

APPENDIX C1.6 – Consultation Record

**APPENDIX D - Agency/Stakeholder Meeting
Minutes**

TESTON ROAD AREA IEA: TRCA KICK OFF MEETING

Date / Time: June 3, 2020, 2:00-4:00pm

Location: Teleconference

Project #: 1902618.00

Participants:

York Region

Praveen John, PM

Philip Brandon, Project Coordinator

MH

Andrew Harkness, PM

Martin-Pierre Blouin, Deputy PM

Nick Crockford, EA Coordinator

Ken Luong, Drainage & Hydrology

TRCA

Harsimrat Pruthi, Planner, Infrastructure Planning and Permits

Alison MacLennan, Senior Engineer, Water Resources

Suzanne Bevan, Senior Planner, Infrastructure Planning and Permits

Don Ford, Senior Manager, Hydrogeology and Source Water Protection

Maria Parish, Senior Ecologist, Planning Ecology

DISCUSSION 1. Introductions	
- P. John welcomed everyone and provided a brief overview of the project purpose.	
ACTION ITEMS	PERSON RESPONSIBLE
- N/A	
DISCUSSION 2. Project Overview Presentation	
- A. Harkness provided a presentation with an overview of the IEA Study process, consultation plan, schedule and next steps. The presentation has been attached to these minutes.	
ACTION ITEMS	PERSON RESPONSIBLE
- MH to share the presentation with attendees	A. Harkness
DISCUSSION 3. Questions and Discussion	
- A. Harkness led a roundtable discussion on role and responsibilities of the attendees and what support they can provide to the Study Team. The below summarizes the attendees role and information they can provide for the study.	
<ul style="list-style-type: none"> ○ Alison MacLennan, Water Resources <ul style="list-style-type: none"> ▪ Can provide information on storm water management, flood plain management, and fluvial morphology. ▪ Noted that the 2015 stream and river crossing guideline is the most current version. ▪ Noted that the 2012 storm water management guideline is the most current version. 	

- Noted that TRCA is currently updating the Don River floodplain mapping. It can be provided to the team once available later in 2020. Any questions in the interim can be reviewed against the draft data.
- Don Ford, Hydrogeology and source water protection
 - Interested in the Groundwater aspects of the project.
 - Red flags are the landfills. The project will need to ensure it doesn't impact the groundwater management of those facilities.
 - The Oak Ridges Moraine Groundwater Program may be a useful resources. They currently offer a subscription service so you don't have to continually ask for updated information.
 - Contacts include Rick Gerber, Steve Holysh at www.OakRidgesWater.ca
 - May be able to facilitate contact related to groundwater for all of the players involved.
- Harsimrat Pruthi, Planner on the file with Suzanne Bevan
 - All questions, data request or feedback from technical staff can be sent through H. Pruthi.
 - Terms of reference refers to several documents that should be reviewed.
 - A few developments within the area that should be included as considerations.
 - Requested consideration of a shift to less travel as a result of more people working from home/remotely.
- Maria Parish, Sr. Ecologist
 - Will be reviewing the ecological components of the project.
- Suzanne Bevan, Sr. Planner
 - Can coordinate TRCA comments based on other projects in the area (e.g. Kirby Road EA, North Maple Park, Adjacent Block).
 - Also handles the Mx service agreement. A lot of input provided into the Kirby Rd station.
 - Will also be informing TRCA Senior Management on the project progress.
 - S. Bevan agreed to provide a list of ongoing projects in the area when reviewing the meeting minutes
- The study team also introduced themselves to attendees.
 - Nick Crockford – EA process and consultation lead
 - Martin Blouin – Deputy PM and roadway design lead
 - Ken Luong – Water Resources Lead, Storm water management, hydraulics, coordinating fluvial sub consultant, climate change, source water protection.
- A Harkness requested any information that may be available pertaining to Climate Change.
 - There is a small group of TRCA climate change staff that may be helpful. A. MacLennan to provide contact.
- Philip Brandon – York Region Capital Projects Team. Will be facilitating information exchange and deliverable review at York Region.
- Praveen John – York Region Project Manager

- Noted that the first year of field work is about data collection for the valley.
- The HECRAS models and updated flow for Don River are continually updated, requests to TRCA can be made to receive the current information.
- Geotechnical staff unable to attend today but will provide comment/input at later stages.

ACTION ITEMS	PERSON RESPONSIBLE
- N/A	

Dist: Participants

TESTON ROAD AREA IEA: CITY OF VAUGHAN KICK OFF MEETING

Date / Time: June 16, 2020, 9:00-11:00am

Location: Teleconference

Project #: 1902618.00

Participants:

York Region

Praveen John, PM

Philip Brandon, Project Coordinator

MH

Andrew Harkness, PM

Martin-Pierre Blouin, Deputy PM

Nick Crockford, EA Coordinator

Sara Fadaee (for Aamir Munir), Traffic Planning

City of Vaughan

See Introductions section below

DISCUSSION 1. Introductions

- P. John welcomed everyone and provided a brief overview of the project purpose.
- The attendees from the City of Vaughan were introduced by Hilda Esedebe.
 - o Jamie Bronsema, Director of Parks Delivery
 - Brett Lucyk, Julie Foye, Katey Crawford are part of Jamie's Team.
 - o Pirooz Davoodnia, Development
 - o Mike Doyle, Fire Rescue Service
 - o Kate Dykman, Environment, Waste
 - o Petr Emelianov, Active Transportation
 - o Walter Fischer, Park Planning
 - o Armine Hassakourians, Policy Planning and Environmental Sustainability
 - o Selma Hubjer, Manager, Transportation Planning
 - o Shirley Kam, Economic Development
 - o Winnie Lai, Transportation Planning
 - o Shirley Marsh, Urban Design
 - o Gino Martino, Infrastructure Planning and Asset Management
 - o Cynthia Patterson, Real Estate
 - o Ruth Rendon, Environmental Planner
 - o Hilda Esedebe, Transportation Planning

ACTION ITEMS	PERSON RESPONSIBLE
- N/A	
DISCUSSION 2. Project Overview Presentation	
- A. Harkness provided a presentation with an overview of the IEA Study process, consultation plan, schedule and next steps. The presentation has been attached to these minutes.	
ACTION ITEMS	PERSON RESPONSIBLE
- MH to share the presentation with attendees	N. Crockford
DISCUSSION 3. Questions and Discussion	
<p>- A. Harkness led a roundtable discussion on role and responsibilities of the attendees, their interest(s) in the IEA Study and what input / support they can provide to the Study Team. The below summarizes the attendees role and information they can provide for the study. (Note that MH provided an information request in advance of the meeting.)</p> <ul style="list-style-type: none"> ○ H. Esedebe has received some of the data request inputs from internal departments but is awaiting additional information to provide it to MH. ○ Hilda Esedebe <ul style="list-style-type: none"> ▪ <u>Noted that Gino Martino has prepared a plan that shows projects in the area which will be shared with MH in the data request transfer.</u> ▪ H. Esedebe noted she is managing the Kirby Road Widening (Jane to Dufferin) project. The project will evaluate the impacts of widening, Barrie GO rail line grade separation and eliminating the jog at Jane Street. ▪ An EA was completed by the City for the missing link on Kirby Road between Dufferin Street and Bathurst Street. The EA was approved in 2019 and the City will be looking to move into detail design in the near future. <ul style="list-style-type: none"> • Selma Hubjer can provide more information on this project if it's needed. ○ Gino Martino <ul style="list-style-type: none"> ▪ Will program when the detail design will be handed over to the Infrastructure Delivery department, who will complete the detail design. ▪ The Teston Road missing link is a priority connection for the City. ▪ Any idea for when construction would start on the Teston Road project? <ul style="list-style-type: none"> • P. John noted that construction timing will depend on the outcome / completion of the IEA. York Region planning will be undertaking revisions to OP/TMP now which will look at construction timing. ○ Jamie Bronsema <ul style="list-style-type: none"> ▪ Shared screen showing regional park concept plan. ▪ Note the concept is to have a 900 acre parkland bisected by the potential Teston Road connection. ▪ Potential for the connection to provide access to the park with gateways at each end but crossings for pedestrians will need to be a consideration. 	

- YouTube video link to be provided by J. Bronsema through H. Esedebe.
- Keele valley landfill surface rights are owned by the City of Vaughan.
- Teston Road forms a very important link and is a high priority for the City to have that connection. Phase 3 and 4 technical studies for the North Maple Regional Park will address this. Raised parkway may not be ideal. Tunneling might be an idea but open to all ideas to incorporate. Ability for ecological restoration is also part of the vision.
- Brett Lucyk, Julie Foye, Katey Crawford also part of this team
- Brett Lucyk
 - Amalgamation of lands north of the Teston missing link was approved in 2018 so now it's a single parcel of land.
 - Mapping in the presentation still noted the area as a former landfill, though now it is a park. Mapping should be update in the future.
 - Phase 2 approved in April of this year. Phase 2 out to tender for technical advisory.
 - The City noted that there is currently a large amount of well infrastructure (operated and maintained by the City of Toronto) on the south side of the Vaughan Landfill, in close proximity to the Teston Road ROW, and that is used to extract/pump leachate water from subsurface (21-27m deep) for treatment. This is critical infrastructure that needs to be resolved as part of the response to Teston Road.
 - As part of any EA process the Region will have to determine and then mitigate or resolve any impacts as a result of new infrastructure. In the case of the well infrastructure, the study will determine what, if any, impacts are anticipated and how they will be resolved prior to completing the EA.
- Pirooz Davoodnia
 - Noted there are ongoing EAs for internal network of Block 27 and that these should be considered in the IEA for Teston Road Area. City staff to provide these details through H. Esedebe.
 - Noted the development of 91 detached houses in the Teston Sands Development northwest of Dufferin Street and Teston Road.
- Ruth Rendon
 - Will review policy conformity for environmental issues and sensitivities as well as reviewing Natural Heritage aspects of the project.
- Kate Dykman
 - Will provide information about the closed Vaughan landfill.
 - Gas flaring station and water monitoring infrastructure fulfills the responsibilities to the MECP.
 - Upgrades to facilities occurring this week. Addressing methane gas from site and water monitoring on eastern side of site.
 - Data can be provided but best to coordinate offline.
- Walter Fischer

- Council supported Super Trail that will provide 100km around the city which includes a portion through the North Maple Regional Park.
- The Trail will be 3m wide and will have a multiuse path designation.
- Armine Hassakourians
 - There are many projects in the area that are completed or being worked on.
 - Within the Block 27 secondary plan there may be a policy for the south east corner relevant to the IEA.
 - Block 27 is an applicant initiated process, so information can be requested from A. Hassakourians to provide information about the Block.
 - The block plan for Block 34 East (bounded by Highway 400/Jane Street/Teston Road/Kirby Road) went to public hearing in February and had a June resubmission.
 - There is a Kirby GO transit hub special study.
 - Block 34 West (west side of the Highway 400) is in ongoing discussions.
 - Highway 400 north employment lands are impacted by GTA West developments.
- Shirley Marsh
 - Would like to see a holistic approach to design. Consideration of future plans and context sensitive design along with the integration of parks, active transportation, and transit will ensure high quality streetscape design.
 - City studies that will support the project: City-wide streetscape manual, urban design guidelines, Maple Village Conservation Heritage District.
- Shirley Kam
 - Currently studying economic development opportunities in the Mackenzie-Vaughan Health precinct area.
- Mike Doyle
 - Completion of missing links, particularly arterial roads, decrease emergency response times.
 - There is currently a fire station at Dufferin Street/Teston Road and a new one is to be built west of Keele Street based on response times. Based on not having the missing link, the station would have to be built in the Keele Street/Teston Road area, however if the missing link is built, a new station could be further west providing better service to the western portions of the City.
- Petr Emelianov
 - Filling in for Active Transportation Manager Dorothy Kowpak.
 - Cycling usage in the City is growing fast.
 - Pedestrian and Cycling Master Plan is currently being revised. A policy has passed that requires active transportation to be considered for Arterials.
- H. Esedebe noted that the water/wastewater plan is being updated currently and that the City will provide infrastructure plans for the area.
- The study team also introduced themselves to attendees.

