.	The Proponent commits to negotiate in good faith with the First Nations towards a Benefits Agreement.	Pre-Construction and Construction	MoT	Complete	The Project team has finalized Benefits Agreements with each of the participating First Nations.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
150.	The Proponent commits to consult with First Nations regarding the incorporation of Coast Salish art and culture into the Project.	Pre-Construction and Construction	MoT	Complete	MoT has engaged with First Nations on incorporating Coast Salish art into the Project.
151.	The Proponent must involve the local community, other stakeholders and First Nations in an open and interactive consultation process.	Pre-Construction and Construction	MoT	Complete	Consultation and communication with the local community, stakeholders, and First Nations continued throughout the duration of final design and construction. This includes meetings with the municipalities, First Nations, and Business Liaison Committees, as well as open house sessions and regular community updates.
152.	Post-certification, the Proponent must continue to consult with First Nations during implementation of the Project. This consultation must include: · Informing First Nations of the outcome of the Application Review, including requirements of the EAC and related commitments and assurances; · Providing opportunities for First Nations to ask questions and have their concerns addressed via email, phone calls or in meetings; and · Providing updates on construction activities.	Pre-Construction and Construction	MoT	Complete	First Nations were informed of the outcome of the EA Application Review and notified of the Project's environmental approval.
153.	Post-certification, and prior to commencing construction, the Proponent must provide the BCEAO with an update report regarding the results of ongoing discussions with the First Nations.	Pre-Construction	MoT	Complete	This update report was provided to the EAO prior to commencement of construction.
154.	During final design and construction, the Proponent must conduct information sessions, or require that the Contractor conduct information sessions, to provide information on construction progress, construction schedule, and upcoming milestones.	Pre-Construction and Construction	EGRT	Complete	Information sessions were undertaken in accordance with a Communications Plan being prepared for the Project. EGRT prepared and implemented Project-wide Supporting Role Community Relations Plan.
155.	The Proponent must continue to update and make available, or require that the Contractor update and make available, media information materials, as part of the Proponent's public information commitment.	Pre-Construction and Construction	EGRT	Complete	Media information was provided by the Contractor to the Proponent. MoT was responsible for the delivery of public information. As part of implementing the Supporting Role Community Relations Plan, EGRT continued to update and make available media information materials on the Project.

Ref.	Proponent's Table of Commitments	Timing	Responsibility	Status	Status Details
156.	The Proponent must implement, or require that the Contractor implement, a complaint tracking and response mechanism prior to commencement of construction.	Pre-Construction	EGRT	Complete	A database was developed by MOT to track all Project-related inquiries and responses. This database was jointly used by MoT and EGRT for the duration of construction. EGRT implemented a mechanism to track and respond to public complaints.
157.	The Proponent must establish a Business Liaison Committee or Committees as a forum for addressing business community concerns.	Pre-Construction and Construction	MoT	Complete	Business Liaison Committees, consisting of business representatives from businesses in Coquitlam, Port Moody, and Burnaby, were established for the Project. Regular meetings were held.

[1] The term "First Nations" wherever it appears in this Environmental Assessment Certificate has the meaning given to the term in the Order issued pursuant to Section 13 of the Environmental Assessment Act, and dated December 18, 2009, in respect of this Project.

[2] The Contractor will be selected through a competitively run procurement process.

[3] Pre-construction is any period of activity that precedes a specific construction work package, whether or not that work package is at the start, middle or end of the overall program of Project construction.

[4] As per the Arboricultural Assessment, the following criteria are used to define "significant" trees: landscape trees that are at least 20 cm diameter at breast height (dbh); all street trees; and trees, generally at least 30 cm dbh, that form the primary canopy of forest stands.

[5] For the purposes of this document, a transit-oriented development (TOD) is defined as a mixed use residential/commercial development located in the immediate proximity of a Project station.