- Nick Crockford – EA process and consultation lead
- Martin Blouin – Deputy PM and roadway design lead
- Tom Hlavacek – Geo-environmental Lead, Hydrogeology and Contamination Lead
 - Discussion on the landfills in the area.
 - Closure of the Vaughan Township Landfill ended in the late 80s but with limited technical data. The City hired Golder to study the landfill. The report will be provided to MH through H. Esedebe.
 - Keele Valley landfill is the most technically advanced landfill in Canada with some infrastructure located on the Vaughan site.
 - There are various legal arrangements in place for ownership and access.
 - When York Region met with MECP during the Terms of Reference stage, they mentioned that the Vaughan landfill wasn't technically closed so it was still considered an active landfill.
 - City is preparing the closure plan as part of Phase 3 of the North Maple Regional Park plans. There is ongoing work now with Golder as part of the preliminary closure plans. Consultation with MECP is ongoing.
 - There is interest in including the privately owned landfill with the park.
- Sara Fadaee – Transportation Planner reporting to Aamir Munir (could not participate in the meeting)
 - The City advised that Chris Tam can be contacted regarding EMME modelling.
 - MTO has provided 2041 data for City projects based on being close to Highway 400. They may also be able to do that for MH/York Region.
- Philip Brandon – York Region Capital Projects Team. Will be facilitating information exchange and deliverable review at York Region.
- Praveen John – York Region Project Manager
 - Is there still the plan for a golf course in the North Maple Regional Park?
 - Still in discussions with stakeholders, Vaughan is interested in this but nothing firm yet.
- R. Rendon noted that the Kirby Road extension EA had an extensive consultation list that could likely be provided to MH/York Region to assist in contacting interested stakeholders. H. Esedebe to provide.
 - Ratepayers associations were particularly interested and involved in the EA.
 - Natural environment has been a key issue in nearby development including from Indigenous communities and an environmental group (Environmental Defense).
 - Vaughan Cares is also a group that has been involved. They have dwindled in numbers over recent years but still active.
 - Green Directions Vaughan has also been involved in recent studies including the Sustainability Plan.
 - May be able to share that consultation list as well. To be provided through H. Esedebe.
- Maple GO Secondary Plan Area

- Recent pre-application meeting
- Best to speak with Margaret Holliday or Nancy Tuckett (neither could attend this meeting)
- Grade separation at Kirby Road widening – to support Barrie GO line expansion
- The City asked if grade separation will likely be required for Teston Road at the Barrie GO Line. M. Blouin noted that Metrolinx has anticipated that this would be grade separated if Teston connection is made.
- Presentation slides will be provided to the City attendees.

ACTION ITEMS	PERSON RESPONSIBLE
- City of Vaughan staff to provide information noted in the meeting and in the MH data request to H. Esedebe to be sent to MH. [Action items are underlined above]	City Staff
- MH to share the presentation with attendees	N. Crockford

Dist: Participants



TESTON ROAD AREA IEA: CITY OF TORONTO KICK OFF MEETING

Date / Time: June 17, 2020, 1:00-3:00pm

Location: Teleconference

Project #: 1902618.00

Participants:

York Region

Praveen John, PM

Philip Brandon, Project Coordinator

MH

Andrew Harkness, PM

Martin-Pierre Blouin, Deputy PM

Nick Crockford, EA Coordinator

Tom Hlavacek, Geo-environmental

City of Toronto/Golder

Lynda Mulcahy, Manager of Closed Landfill Operations

Dave Bourque, Supervisor of Landfill Monitoring

Chris Kozushanich, Senior Hydrogeologist (Golder)

Paul Dewaele, Senior Environmental Engineer (Golder)

DISCUSSION	
<p>1. Introductions</p> <ul style="list-style-type: none"> - P. John welcomed everyone and provided a brief overview of the project purpose. - Attendee Introductions <ul style="list-style-type: none"> o Lynda Mulcahy, City of Toronto, Manager of Closed Landfill Operations <ul style="list-style-type: none"> ▪ Manages the Keele Valley Landfill (KVL) site which is the base of operations for roughly 20 staff. o Dave Bourque, Supervisor of Landfill Monitoring o Chris Kozushanich, Senior Hydrogeologist with Golder (City of Toronto’s onsite consultant). o Paul Dewaele, Senior Environmental Engineer with Golder o Praveen John, York Region Project Manager o Philip Brandon, York Region Project Coordinator o Andrew Harkness, Consultant Project Manager o Nick Crockford, EA Process and Consultation Lead o Martin Blouin, Deputy PM and Roadway Design Lead o Tom Hlavacek, Hydrogeology and Contamination Lead 	
ACTION ITEMS	PERSON RESPONSIBLE
<ul style="list-style-type: none"> - N/A 	

DISCUSSION 2. Project Overview Presentation

- A. Harkness provided a presentation with an overview of the IEA Study process, consultation plan, schedule and next steps. The presentation has been attached to these minutes.

ACTION ITEMS

PERSON RESPONSIBLE

- MH to share the presentation with attendees

N. Crockford

DISCUSSION 3. Questions and Discussion

- Golder provided a presentation and walked the team through the details of the landfill.
 - o Land uses adjacent to road allowance
 - Most of the servicing for the site is off of McNaughton Road.
 - There are several areas that buffer the filled portion of the landfill. The City of Toronto owns the land within the Primary Buffer area. Secondary buffers are owned by others but easements and agreements provide the City with access for monitoring.
 - o Historical Context
 - City of Toronto was required to construct and operate purge wells in the Teston Road area prevent or limit flows from the former Township of Vaughan landfill from migrating under the KVL.
 - KVL has a clay liner so groundwater impacts are mitigated.
 - The Vaughan landfill closed in 1985 and was capped with a clay soil layer.
 - The private landfill contains mostly construction/demolition material, though soil was added recently to the top.
 - Landfill gas collection systems present throughout.
 - o Teston Purge Well System
 - Operated under a Permit to take Water and is a requirement of Environmental Compliance Approval
 - Expected to operate into 2050/60 based on groundwater quality or until impacts decline below quality requirements at site boundary.
 - o Topography
 - There is a 12-15 m grade difference from ring road to bottom of slope in valley.
 - Narrow area between KVL fill area and road allowance that contains purge wells, monitoring stations and access road.
- City of Toronto has had some involvement with the Planning of the Maple Valley Regional Park.
- AECOM consulting to do monitoring for the City of Vaughan on the site of the Vaughan Landfill.
- Is south monitoring system to compare with results of the north?
 - o No, it is generally controlling the impacts of the Vaughan Landfill from before the KVL was in operation.
- Can MH have a copy of Golder's slide deck and any maps of locations of infrastructure, closure plan, most recent annual monitoring reports?

- There are no as-builts for the infrastructure in the 1980s so mostly just known by surface infrastructure.
 - There will need to be some further discussions regarding what can be provided and what sensitivities there may be. Generally the City does not provide consultant reports though this a unique situation.
 - Best to deal municipality-to-municipality so requests will be sent through Praveen to Lynda.
 - Likely lots of information out in the public realm as well that is helpful.
 - Beyond the groundwater there are other infrastructure components such as the clay liner that would also need to be considered.
 - The City indicated that the data for the landfill will be provided at different stages based on requirements of the study. In the initial stage the data on the slides is considered sufficient for the purpose of analyzing the Alternatives to the Undertaking.
 - Golder’s presentation will be shared with attendees. MH’s presentation will also be shared with attendees.
- What’s coming up next?
 - MH is currently in the information gathering phase which includes some fieldwork.
 - As we gather information we are also developing ‘alternatives to’ which will include all reasonable options for the area to determine how to improve transportation in the study area.
 - A public meeting will be held in late 2020 to discuss but first the Study Team will meet with stakeholders like the City of Toronto to present the proposed alternatives.
 - Has the team had a meeting with MECP?
 - To date we have not met with MECP but have requested a meeting with them.
 - The City of Toronto is looking for honest, transparent evaluation of alternatives. The City has a heavy regulatory burden with this site, anything that makes it more difficult or more expensive is of concern.

ACTION ITEMS	PERSON RESPONSIBLE
- City of Toronto is to share Golder’s presentation with the Study Team.	L. Mulcahy
- MH is to share their presentation with attendees from the KVL team.	N. Crockford

Dist: Participants



TESTON ROAD IEA: EMME MODEL DISCUSSIONS WITH CITY OF VAUGHAN

Project:	Individual Environmental Assessment and Preliminary Design for Teston Road Between Highway 400 and Bathurst Street. P-19-218																								
Project No.:	1902618.00																								
Place:	MS Teams Mtg./Conference Call																								
Date:	Wednesday July 15 th , 2020	Time:	11:00 am - 12:00 pm																						
Participants:	<p><u>York Region</u></p> <table border="0"> <tr> <td>Praveen John (PJ)</td> <td>Project Manager</td> </tr> <tr> <td>Philip Brandon (PB)</td> <td>Project Coordinator</td> </tr> <tr> <td>Ahmad Subhani (AS)</td> <td>Transportation and Infrastructure Planning</td> </tr> <tr> <td>Steve Mota (SM)</td> <td>Transportation and Infrastructure Planning</td> </tr> </table> <p><u>City of Vaughan</u></p> <table border="0"> <tr> <td>Hilda Esedebe (HE)</td> <td>Infrastructure Planning & Corp. Asset Mgmt.</td> </tr> <tr> <td>Selma Hubjer (SH)</td> <td>Trans. Planning (Invited but not available)</td> </tr> <tr> <td>Christopher Tam (CT)</td> <td>Trans. Planning</td> </tr> </table> <p><u>MH</u></p> <table border="0"> <tr> <td>Andrew Harkness (AH)</td> <td>Project Manager</td> </tr> <tr> <td>Nick Crockford (NC)</td> <td>EA Coordinator</td> </tr> <tr> <td>Aamir Munir (AM)</td> <td>Trans. Planning</td> </tr> <tr> <td>Sara Fadaee (SF)</td> <td>Trans. Planning</td> </tr> </table>			Praveen John (PJ)	Project Manager	Philip Brandon (PB)	Project Coordinator	Ahmad Subhani (AS)	Transportation and Infrastructure Planning	Steve Mota (SM)	Transportation and Infrastructure Planning	Hilda Esedebe (HE)	Infrastructure Planning & Corp. Asset Mgmt.	Selma Hubjer (SH)	Trans. Planning (Invited but not available)	Christopher Tam (CT)	Trans. Planning	Andrew Harkness (AH)	Project Manager	Nick Crockford (NC)	EA Coordinator	Aamir Munir (AM)	Trans. Planning	Sara Fadaee (SF)	Trans. Planning
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DISCUSSION 1. Introductions	
<ul style="list-style-type: none"> - Praveen opened up with short introduction on the purpose of the meeting including: ensuring the team has the most current information available for EMME travel demand modelling – including if any updates to employment and population projections are required. - The project team is currently identifying the transportation problems and opportunities. As part of this work they need to run scenarios within the York Region’s EMME model. 	
ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A
DISCUSSION 2. City’s EMME Model (2031 and 2041 Horizon Years)	
<ul style="list-style-type: none"> - CT advised that the City of Vaughan is current in the process of updating their Transportation Master Plan. <ul style="list-style-type: none"> o As part of the update they are creating new travel forecasting models for the City. o The Region is also doing a model update but it is not ready for integration into Vaughan’s model so Vaughan is proceeding with their update. o There were recent changes from the Province in terms of population and employment levels which will be incorporated into the new model. 	

- So far the City has an existing conditions validated model using the GTA model 4 platform for AM/PM but no future forecasts under the new model. This will likely be ready in early 2021.
- The City is currently looking at forecasting the model to 2041, however, that may change to 2051 based on provincial changes.
- Previous model is forecast to 2031 and is a sub-model of current Regional model. The City’s model has not been updated since 2011/2012. The York Region model is more current as it includes the 2016 Transportation Tomorrow Survey (TTS) (origin/destination, mode and time of day) results.

ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A

DISCUSSION 3. Population & Employment (Set-up of EMME Model Blocks vs. Zones)

- CT noted that 2016 YR / CV EMME model includes land use based on a 45% intensification scenario.
- The Comprehensive Official Plan Review now proposes to accommodate provincial forecast growth to 2051.
- New 2041 land use (population & employment) projections by traffic zone are expected to be available in early 2021 (perhaps later).
- AH asked if the project team can proceed with the York Region EMME model knowing that updates will be occurring in the future.
 - AS noted that the approved (2016 to 2041) model land use assumptions have been used for all EAs since 2016. SM agreed.
 - AS noted that although 2041 assumptions may change, until the Official Plan is updated, the current model is the model that should be used. SM and PJ agreed.
- There is new direction from the province in terms of Major Transit Station Areas and land use assumption targets. Some locations in the model may be impacted in future.
- AS noted that new 2041 assumptions likely won’t be available until at least a few months into 2021 as 2051 projections will be prepared as a first step. Breakdowns by zone will likely come later in 2021.
- PJ stated that the Teston Area IEA Study should proceed with existing model (2016 TMP version).
- 2041 will likely serve to justify the transportation problems/needs in the study area and 2041 is the current horizon year for the study.
- CT noted that Vaughan has made some refinements to their model including zone desegregation and some network refinements – which he agreed to provide to MH (screenshots).
- The Vaughan 2031 model aligns with 10-year capital program while the 2041 model is based on the TMP network.
- It was agreed that MH only needs to analyze the YR 2041 model and its land use (population and employment) and network assumptions.
- Zones are the same for both the YR and City models – although Vaughan may split some into smaller zones.

ACTION ITEMS	PERSON RESPONSIBLE
- CT to provide MH with details of Vaughan’s refinements to their model including zone desegregation and some network refinements. [Post Meeting Note: this information was provided by C. Tam]	C. Tam



DISCUSSION 4. Road Network Improvements (Local roads within the City)

- AH asked if there are any refinements to the road network that the project team should be aware of for the model?
- HE provided a link to the City’s Capital Projects Plan showing all local road improvements happening in the area. https://www.vaughan.ca/cityhall/departments/id/Pages/Capital_Projects.aspx
- SM said that 2031 model network assumptions may need to be looked at for network testing.
 - o 2031 model shows more likely scenario than the 2041 model as some projects may not be implemented by 2041 (e.g. GTA west, King-Vaughan 4 lanes, etc.)
 - o PJ noted that conversely if not all those project are realized, the Teston Road area improvements may become more necessary.
- AH noted that the proposed 2041 Base Network is assumed to include all YR TMP Network improvements – except for the Potential Teston Road Extension. PJ confirmed that MECP made this a requirement through the IEA Terms of Reference approval process – and that a reasonable range of alternatives to a Teston Road Extension are to be considered through the IEA (e.g. 6-lane Kirby Road).
- SM noted it may be prudent to consider a Base Network – with and without GTA West. AM and PJ agreed.
- HE noted that there are potential new Interchange options along Highway 400 at Kirby Road and King-Vaughan Road (although these are outside the scope of GTA West EA) and that Highway 400 may be widened for HOV lanes. A. Subhani to confirm if TMP includes interchange at one or both locations.

ACTION ITEMS	PERSON RESPONSIBLE
- AS to confirm if TMP model network includes Highway 400 interchanges at Kirby Road and/or King-Vaughan Road.	A. Subhani

DISCUSSION 5. Transit Mode Share Assumptions

- AS noted that the EMME sub-area model doesn’t include transit travel demand but does make allowance for transit. The model includes only auto travel demand (mf1). AS to provide MH with the transit share assumptions for the study area. AH noted that transit ridership potential will be important for the IEA.

ACTION ITEMS	PERSON RESPONSIBLE
- AS to provide MH with the transit mode share assumptions for the study area.	A. Subhani

Dist: Participants/Invitees



TESTON ROAD IEA: WASTE STARTUP MEETING WITH MECP

Project:	Individual Environmental Assessment and Preliminary Design for Teston Road Between Highway 400 and Bathurst Street. P-19-218		
Project No.:	1902618.00		
Place:	MS Teams Mtg./Conference Call		
Date:	October 19, 2020	Time:	10:30 am - 12:30 pm
Participants:	<p><u>York Region</u> Praveen John (PJ) Project Manager Billy Cheung (BC) Project Coordinator</p> <p><u>MECP</u> Anne Cameron (AC) Project Officer Mohsen Keyvani (MK) Manager – Waste Approvals Ranjani Munasinghe (RM) Senior Waste Engineer</p> <p><u>MH</u> Andrew Harkness (AH) Project Manager Martin Blouin (MB) Deputy PM Nick Crockford (NC) EA Coordinator Tom Hlavacek (TH) Geo-Environmental Lead</p>		

DISCUSSION Introductions and Presentation

- P. John welcomed everyone and provided a brief overview of the project purpose.
- Attendee introductions:
 - o Praveen John, York Region Project Manager
 - o Billy Cheung, York Region Project Coordinator
 - o Andrew Harkness, MH Project Manager
 - o Nick Crockford, MH EA Process and Consultation Lead
 - o Martin Blouin, MH Deputy PM and Roadway Design Lead
 - o Tom Hlavacek, MH Hydrogeology and Contamination Lead
 - o Anne Cameron, MECP Project Officer
 - o Mohsen Keyvani, MECP Manager of Waste Approvals
 - o Ranjani Munasinghe, MECP Senior Waste Engineer
- A. Harkness gave a presentation on the project details. The presentation has been provided to attendees with these minutes.

ACTION ITEMS	PERSON RESPONSIBLE
- N/A	

DISCUSSION Questions and Discussions

- MECP provided some information regarding the process and their knowledge of the study area.
 - o Environmental Compliance Approval (ECA) amendments can take up to a year or sometimes longer to complete. One year is MECP's service standard but it can take longer.
 - o Purge wells are located north of the Teston Road allowance within the Vaughan Landfill property, but they are under the ECA for the Keele Valley Landfill (KVL) operated by the City of Toronto.
 - o There is also landfill gas collection along the Teston Road corridor area.
 - o KVL has a leachate liner under the landfill.
 - o Changes to any infrastructure related to the landfills in the area would be critical to examine.
 - Any changes to the above would need ECA amendments.
 - o There are three landfills in the area: The Waste Disposal Services landfill, the closed City of Vaughan landfill and the KVL.
 - KVL/City of Toronto operate the purge wells that deal with the plume from Vaughan both north and south of the KVL.
- MH/YR noted that the City of Toronto was clear during the study team's meeting with them; that they would want alternatives to avoid impacts to the landfill infrastructure. The study is still at a very early stage and will look at various alternatives and will evaluate the landfill impacts as part of the selection process.
- If the Teston Road extension is proposed the project team will need to assess the potential impact on the landfill including assessment of the infrastructure and what would be impacted by road operations and construction.
 - o The project team will need to provide that assessment and it will need to identify impacts and what mitigations will need to be put in place to address the impacts.
- MECP noted there are costs associated with ECA amendments, but if construction impacts the system, it could be a lengthy process to evaluate the effects on the system and to correct/address those effects. This would be the largest sources of cost implications, not the regulatory costs.
- YR noted that any implementation as a result of the IEA study, is anticipated to occur in the 2030 timeframe or beyond.
- MECP does not have a lot of information on the Vaughan landfill. The City of Vaughan is interested in converting the area into a park.
 - o Vaughan has submitted an application regarding the conversion to a park. The landfill does not have a liner and most of the KVL systems are on the south side of the road allowance.
 - o Landfill was closed in 1984.
- MECP has little or no information on the Waste Disposal Services landfill.
- Records can be slow to access because of the ongoing COVID-19 pandemic. MH will need to request documents well in advance to provide enough time.
- MECP advised that the team will need to work with the owner/operator of the landfills to acquire information on the exact locations of the infrastructure to assess potential impacts.
 - o MH understands the importance here is to identify the potential impacts to physical infrastructure.

- MECP has gas collection information but not the purge well information. City of Toronto will have both.
- Would the purge wells be at the north limits of the KVL infrastructure?
 - These are the northern limits of the KVL infrastructure, but the Vaughan landfill may have waste up to 20 metres deep from the surface. Eight million cubic metres of waste are contained in this landfill.
- Discussions are ongoing regarding the development of the area into a park by the City of Vaughan.
- Upcoming discussions between the City of Vaughan and MECP are not focused on the park but regarding bringing some additional soil onsite.
 - Generally, the closure and post closure plans are submitted with the application for opening of the landfill. Sometimes these can change once time has passed.
- MECP noted the need to also consider laydown areas and construction material/equipment storage, etc. and how it may affect the landfill infrastructure even if only temporary.
- The landfill owner will need to submit the ECA amendment application for the project so they must be involved in the process and agree with the content of the amendment.
- MH asked if there are other examples of this type of project occurring elsewhere.
 - Possible examples from some states in the U.S., including smaller landfill cases where some relocation of waste material has been done. Landfill gas and leachate can be a concern.
- MECP noted that the ownership transfer of some of the landfill property is possible, but the Region may have to take on the responsibility of the landfill regulatory efforts and maintenance as well for the area within the right-of-way.
- MECP advised that it might be an easier process if York Region works with the City of Vaughan to submit the components of the IEA with the North Maple Regional Park as one development application instead of two.
 - It was noted that this may not be feasible because it is two municipalities.
- The study team should review the ECAs that are approved and any notices of amendment (extensive for the KVL). Many of the KVL ECAs and amendments are paper only, so they are not available on Access Environment (ministry website). The Ministry or the landfill owner can provide these.
 - Best to acquire information from the owner. ECAs, amendment and associated reports are considered public documents, however, there may be some information that the owner does not want shared public.

ACTION ITEMS	PERSON RESPONSIBLE
- N/A	

Dist: Participants



- A. Harkness gave a presentation on the project details. The presentation has been provided to attendees with these minutes.

ACTION ITEMS	PERSON RESPONSIBLE
- N/A	

DISCUSSION Questions and Discussions

- The Study Team met with MECP’s waste/landfill group to discuss the project on October 19, 2020. Meeting minutes have been prepared for that meeting and will be sent to Anne Cameron in the coming days.
- A. Cameron noted that the team should be aware of the following provincial policies: Greenbelt Plan, The Greater Golden Horseshoe Growth Plan and the Provincial Policy Statement.
- A. Cameron noted that the Regional EA coordinator was unable to attend the meeting but wanted to note that the team should be aware of the MECP document on landfills titled: D-4 Land Use On or Near Landfills and Dumps.
 - o D-4-1 within the D-4 document is also relevant to the project as its deals with Methane monitoring procedures and policies.
- MECP noted that no commitment was made during the ToR to undertake baseline ambient air monitoring during construction for methane and other contaminants of concern. They advised that this should become part of the requirements if future construction is undertaken in the area of the landfills.
 - o The last MECP ambient air studies in the area were in the late 1990s prior to the landfill closure. However, the City of Toronto landfill monitoring includes surface emissions monitoring across the landfill cover area in addition to the ‘point source’ monitoring associated with the landfill gas collection system.
 - o City of Vaughan is currently performing some work at the Vaughan landfill and may be collecting air quality samples but likely only point source emissions as well.
- Impingement on the landfill infrastructure and property ownership are key issues that MECP will be reviewing during the IEA.
- MECP noted that TRCA and MNRF are also involved in the area because of the environmental features.
- It was noted that the study area is quite complex for a number of reasons, particularly in the Teston Road missing link area.
- Groundwater impacts will be considered as part of the study and will be assessed for the preferred alternative. There are many concerns in the area because of the landfill infrastructure and there may be some implications for which approvals are needed. This should be considered during the study and documented in the IEA reporting.
- Stormwater runoff impacts will be important and need to be considered/captured in design options as noted through the IEA ToR. TRCA will be interested in minimizing these impacts as well.
- MECP would like to see how options affect a variety of receptors at varying distances along any proposed alignment. Where there are a lot of houses it would be best to have different exposures examined.
- Noise may also need to be examined based on the alternative chosen for crossing the Barrie GO Line as any structures or differences in elevations will have implications on noise impacts.



- MECP advised of evolving advice on indigenous community consultations for the lower southwest corner of York Region and will provide update based on the information provided by the Study Team on which communities were consulted with at the Terms of Reference stage.
 - o Huron-Wendat and Mississaugas are both involved in this area.
 - o While the Huron-Wendat does not have environmental or resource concerns in the area they do have historical uses and so they are interested in archaeological assessments.
 - o MECP advised that communities have been moving along with their ability to communicate via teleconferences and virtual meetings but that the Study Team should be willing to adjust for their needs as necessary or as requested due to the pandemic.
- The Study Team asked what MECP will look for regarding climate change assessments during the IEA.
 - o While the requirements can vary project to project, generally MECP is looking for GHG for the proposed undertaking, stormwater management, and flooding to be considered. The focus tends to be on a technical examination.
 - o MECP noted that the 100-year storm benchmark is a moving target and so a range of variables should be looked at as the '100-year' storms are increasing in frequency.
- YR is likely to hold consultation virtually and wondering if MECP has any input or concerns with this approach?
 - o The intent of consultation should be to reach as many people as possible. While virtual sessions can limit participation by some it can also allow others who would not have been able to participate in person to participate. So, it has some pros and cons. York Region should show that they have done their due diligence to engage as many people as possible.
 - o MECP is accepting of some limitations but are expecting effort from proponents to respond to the public in terms of providing information when requested.
 - o There will be additional efforts from the Region to engage the community as much as possible.
- MECP can provide a main list of reference documents via email to assist in the various steps of the EA.
- MH to send IC list to Anne Cameron for review by MECP.

ACTION ITEMS	PERSON RESPONSIBLE
- MECP to provide a list of reference documents via email.	A. Cameron
- MH will send the current list of Indigenous Communities expected to be consulted to MECP for review.	N. Crockford

Dist: Participants



DISCUSSION Questions and Discussions	
<ul style="list-style-type: none">- The SAR group used to be a part of MNRF but moving this group to MECP happened after completion of the ToR. Comments regarding SAR during the ToR were provided by MNRF.- Endangered species is now under MECP jurisdiction, other natural environment concerns are still under MNRF jurisdiction.- The proponent of a project is to find information that's available. MECP no longer provides background information to proponents but are open to questions if necessary.- MECP will provide comments on proposed methods for future studies, though standard protocols are expected to work.<ul style="list-style-type: none">o MH noted that species specific surveys for Bats would be undertaken as part of the future field work. This will be done as the project progresses and the preferred alternative is recommended.- MECP not aware of any studies in the area that could assist.- Not a lot of history in the area from past studies so this is important work to determine the natural features.- MECP acknowledged that the work to date is within their expectations and that they have no further requirements at this point.	
ACTION ITEMS	PERSON RESPONSIBLE
- N/A	

Dist: Participants



- Open House #2 would follow in the fall of 2021.
- Prior to going to the public, we would meet with the City of Vaughan and other key agencies/stakeholders before going to the public.

ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A

DISCUSSION 3. City of Vaughan Update

North Maple Regional Park Update

- NMRP – work has advanced on Phase 2 which is the portion in the former Avondale lands. Stantec Consulting to prepare a 30% design which will go to Design-Build tender in the 2nd quarter of 2021 with construction starting later in 2021.
- Council has approved moving forward on Phase 3 including planning, design, and technical studies for the park. Phase 3 is within the former Vaughan Township Landfill site.
- Planning and public consultation on the IEA and the Park needs to be well coordinated so they do not conflict and can be well integrated.
- Need to protect current accesses for the park and consider how the park will interface with Teston Road (considering grades, alignments, monitoring wells, etc.). The grade transition between the two landfills is quite steep.
- Need to protect north-south connections to Keele Valley Landfill (KVL) lands, which are planned for future active park use, and the infrastructure service road area between the KVL and the Vaughan Landfill site. Need to avoid park segregation.
- Information on the latest Park plans (including high level ownership map if OK) will be provided by the City of Vaughan.
- The City is currently looking to undertake studies (i.e., overburden depth, quality studies) to be completed by Golder) to examine the Vaughan Landfill site to help support near term grading works (e.g. potential fill operations to address hummocks).
- Passive methane release from Vaughan Landfill site was considered but not pursued. The current flare is not running efficiently and more wells are required.
- Drone footage of the landfill areas is available to the YR Teston IEA team. The files are quite large and will need to be coordinated for transfer.
- Vaughan is very supportive of the potential Teston Road connection and would like to jointly design a creative solution for the road and the park.
 - o York Region considers the potential connection and improved access to be important to the Region and the public. The Region is not only trying to solve the problems in the transportation network but looking for opportunities.
- The City of Vaughan is looking to advance the park’s development as quickly as possible (3-5 years).
- The privately held former Waste Disposal Services landfill site (owned by York Major Holdings) is a potential future addition to NMRP.
- YR expects that potential alignments for a Teston Road extension (if selected as the preferred Alternative to the Undertaking) could be available in 2022. The IEA study must first determine that the Teston Road connection is the preferred solution.



- Phase 3 Technical studies from 2017/2018 will help with planning of Phase 3. Vaughan to check if this work can be shared with the YR Teston IEA project team.
- More technical studies and a closure plan for the Phase 3 lands will be submitted for MECF approval. This will likely start in Q2 of 2021 or slightly after that.
- There are opportunities to work alongside the IEA and explore the opportunities together.
- Vaughan can share the Phase 3 Project Charter with YR once approved.

City of Vaughan Transportation planning update:

- Not much new in the area from our last discussions in June 2020.
- Kirby Road widening project team to circulate preferred design shortly with POH in February or March 2021.
- New Kirby Road link to proceed as DB project likely in the near future.
- McNaughton Road widening EA starting this year.
- Block 27 and Block 34 internal road networks EA is ongoing.
- Block 27 development plans may be of particular importance to the YR Teston IEA and latest info will be shared with YR.
- Teston Road EA ongoing (west of Pine Valley, just operational improvements, no widening).

ACTION ITEMS	PERSON RESPONSIBLE
- City of Vaughan to provide current available information on the Park planning phases and technical reports. <i>[Post Meeting Note: The City of Vaughan provided this information.]</i>	B. Lucyk/H. Esedebe
- Study Team will work with the City of Vaughan to transfer drone footage. <i>[Post Meeting Note: The City of Vaughan provided this information.]</i>	N. Crockford/H. Esedebe
- City of Vaughan to provide Block 27 documents. <i>[Post Meeting Note: The City of Vaughan provided this information.]</i>	S. Hubjer/H. Esedebe

Dist: Participants/Invitees



- If Alternative 4 becomes the recommended alternative, Mx. would be involved and would need to protect for the future expansion of the Barrie GO Line.
 - o Generally, Mx. would advise that the team should consider protecting for the full width of the rail right-of-way.
 - o Mx.'s preference is to grade separate whenever there are arterial roadway corridor improvements to an area.
 - o MH has begun working on examining the feasibility for grade separation, but further studies are required to assess if it would be road-over-rail or rail-over-road.
- At the Teston Road rail crossing, east of Keele Street, there are two existing tracks, one may be a siding.
 - o Mx. can confirm but it does appear that this is a siding.
- Mx. provided an overview of the process for reviews and working with Mx. on design requirements.
 - o Once the Study Team has plans that are available for review, Mx. can undertake those reviews (AECOM reviews for rail safety/technical merits).
 - o Mx. can review at anytime and does not have to be tied to specific EA checkpoints/engagement.
 - o The Study Team could develop some design criteria for Mx. review.
 - o There is usually a 4–6-week review time.
 - o This process is 100% cost-recoverable, so once a submission is made AECOM will provide the Region with a cost to undertake the review.
- Kirby GO Station
 - o Mx. can review and provide an update to the Study Team.
- Communications can go directly to T. To with a cc to Development.coordinator@metrolinx.com

ACTION ITEMS	PERSON RESPONSIBLE
- Mx. to confirm if the second track in the study area is a siding.	T. To
- Mx. to provide an update on the proposed Kirby GO station.	T. To

Dist: Participants/Invitees



- MH provided a more detailed overview of the evaluation of the Socio-economic, cultural, and natural environments. [Post-meeting Note: For Agency/Public Consultations going forward the Natural Environment Criteria shown as “Contamination / Waste Mgmt.” will be shown as “Landfills & Contaminated Properties” for clarity.]
- It was noted that any impacts from the project would continue to be analyzed at every stage of the study with the goal to avoid where possible and then minimize/mitigate if unavoidable.
- Golder advised of their concerns and questions regarding ‘approvability’ of a project that would go through the engineered controls of the landfills.
 - The cost of constructing or impacting the landfill is also an unknown and would have to be assessed.
- Golder also advised that much of the infrastructure cannot be moved (e.g., landfill gas collection header (indicated by orange dots on the plan) which will operate for at least 20 years). Some of the infrastructure will eventually be decommissioned but this may not be for at least 10 years or more.
- The Region advised that this project is not in the York Region 10-year capital plan. It is more likely to be implemented well beyond that because of costs.
- The study team has also consulted with the City of Vaughan to discuss the incorporation of the road in the North Maple Regional Park plans.
- The study team is aware that the area is very complex, and it will need to be examined carefully as the study progresses. The IEA process will be documented very clearly and with a lot of detail to ensure that the IEA can be advanced to the Minister of MECP for approval.
- Both Landfills have closure plans that provide for the areas to be open public space.
 - The Study Team is meeting with the City of Vaughan as well and is aware of the NMRP plans.
- The Keele Valley Landfill’s clay liner extends to the property boundary and is also a key piece of the engineered controls of the property and can also not be interfered with. The liner is roughly at the edge of the property on the north end (shown in red dashed line in the Golder presentation provided during previous meeting).
- Is there a way to address some of the complex issues and the feasibility of these alternatives at this step in the process? Some of the details will materially affect the ability to construct some alternatives.
 - The EA process does allow for the review of new information at future stages and to step back and reassess previous decisions.
- Cost was not a factor in the evaluation (per the IEA Terms of Reference), but it is noted that Alternative 4 would likely be of a higher cost, however, that is mostly likely to impact the implementation timing and not whether it is the preferred alternative to carry forward.
 - York Region will also review the project from a financial standpoint and council would not approve if the financial standpoint does not make sense.
 - Lynda Mulcahy noted that higher complexity will result in higher cost and advised the City of Toronto does not take on costs associated with projects undertaken by other jurisdictions.
- With all the infrastructure in this area, the short-term constructability is likely very challenging but long-term viability might change as the engineered environmental controls are no longer needed.
- Golder advised that a train line was constructed in Italy through a landfill that involved mining and injecting oxygen to remove the methane gases.
- MH has designed the Coquitlam Transfer Station on top of a landfill and faced many of the same issues that this project might need to address if it is carried forward.
- Can the IEA carry forward multiple alternatives?
 - The Terms of Reference determined the process for completing the IEA which did not indicate carrying multiple alternatives forward, however, as the study progress it may indicate that some of the previous aspects of alternatives need to be carried forward or that the study needs to revisit decisions made earlier in the study for review.

- From the City’s perspective, the pedestrian/cyclist (only) connection included in Alternatives 2 and 3 would have less impacts on the landfill.
- When does the next phase start? How far forward do you carry these alternatives?
 - o Once we complete this round of consultation, we will consider the feedback from agencies and the public and then decide if we proceed with the recommended alternative or if we take a step back and re-examine the recommendation and other alternatives.
- Has the study team received any MECP input on the approvability of different options?
 - o We haven’t met with them yet for this round of consultation, but we will have contact with them soon on our preliminary recommendation on the preferred alternative.
 - o We will also need to document the consultation and the concerns that were raised with the various stakeholders.
- Durham Region wanted to put a road through the Brock West site and so they had to be added to the ECA held by the City of Toronto and now Durham Region has reporting requirements and responsibility for the ECA requirements.
 - o Whoever holds the ECA needs to make the amendment and be comfortable with the changes.
- Observation well 16/86 and 17/86 and the unlabelled wells shown south of the green line, no longer exist even though they are shown on plans. Also, there is a maintenance hole located to the east, the purpose of which is not certain.
- Would it be possible to get the CAD version from the City of the locations of the wells and other infrastructure that is known in the area?
 - o Yes, but the some of the infrastructure may not be known as there are decades of infrastructure in the area and a variety of information sources that it is compiled from. Future survey work will be required to determine where everything is.
- It would be helpful for the YR project team to be able to connect with the City of Toronto and their consultants during the next stage of the study (Alternative Methods) to ensure constraints, needs and opportunities are properly considered.

ACTION ITEMS	PERSON RESPONSIBLE
- City of Toronto provide CAD data to York Region for the Landfill infrastructure.	City of Toronto/Golder

Dist: Participants/Invitees



DISCUSSION 3. Questions and Discussion

- The first stages of the project largely focused on the transportation analysis to determine the problems and opportunities and to assist in the development of realistic Alternatives To.
- The Do Nothing Alternative does not mean do nothing in relation to the current transportation network. It refers to the Future (2041) Do Nothing which includes all planned elements in YR's 2041 Transportation Master Plan (for all modes of travel) - excluding the potential Teston Road Extension between Dufferin Street and Keele Street.
- The Study Team has taken a conservative approach and assumed that the Highway 400/Kirby Road interchange will be built, however, if it is not built, the pressure on Teston Road would be even greater and would likely worsen the expected problems with the transportation network and increase the need for the Teston Road Extension.
- What do you anticipate to submit to TRCA (i.e. reports, comprehensive submissions?) and when?
 - o MH has a range of deliverables that are to be completed for this project.
 - o TRCA understands this project is at a different scale from that of a traditional EA and there will be different check in points.
 - o TRCA's May 27th letter is helpful to highlight TRCA's areas of interest.
- Environmental preliminary field work can be augmented by available TRCA data.
 - o Direct and indirect impacts are also important, such as construction impacts as well.
 - o The project will get increasingly more detailed as we progress and more in depth studies will occur.
- Are the transportation needs models still valid given the new commuting patterns due to the COVID-19 pandemic?
 - o During the initials phases of the pandemic traffic did drastically decline, however, once schools returned in September 2020, traffic returned though it was less concentrated during the peak hours.
 - o It is expected that traffic will largely return to normal once business and school closures end and offices reopen.
 - o The IEA study is expected to take several years and the implementation timing is still uncertain (assuming it is approved through the IEA process) and subject to funding approval by Regional Council.
- TRCA Engineering will be mostly concerned with stormwater management and hydraulics in the valley.
 - o These details will come at later stages of the study but will be a consideration during preliminary design.
- Even though there is a public right-of-way in the area, the crossing does not necessarily have to use that and the next step of the study will look at various alignment between Keele Street and Dufferin Street to connect Teston Road.
- Does TRCA have a sense of the source water conditions in the area?
 - o TRCA does have information regarding the source water in the area. Focus will be how to maintain the functions of the various source water systems in the area if the project is constructed.
- Does TRCA know the impacts on landfills to source water?
 - o Landfills have no effect on source water.

- TRCA would examine if the alternative would have an effect on the landfill plume, for example if a road created a new preferential route for the plume.
- MH is in the process of completing a desktop hydrogeology study.
- TRCA would like to understand what the best way for TRCA to help the Study Team is? When will TRCA be able to provide more input into alignments?
 - The Study Team is certainly looking for inputs to the Recommended Alternative to the Undertaking now and is gathering data that can assist the team in confirming the evaluation of the alternatives or future areas of concern that should be avoided when generating design alternatives (Alternative Methods).
- TRCA would recommend a review plan be created detailing what and when TRCA might be able to review and be consulted on.
 - In advance of every public consultation there is a round of consultation with Agencies and the team would like to meet in between then as well.
- The sooner the presentation can be provided with the minutes the faster TRCA can comment.
- N. Shrestha and M. Parish will prepare a list of available data for the study team to review and request what will be helpful for the study.

ACTION ITEMS	PERSON RESPONSIBLE
- MH to prepare minutes and provide the presentation.	A. Harkness/N. Crockford
- TRCA to provide comments on the presentation material.	TRCA (all)
- TRCA will prepare a list of available data for the study team to review and request what will be helpful for the study.	N. Shrestha/M. Parish

Dist: Participants



- The project is a transportation IEA, as such, much of the work to date focuses on the transportation analysis and solving the local transportation problems. The project also looked at the opportunities to provide benefits to the local community / study area.
- The Study Team will provide the presentation to the City of Vaughan for internal circulation and comment. The presentation has been attached to these minutes.
 - o The presentation also includes additional background slides at the end which may be of interest to various department from within the City.
- Is the risk workshop being rescheduled?
 - o Meeting with stakeholders, agencies, and having the first open house were prioritized over the risk workshop. It will likely be scheduled in the fall, though no dates have been set.
- What was the horizon year for the transportation model, and what modeling software was used?
 - o The horizon year was 2041. The modeling was completed with EMME and Synchro.
 - o City of Vaughan is interested in the information regarding roadways near the North Maple Regional Park.
 - o Study Team to provide existing and projected conditions information from their Transportation Memo #1. *[Post-meeting note: this information will be sent to S. Hubjer and H. Esedebe]*
- Some alternatives are proposing improvements to streets under City jurisdiction. If the public asks questions regarding this ownership, how will the Region respond?
 - o When policy indicates, based on traffic volumes, Kirby Road could be uploaded to the Region.
- The City noted that presenting that Regional policy would not allow 6 lane road widenings unless Transit/HOV lanes are included, but that Kirby Road, which is under City jurisdiction, would be widened under Alternative 3 with only General-Purpose Lanes is confusing and should be explained to the public.
- GTA West would likely preclude an interchange at Kirby Road, however, Alternative 2 does benefit from the inclusion of this interchange.
 - o The Study Team has analyzed the future conditions with and without the GTA West project and it doesn't largely change the traffic within the area.
 - o The Study Team is also looking to meet with MTO soon to present the project and hear directly from them on the GTA West project.
- The City of Vaughan does receive frequent questions regarding this study's progress, so they are happy to see it proceeding and going to the public in June/July.
- If Alternative 4 is chosen as the preferred alternative the City of Vaughan is interested in including a watermain between Keele Street and Dufferin Street.

ACTION ITEMS	PERSON RESPONSIBLE
<ul style="list-style-type: none"> - City of Vaughan to provide comments on the presentation content. <i>[Post-meeting note: The Study Team is requesting feedback by July 13, 2021.]</i> 	City of Vaughan
<ul style="list-style-type: none"> - Study Team to provide existing conditions information from their Transportation Memo 	A. Harkness/N. Crockford/S. Fadaee

Dist: Participants



DISCUSSION 3. Questions and Discussion

- On overview of the reasons for each alignment was provided:
 - All alignments impact GO rail the same.
 - Alternative 4A is shifted to the north to minimize landfill infrastructure (gas, leachate) impacts and shorten the crossing of the valley.
 - Alternative 4B avoids landfill infrastructure but is shifted south for a straight crossing of the valley (technically less complex than a curved structure)
 - Alternative 4D maximizes use of the existing Teston Road west of Rodinea Road and then is similar to 4A to the east.
 - Alternative 4E is the straight crossing which provides better user experience, avoids crossing any landfills and is technically the least complex for bridge design.
 - 4G minimizes the valley crossing but maximizes the use of the existing roadway.
 - The rest of the long list of Alignment Alternatives were screened out as they were more complex, had greater anticipated impacts to landfills, or a long valley crossing.
- The City of Vaughan would like the team to review pedestrian/cyclist safety and experience when evaluating alternatives. Some of the alternatives may not be a pleasant experience even if they are safe.
- The Study Team have examined profiles/topography but are not sharing with the public at this stage. These concept plans will support the evaluation but are too preliminary to share. Further work on the preferred alignment will be completed at a later stage.
- Considering the current and future plans for the North Maple Regional Park (NMRP), the City of Vaughan would prefer Alternative 4E.
 - Landfill end use (closure plans) are going to be developed in the future and some of these alternatives will have implications on those plans.
 - Alignments that impact the Vaughan Township landfill areas would limit the amount of park that can be developed in the short term. The expansion of the park to include the Keele Valley Landfill (KVL) is much further into the future.
- What is the difference in linear metres between each alternative?
 - The Team will follow up later and advise Johanna Kyte.
- Going south into the KVL would require changes to the Certificates of Approval. This would likely add significant costs to the project as any changes would need to meet current standards.
- Which ones impact the KVL infrastructure?
 - Alternatives 4E and likely 4G. Minor refinements can likely be made to the preferred alignment to avoid infrastructure.
- The City of Vaughan noted that from a transportation perspective Alternative 4E seems like the best based on their high-level review prior to and during the meeting. Alternative 4G could also have positives if it has the shortest/least impactful crossing for the valley.
- The City of Vaughan (Kate Dykman) will provide gas collection system locations.
 - The Study Team requested these in electronic format so they can be overlaid on the alternatives.

- The City (Mike McNamara) can also provide the survey from the NMRP Vaughan works, which shows some of the wells.
- During Open House #1 the plans only showed the NMRP stopping north of Teston road crossing so the public would have been commenting on the road not bisecting the park.
 - The Study Team will ensure they clearly show the whole park in future material.
- Access would be required from Teston Road into the park. It is an unknown location at this point as the Vaughan landfill portion of the park is not planned yet. This area is most likely to be passive recreation (like trails, etc.) due to the topography.
- The City of Vaughan is looking to restore trails in the valley lands and formalize them at some point. A trail crossing lower in the valley under any future open bridge span may be needed.
- Road access to the NMRP would be best if it is somewhere in the middle or towards the west end of the Vaughan landfill area – likely as a 4-way intersection to accommodate access to both the north and south.
- Alignments are designed to the preferred design speed so curves could be adjusted, and alignments can be shifted slightly.
- Goal is to bring a recommended alignment to Open House #2.
- Evaluation factors are not currently weighted but need to consider what is most important to the area.
- City would appreciate if they can be told what the recommended alignment is prior to going to the public. A few weeks in advance is sufficient.
 - Yes – a slide deck or information package will be provided in advance if a meeting is not possible.
- The Study Team should populate maps in advance for the alignments to show impacts. Alignments should be self-explanatory on why they were short-listed.
- Next steps will be to look at cross sections and bridge alternatives, profiles, etc.

ACTION ITEMS	PERSON RESPONSIBLE
- The City of Vaughan to provide available information on landfill infrastructure (gas collection system locations, survey from NMRP works). <i>[Post-meeting note: Kate Dykman provided GPS locates for the gas probes/wells (to 2m accuracy) on October 19, 2021].</i>	Kate Dykman/Mike McNamara
- Study Team to provide a slide deck/information package in advance of Open House #2 to inform the City of the recommended alignment. <i>[Post-meeting note: This information was shared on November 23, 2021].</i>	A. Harkness/N. Crockford

Dist: Participants



- Reporting done to date mostly consists of field work and desktop research in support of documenting the existing conditions.
- More in-depth studies and reporting will come in 2022 once a preferred alignment is confirmed.
- Has the team determined footprint impacts at this point, or just an assumed right-of-way width?
 - The project team has started to develop some conceptual footprints at a preliminary level to help understand the potential impacts.
 - Grading impacts may vary throughout the area, but the bridge is likely to be narrower than what is shown.
 - Review of bridge type will be done as a next step, which will consider the number of piers and locations as well as construction access.
- The valley is about 30m deep so any structure will be elevated over the valley except for the piers. This could be similar to Lawrence Avenue at Lower Highland Creek. Trees still grow under this structure, and wildlife passage is maintained. Trails are also present under this structure.
- GO Crossing
 - Study Team has begun to look at the GO crossing but it will likely be the same (or similar) alignment that it is now for all alternatives.
 - Preliminary conceptual plans looked at overpass and underpass crossings to gauge impacts to neighboring properties. Another key issue is the proximity to the Keele Street intersection, any crossing is likely to require reconstruction of the intersection.
- Does TRCA have any geotechnical resources in the area?
 - Previous studies may be available. TRCA will provide if available.
- Floodplain information was provided previously to MH. *[Post meeting note: MH has no record of receiving this information and has requested it be sent again.]*
- The Conservation Lands group at TRCA is interested in what lands might be coming to TRCA in terms of management, and if any design is going to preclude or eliminate trails or usage.
 - Valley trails are being looked at as part of the City of Vaughan's planning of the North Maple Regional Park and connectivity through this area. TRCA is supporting the City of Vaughan on this initiative, but it is the City's initiative.
- No source water protection issues noted for this project.
 - Oak Ridges Moraine Groundwater Program – Golder may be a subscriber to it, but if not contact Don Ford.
- TRCA might be able to provide additional information on roadway ecology once they have the slides reviewed. They will provide a response at that time.
- TRCA has recently received some more information from an ecology perspective and will provide it as part of their response to the slides, once received. *[Post Meeting Note: Slides were provided along with the draft minutes.]*
- Ontario Land Tribunal decision on 1600 Teston Road could add complexity to this project.
 - The Region has been involved with this landowner in the past, and are due to consult with them again.

- The OH#1 material is also still available online and is good background information. Available at York.ca/TestonRoad
- Today's slides will also be provided to this group but have not been shared publicly.
- Natural Environment field surveys:
 - o Once approved by the Region, the results of the natural environmental surveys can be shared as part of the consultation with TRCA.
- Current focus is on valley/landfill areas but OH#3 will also include Teston Road from Dufferin Street to Bathurst Street.

ACTION ITEMS	PERSON RESPONSIBLE
- MH to share the presentation with attendees.	N. Crockford
- MH to share results of natural environmental surveys.	N. Crockford/H. Kime
- TRCA to provide any available geotechnical studies in the area.	A. Djirdeh
- TRCA to provide flood plain mapping [<i>Post meeting note: TRCA provided mapping on October 29, 2021</i>].	H. Pruthi
- TRCA to provide comments on the slide deck.	TRCA

Dist: Participants



- Acknowledgements received from Huron-Wendat and Curve Lake First Nation on the letters sent to them advising of the public open house but plan to engage with them further during archaeological investigations in summer 2022.
- Species at Risk Branch
 - The SAR branch will review any reporting completed to date or in the future as required but did not need to attend this meeting.
 - The consultant project team is completing a 3-year ecology program to investigate the area. Year 2 was more in depth in the area near the alignments. Reporting to follow.
- Is the intention to mine the landfill areas to get the needed topography or to use the existing grades?
 - Still somewhat early in the process for looking at grading but early concepts for grading have been developed.
 - The objective is to maintain the existing elevation where possible or to add fill with the intent of avoiding/mitigating any excavation of the landfills.
 - Looking to avoid fill in the valley through design of the crossing and placement of the abutments.
- MECP advised that as YR engages with the City of Vaughan and the private landfill it should be noted that the topography in the area may change because of the ongoing work either under order (private landfill) or through an ECA amendment (Vaughan Township).
 - Vaughan landfill ECA amendment issued in August 2021 for import of soil (approx. 40,000 cubic metres) for cover improvements and stockpiling.
 - The order on the private landfill was regarding gas collection, grading, and soil conditions.
 - City of Vaughan has flagged potential impacts to gas infrastructure as a concern along the shared property boundary between the existing southern limits of the NMRP and the landfill property.
- Is the North Maple Regional Park (NMRP) being considered in the design?
 - YR has been having ongoing discussions with the City of Vaughan regarding their plans for the park and how the road/park might interface.
 - The City of Vaughan considered the proposed new road link as an important part of the park access. The discussions will focus on incorporating the road into the park.
 - The City of Vaughan has provided comments on where the road would bisect the park and have noted that they would prefer an alignment further south.
- Topography of the landfill might be helpful from a noise perspective if there are berms or barriers. If the alignment is quite high, it might be difficult to address noise in the area.
- All alignments are designed to a 60km/h posted speed limit.
- Does MECP have any thoughts on the approvals that might be a challenge?
 - If there is a need for approvals (i.e., impacts to the landfills), any amendments to the ECAs will take a lot of time. Reviews in advance will assist in expediting the amendments.
 - It is important to consider the impacts to the landfills (such as mining of the landfill) now, so they are considered during this EA.
 - If additional fill is required on the landfill, this could also trigger a separate EA.

- Has the City of Toronto raised concern about damage to their landfill liner (construction or vibration)?
 - o This has been raised as a concern and YR has had ongoing discussions with the City of Toronto.
- What is the intended relationship between the Region and the various landfill owners?
 - o This is still to be determined but it is understood that clarifying who is responsible for what and how the obligations are being dealt with contractually can ensure a smoother approvals process.
- NDMNRF provided comments during the ToR but some of their responsibility has moved to MECP. Will NDMNRF still have an interest in the project?
 - o Species at risk will be handled by MECP now but YR will reach out to NDMNRF to see if their involvement is required. *[Post-meeting note: The project team met and consulted with NDMNRF staff in November 2021].*
- Should YR engage Municipal Affairs & Housing (MMAH) to discuss Oak Ridge Moraine Conservation Plan?
 - o MECP can provide a contact to the Study Team.
 - o MHSTCI may also have interests in this project.

ACTION ITEMS	PERSON RESPONSIBLE
- MECP to provide contact at MMAH <i>[Post-meeting note: A. Cameron provided contact information for several staff at MMAH].</i>	A.Cameron

Dist: Participants



- When completing the preliminary design, the full width of the rail right-of-way (ROW) will need to be protected.
- The project has not yet advanced to the point of reviewing the preferred crossing (i.e., rail-over-road or road-over-rail). This area will have some complexities that require more review and designs advanced.
- From Metrolinx's perspective and preliminary review of the content provided, road-over-rail would be preferred as opposed to going under the tracks as construction would have less impact on operations. Road-under-rail is more challenging to construct and typically more costly. It often requires track diversions and utility relocations that require advanced early works that can take a lot of time.
 - o Regardless of the method of the crossing, any works within 30 feet (approx. 10 metres) of the rail ROW will require specific designs and considerations.
 - o A lot of coordination will be required during construction.
 - o Even road-over-rail may still require consideration of Metrolinx's work blocks, revenue maintenance and some off-schedule works.
- Conceptual designs can be submitted to Metrolinx for review and comment to assist in the evaluation of the alternatives for the GO crossing design.
- A new rail crossing agreement will need to be put in place between the Region and Metrolinx, but this will come at the Detailed Design stage. It would be helpful for Metrolinx to provide a sample agreement to the Region for review and consideration as part of the IEA process.
- Do any other rail companies have operating rights on this corridor?
 - o Their requirements will be incorporated into Metrolinx's processes based on agreements Metrolinx has with those other operators. There is no need to reach out directly to any other operators.
- Mx has encountered many proponents that don't have a full understanding of the costs to working in proximity to a rail corridor. Any work within 30 feet (approx. 10 metres) requires full detailed design reviews by Mx and their consultant and these costs can get quite high. For example, there are significant costs with flagging requirements for projects like this.
- Are there any known utilities within the rail corridor?
 - o Power, signal, and communication cables all run within the corridor, there may also be other associated infrastructure.
 - o CN Fiber optic cables are still present within some Metrolinx corridors, and may be present here, but discussions would be held with them later in the design.
 - o Gas relocations can be challenging at rail crossings and TC5 and TC6 guidelines can be very strict.
- Potential Metrolinx electrification requirements will need to be considered during design including a possible need for an overhead catenary. Mx has a comprehensive package that addresses electrification requirements (available on their website).
- Mx standards can be retrieved from the Mx website for engineering references.
- Both existing tracks are live tracks, considered live all the time with trains in any direction at any time.
- Further expansion or need for spur lines would have to be discussed internally with Mx as current plans are not known. It was noted that the Teston Road crossing is at Mile 19.40 and there is a nearby spur to AncoChemical at Mile 19.29.
- Could request as built drawings to determine utilities for the area but would require utility locates by YR regardless.
 - o Request can be sent to Tony To. A non-disclosure agreement may be required depending on the information requested. This information will be requested by MH but will be returned to the Region directly as the proponent.
- Next Steps
 - o Alignment evaluation and presentation at the next open house is the current focus for the project.
 - o Assessment of rail crossing alternatives has started and will consider input received from Mx.

- Next meeting likely to be held in February 2022 to discuss alternatives at the GO crossing.

ACTION ITEMS	PERSON RESPONSIBLE
- MH to request as-built drawings for the area.	N. Crockford/M. Blouin
- MH to retrieve design standards from Mx website.	M. Blouin
- Mx. to provide sample rail crossing agreement to the Region for reference.	T. To

Dist: Participants/Invitees

TESTON ROAD AREA IEA: ALTERNATIVE METHODS MEETING WITH THE CITY OF TORONTO

Project:	Individual Environmental Assessment and Preliminary Design for Teston Road Area Between Highway 400 and Bathurst Street. P-19-218																																										
Project No.:	1902618.00																																										
Place:	MS Teams Mtg./Conference Call																																										
Date:	October 7, 2021	Time:	2:30 – 4:00pm																																								
Participants:	<table border="0" style="width: 100%;"> <tr> <td colspan="2"><u>York Region</u></td> <td></td> <td></td> </tr> <tr> <td>Praveen John</td> <td></td> <td>Project Manager</td> <td></td> </tr> <tr> <td>Philip Brandon</td> <td></td> <td>Project Coordinator</td> <td></td> </tr> <tr> <td colspan="2"><u>City of Toronto</u></td> <td></td> <td></td> </tr> <tr> <td>Lynda Mulcahy</td> <td></td> <td>Manager of Closed Landfill Operations</td> <td></td> </tr> <tr> <td>Paul Dewaele</td> <td></td> <td>Senior Environmental Engineer (Golder)</td> <td></td> </tr> <tr> <td colspan="2"><u>MH</u></td> <td></td> <td></td> </tr> <tr> <td>Andrew Harkness</td> <td></td> <td>Project Manager</td> <td></td> </tr> <tr> <td>Martin Blouin</td> <td></td> <td>Deputy PM</td> <td></td> </tr> <tr> <td>Nick Crockford</td> <td></td> <td>EA Coordinator</td> <td></td> </tr> </table>			<u>York Region</u>				Praveen John		Project Manager		Philip Brandon		Project Coordinator		<u>City of Toronto</u>				Lynda Mulcahy		Manager of Closed Landfill Operations		Paul Dewaele		Senior Environmental Engineer (Golder)		<u>MH</u>				Andrew Harkness		Project Manager		Martin Blouin		Deputy PM		Nick Crockford		EA Coordinator	
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DISCUSSION	1. Introductions	
- P. John began the meeting with introductions and a brief overview of progress and the purpose of the meeting.		
ACTION ITEMS		PERSON RESPONSIBLE
- None		N/A
DISCUSSION	2. Project Overview Presentation	
- N. Crockford provided a presentation with an overview of the IEA Study process, results from Open House #1, Alternative Methods (corridor and alignment) generation and evaluation, schedule, and next steps. The presentation has been attached to these minutes.		
ACTION ITEMS		PERSON RESPONSIBLE
- MH to share the presentation with attendees		N. Crockford
DISCUSSION	3. Questions and Discussion	
- City of Toronto (CofT) advised of the need to avoid interference with the Teston purge well system.		
<ul style="list-style-type: none"> o 4E, 4G Alignments are near the purge well system that will likely operate well into the 2050s. The purge well system will be required as long as it is deemed necessary due to the levels of contamination in the groundwater. o CofT has responsibility for the Teston purge well system. 		

- CofT does not have a sense of the impacts to the landfill and alignments could have an extreme impact on the infrastructure.
- CofT is glad that alignments on top of the KVL site were screened out and are not moving forward in the evaluation. Those alignments were not feasible from the City's perspective.
- CofT notes that impacts to the systems associated with the KVL could be showstoppers for the project.
- CofT notes to expect substantial additional costs for this project because of the need to put the road through a landfill.
 - o Cost was not a factor for Alternatives To the Undertaking but will be considered for Alternative Methods.
- From a regulatory perspective can comments from MECP be shared?
 - o The Region has met with MECP and they have emphasized there could be time consuming processes with reviewing and modifying the landfills.
 - o Still at a very early stage so MECP can't assess the impacts at this time to comment in depth about the process.
 - o MECP noted any cutting into the existing landfills might require an additional EA process.
- CofT notes landfill gas emissions are controlled for the area and could cause odors in low lying areas.
- Bridges could extend from west of Dufferin Street to the edge of the landfills.
 - o Only conceptual structures are currently drafted so more work to be done on this.
- The design objective in the area of landfills is maintain existing elevations where possible, or add fill as required. Excavation of the landfills will be avoided or mitigated.
- City of Vaughan is currently adding topsoil to the Vaughan Township landfill area.
- All landfills are settling at this time; the order of magnitude is centimetres per year.
- Vaughan has been a closed landfill site since 1985 but this isn't particularly old in terms of landfills and the site is expected to continue to need perimeter gas collection though no collection system is currently present within the landfill site.
- When looking at potential for deep foundations, putting them through a landfill would be problematic due to unknown impacts to underlying landfill materials.
- It was noted that the ring road around the KVL is the limit of the liner, fill and covered area.
- Is any borehole, foundation type information along the edge of the KVL?
 - o Toronto does have logs for each (mud rotary equipment - likely not useful for Geotech engineer).
- REQUEST: Provide available drilling records for the wells in the vicinity of Teston Road.
 - o Most were drilled in the early 1980s and so electronic versions don't exist.
- Not clear on how evaluation is being conducted.
 - o Evaluation is following the process determined during the Terms of Reference stage of the project.
 - o Reasoned argument to evaluate the alternatives, some measurements may be taken to facilitate comparisons.
 - o It is a qualitative process for the most part but may look at some quantitative metrics.
- MH team noted three distinct areas that will need to be designed.
 - o Intersections and Landings on either side at each intersection (Keele and Dufferin)
 - o Valley lands with flyover bridge over the valley area, and where abutments will be placed.
 - o Landfill areas between Keele Street and the valley lands.
 - Landfill operations, settlement, gases, and regulatory issues.
- CofT notes to expect that a new road would need an ECA amendment.
 - o 1.5 years to get approval to put some soil on top of the Vaughan landfill
- CofT feels the EA evaluation is too broad for the types of implications associated with the landfills.
- CofT notes that drainage associated with the road could be salt contaminated which would impact the landfill monitoring and would need to be addressed.

- Coft notes further constraint of geometric road design with likely design criteria hard limits that may not be achievable due to the existing terrain.
- Very complicated and iterative process.
- Evaluation of Alternative Methods is ongoing and the team has not yet arrived at a recommended alignment.

ACTION ITEMS	PERSON RESPONSIBLE
- Data requests should be submitted by MH via the Region to Toronto.	M. Blouin

Dist: Participants/Invitees



- MTO noted there is also an expected increase in truck traffic at the interchange and throughout the area due to a distribution centre that will use this interchange, and increased development along Cityview Boulevard.
- MTO was not currently aware of any planned improvements to the Teston/Cityview/Highway 400 interchange area.
- MTO noted that the Teston / Highway 400 interchange was built by York Region in 2009. Options to modify the existing ‘button-hook’ ramps are limited given an ESA in the northwest quadrant and two nearby service centres on Highway 400.
- The City of Vaughan’s Development Block 34 East is within the study area and is approved by MTO.
- Federal assessment is ongoing for the GTA West project and municipalities are to be consulted soon. A decision from Federal government is expected in the spring.
- MTO is exploring an interchange at Kirby Road with the GTA West consultant.
 - o YR had previously requested an interchange at this location not be precluded by GTA West.
 - o No options presented at this point from the consultant. Timeline unknown on that decision.
- MTO to advise if an interchange at King-Vaughan Townline is being considered. (York Region’s TMP includes longer term widening of King-Vaughan Road to 4 lanes.)
- Kirby Road was anticipated to be expanded but had drainage issues during both design and construction. (Vaughan’s EA for widening Kirby Road to 4 lanes is currently underway. This project is located on Kirby Road between Jane Street and Dufferin Street).
- Construction on Highway 400 from Major Mackenzie Drive to King Road is wrapping up in Spring 2022. It will be opened to 3 general purpose lanes with an HOV lane and then subsequently opened to 4 general purpose lanes with an HOV lane in the future under a design being completed by MH for MTO.
- M. Mikolajczak is the main point of contact on MTO’s side, N. Crockford is the main point for the Teston Road IEA Study Team.
- Hossein Hosseini is the main point of contact on GTA West project. (Amanda Naylor is the outgoing PM for this project).
- Praveen to pass on MTO’s comments to YR’s TMP Group.

ACTION ITEMS	PERSON RESPONSIBLE
- MTO to advise if an interchange at King-Vaughan Townline is being considered.	MTO

Dist: Participants/Invitees



- Evaluation should include quantified amounts of impact, particularly for Alternatives 4-E and 4-G which are evaluated differently but based on the mapping, 4-G appears to have a shorter crossing.
- The Study Team is looking at options for grade separation at the GO rail crossing. This will include examining both road over rail and under rail options.
- S. Varga noted that some of the area is a hemlock and eastern cedar forest which is particularly sensitive to salt spray.
 - o If there was significant loss of these trees, the ground-fed swamp may become a marsh.
- S. Varga said that the team needs to examine what to do with the storm run off as the streams in the area are likely occupied by Brook Trout and potentially future Redside Dace habitat (currently considered recovering Redside Dace habitat).
- S. Varga noted that wetlands on the east side of valley have not been staked so boundaries are approximate. He noted that the valley is groundwater fed and serves as headwaters for the Don River.
- Three years of ecological surveys are being completed for this project as detailed below.
 - o 2020 – general existing conditions, confirming ELC mapping, starting species list and preliminary identification of SAR habitat (completed).
 - o 2021 – breeding bird surveys, continued with SAR assessment (completed).
 - o 2022 – more in depth survey looking at the specifics for the areas that are important based on the identified preferred alternative.
 - S. Varga noted that amphibian call surveys would be a good thing to look at and understand what in the area.
- NDMNRF is interested in the project because of the presence of coldwater habitat and significant wildlife habitat, including special concern species or breeding amphibians, though species at risk is now reviewed by MECP.
- NDMNRF can provide information and guidance but are not an approval authority on this project.
- The wetland assessment is just a few years old and will be more up to date than the TRCA ELC mapping.
- TRCA can provide dripline edges that were assessed as part of NMRP studies and may be able to provide field support for wetland delineation. S. Varga to provide documentation / shapefile requirements.
- C. Warren is the main contact for this project.

ACTION ITEMS	PERSON RESPONSIBLE
<ul style="list-style-type: none"> - S. Varga to provide background reports on the ANSI and PSW and wetland delineation documentation / shapefile requirements. [<i>Post meeting note: these reports were provided.</i>] 	<p style="text-align: center;">S. Varga</p>
<ul style="list-style-type: none"> - Study Team to quantify impacts of 4-E and 4-G for more clarity on the impacts to important features. 	<p style="text-align: center;">N. Crockford/A. Harkness</p>

Dist: Participants/Invitees



of the project. Previous MECP meeting slides will be shared that include this information as well as information on the more in-depth evaluation of Alternatives to the Undertaking.

- MECP asked why the Do-Nothing Alternative was selected for the section of Teston Road between Keele and Dufferin in the 2003 Class EA.
 - o YR noted that there was a feedermain project that had been approved that was going to include widening of Teston Road at the same time to avoid impacting the road twice in a short duration. Once it became clear that further study was needed on the Teston Road extension between Keele Street and Dufferin Street, a “Do Nothing” solution was recommended for this road section, as continuing to pursue it would have jeopardized those contracts that had already been awarded. Furthermore, the benefits of continuing with the Class EA process included the ability to address many other problems identified in the problem statement for the entire project area. As such, the EA was completed to was completed with the Do-Nothing alternative selected for the area of Teston Road between Keele Street and Dufferin Street with a commitment to complete an IEA for any future work on the roadway extension.
- OH#2 shared the recommendation of Alignment Alternative 4E with the public while also keeping 4B and 4G as alternates to this recommendation which were carried forward for further analysis.
- During the Terms of Reference (ToR) study several key stakeholders/agencies were provided the opportunity to review a pre-draft (i.e., before the draft goes out to the public) of the ToR document. There is likely value in doing so again for the IEA Report.
 - o The Study Team agrees, and this will be arranged when the Draft IEA report is complete (anticipated in mid-2023).
- MECP suggested that the team review the potential to carry another Alternative to the Undertaking forward to ensure that a project to address the problems/opportunities can proceed out of the IEA, instead of having to go back and complete another EA if the IEA is not approved.
- Another meeting will be arranged with the various other MECP groups, including noise, waste approvals, and the district.
 - o N. Crockford and J. Archibald to coordinate.

ACTION ITEMS	PERSON RESPONSIBLE
- Slides from previous meetings with more in-depth information will be provided. <i>[Post meeting note: these slides were provided with these meeting minutes.]</i>	N. Crockford
- Meeting to be arranged with various other MECP groups. <i>[Post-meeting note: this meeting was held on February 22, 2022.]</i>	N. Crockford /J. Archibald

Dist: Participants



- N. Crockford (MH) provided a presentation with an overview of the IEA Study process, schedule update, results from Open House #2, survey responses, selection of the Preferred Alternative Method / Alignment Alternative, the four sections of Design Alternatives and next steps. The presentation has been attached to these minutes.
- M. Blouin (MH) provided an overview of the design drawings Alternatives for each of the four sections.

ACTION ITEMS	PERSON RESPONSIBLE
- MH to share the presentation and the OH#3 slides with attendees.	N. Crockford

DISCUSSION 3. Questions and Discussion

- Section 1: Keele to Rodinea (GO Rail Crossing)
 - o H. Esedebe (CoV): Grade-Separated Go Rail Crossings are becoming the norm throughout the Barrie GO Line Corridor. This will be a future construction issue in the City and Metrolinx. Why wasn't this implemented with this project?
 - P. John (YR): Currently the volume of trains does not meet the threshold for grade separation. The projected traffic volumes for 2041 also don't meet the crossing warrants for grade separation. Long term property protection for a grade separation is recommended.
 - o M. Habib (City of Vaughan): McNaughton Road is being grade separated. Will there be an issue with car stacking with the At Grade rail crossing at Teston?
 - M. Blouin (MH): The rail is 80 metres from the Keele Street intersection.
 - P. John (YR): To avoid stacking issues the traffic signals will have to be synced with the rail crossing. Southbound left turn lanes might be impacted
 - o J. Kyte (CoV): Metrolinx needs to consider the further context of the area. The park (North Maple Regional Park) will encourage large amounts of pedestrian, cycling and vehicle traffic.
 - o H. Esedebe (CoV): The surrounding area has a variety of grade-separated rail crossings and pedestrian bridges to accommodate active transportation. A grade separation should be used at Teston Road to complement the other improvements in the area.
 - o P. John (YR): The increased frequency of the Barrie GO line will trigger a large number of crossings to be grade-separated. Metrolinx may be increasing the grade-separation thresholds to avoid replacing all crossings at once. This pushes this crossing to be upgraded beyond 2041. Long term property protection for a grade separation is being recommended through the IEA. If the grade separation were to be built in the near term, some of the industrial properties may have to be bought out whereas long term property protection for grade separation allows redevelopment plans to take this into consideration.
 - o M. Blouin (MH): Grade separation will necessitate an elevated grade of approx. 6 metres at the Keele Street intersection, causing a cascade of re-construction in the area. Grade separation alternatives may impact up to 5 industrial properties, potentially landlocking at least some of them. An assessment of moving the Keele Street alignment west involves significant works.
 - H. Esedebe (CoV): Is the Region still shifting Teston Road North with the at-grade crossing? Are there going to be issues with access to properties with this preferred option?
 - A. Harkness (MH): The adjacent properties will be impacted with the grade separation. Grade separation will necessitate new access being created for these industrial sites.
 - o H. Esedebe: Requested that the Study Team speak with the Block 27 Landowners Group about the land necessary for the eventual Keele Street realignment.

- M. Habib (CoV): There are developments planned in the area of the Keele Street realignment. Contact with them will have to occur immediately to ensure development does not occur in the area. Park impacts in the south will be detrimental for Vaughan Parks service level. If Vaughan's recreation lands are affected, they would want compensation lands to replace this facility. A Metrolinx substation is also planned in the realignment area to the north. P. John noted that the York Region reservoir tank is not directly affected by the Keele Street realignment alternatives.
- Section 2: Rodinea to Valley (Landfill Area)
 - The intent of the designs in this area is to avoid the Landfills and their associated infrastructure.
 - In order to reduce the cross section overall width, the active transportation facilities will be brought closer to the road edge and the boulevard will be eliminated, resulting in a 26m wide cross section.
 - Currently the City of Toronto Landfill fence is located in the right of way.
 - M. McNamara (CoV): What is the do-nothing option for this area?
 - A. Harkness (MH): The Do-nothing option for all areas is to not construct the road. Do nothing would have to apply to all sections. It can't be carried forward for only one section.
 - J. Kyte (CoV): What will be the posted speed limit?
 - 60 km/h.
 - H. Esedebe (CoV): Requested a package with the information for review by the city around the MUP or separate cycling and sidewalk areas.
 - A. Harkness (MH): A package will be made available.
 - A. Harkness (MH): Further details around plantings will be made available as the plans develop.
 - J. Kyte (CoV): Given the constraints in this area, what calming is proposed. Other arterial roads employ traffic calming measures (such as reduced lane widths). A lower posted speed (50 km/hr) could also be considered.
 - P. John (YR): The Region would not typically implement traffic calming measures on an arterial road such as this although the proposed cross-section does include reduced lane widths. A lower posted speed (50 km/hr vs. 60 km/hr) will be given further consideration.
 - M. Habib (CoV): There is a NMRP and Bike Master Plan for this area. The goal is to have active transportation crossing be as seamless as possible. Have grade separated AT crossings been considered from the Vaughan landfill to Keele Valley. There will be comments from City of Vaughan for this area. Are other Alignments still being considered?
 - A. Harkness (MH): The Alignment Alternatives have already been considered in the previous phase of this project. There are no current plans for grade-separated AT crossing within Section 2 (landfill infrastructure, liner and waste locations could all make this challenging) although grade-separated AT crossings will be considered within Section 3 (the valley).
 - P. John (YR): The intersection access between Teston Road and NMRP may have some significant topography challenges. It would be helpful if the City could advise on their proposed/preferred access locations.
- Section 3: Valley Crossing
 - Three valley crossing Alternatives are being considered: a large bridge, a medium bridge and the do-nothing alternative. *[Post-meeting note: subsequent to the meeting, the bridge alternatives were*

adjusted, and an additional alternative was added – resulting in single, double and triple span bridge options (approximately 80 m to 240 m in length). The alternatives that are being evaluated are presented in the Open House material and the package of alternatives provided with these minutes.]

- M Blouin (MH): Provided an overview of the bridge options.
- A. Harkness (MH): This is a large valley with significant environmental constraints. The planning for the bridge is still being developed. Geotechnical constraints could still be encountered. The Study Team is looking to keep the bridge width to a reasonable minimum.
- M. Habib (CoV): Is a long bridge option being considered – such as on Major Mackenzie Drive west of Highway 27.
 - P. John (YR): This study is considering a larger span than the above (MMD) project. However, the soils in the Don Valley are not conducive for a very large single span bridge.
- M. Habib (CoV): Criteria will need to be added to accommodate crossings under the structure for cycling and pedestrian traffic.
- P. John (YR): The waterbody is very small and therefore the bridge options can accommodate trails and wildlife crossings under the structure.
- H. Esedebe (CoV): It is understood that a 6% grade has to be considered for the car traffic. The City of Vaughan Active Transportation department will comment on this crossing and the current grade. Be aware of the environmental drainage impacts due the slope and road salts.
 - P. John (YR): Off the road AT facilities can be considered if the roadway grades are considered undesirable for AT users.

- Section 4: Dufferin to Bathurst

- If the IEA in this area is approved, Teston Road east of Dufferin Street will need additional lanes to address the increase in traffic along this corridor.
- M. Blouin (MH): Presented the widening Alternatives. There are minor amounts of widening required to increase the lanes to 5, two per direction and turning lane(s) where needed.
- Sidewalk + cycle track and multi-use pathway (MUP) AT options are being considered.

- General Comments

- H. Esedebe (CoV): When is the next PIC due to occur.
 - A. Harkness (MH): POH#3 is planned to commence in mid to late March.
- H. Esedebe (CoV): The Water and Wastewater Master Plan has progressed since the first time it was discussed. It will need to be revisited based on the progress of this project and the Plan.

- P. John (YR): Thanked the City of Vaughan for the feedback and encouraged more discussion on the issues addressed during the meeting.

ACTION ITEMS	PERSON RESPONSIBLE
- Morrison Hershfield to provide copies of the meeting presentation materials and an advance copy of the OH#3 presentation materials to the City.	N. Crockford

Dist: Participants



- York Region (YR) advised that long-term protection for a road-over-rail solution will be recommended as part of the IEA, but the recommended initial solution is to construct an at-grade crossing when the road is widened to four lanes. Likely the alternative that will be recommended will have a northerly shift of Teston, though this is a preliminary recommendation as the evaluation is ongoing.
- Mx asked about the status of the designs.
 - o MH advised that in order to facilitate the review and evaluation of appropriate alternatives, designs have been drafted to a functional level of detail. This ensures they are feasible options and assists in the understanding of potential impacts and net effects.
 - o The team has generated profiles, alignments, grading limits all at a high level.
 - o At each step of the IEA, more detail will be added to the design. The next phase following OH#3 will be to complete the design to a Preliminary Design (approximately 30% design) level of detail.
- YR's planning team has indicated there may be revisions to crossing warrant requirements and new gate design.
 - o Mx staff present were not aware of any changes, but these policies are not the responsibilities of their group(s).
 - o YR will review internally.

ACTION ITEMS	PERSON RESPONSIBLE
None	

Dist: Participants/Invitees



TESTON ROAD AREA IEA: ALTERNATIVE DESIGNS MEETING WITH THE CITY OF TORONTO

Project: Individual Environmental Assessment and Preliminary Design for Teston Road Area Between Highway 400 and Bathurst Street. P-19-218

Project No.: 1902618.00

Place: MS Teams Mtg./Conference Call

Date: February 15, 2022 **Time:** 9:30 – 11:00am

Participants: **York Region**

Praveen John	Project Manager
Philip Brandon	Project Coordinator

City of Toronto

Lynda Mulcahy	Manager of Closed Landfill Operations
Chris Kozuskanich	Hydrogeologist (Golder)
Paul Dewaele	Senior Environmental Engineer (Golder)

MH

Andrew Harkness	Project Manager
Martin Blouin	Deputy PM
Nick Crockford	EA Coordinator
Alex Frayne	Junior Environmental Planner
Chloe Zhang	Geoscience Team Lead

DISCUSSION 1. Introductions

- P. John began the meeting with introductions and a brief overview of progress and the purpose of the meeting.

ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A

DISCUSSION 2. Project Overview Presentation

- Morrison Hershfield (MH) provided a presentation with an overview of the IEA Study process, results from Open House #2, survey responses, selection of the Preferred Alternative Method / Alignment Alternative, the four sections of Design Alternatives, schedule, and next steps. The presentation has been attached to these minutes.
- MH also provided an overview of the design drawings Alternatives for Section Two pertaining to the landfills.

ACTION ITEMS	PERSON RESPONSIBLE
- MH to share the presentation with attendees	N. Crockford (MH)

DISCUSSION 3. Questions and Discussion

- Golder noted that the private landfill should also be labeled in the presentation and considered.
- MH noted that the Section 2 toe wall is 1.2m tall at its maximum and gets shorter east of the centre of the Keele Valley Landfill (KVL).
- Golder noted that there is a utility crossing coming from the Vaughan landfill that will traverse under the new road. This will require replacement at some point, possibly after the road construction. Otherwise, the Vaughan Landfill purge well system appears that it can be left 'as is' with the road design as shown.
- Golder noted that purge wells are away from the proposed road and asked how access would be provided to them for future maintenance.
 - o MH noted that the existing access roads to the purge wells would be maintained with connections to the proposed Teston Road.
- MH provided an overview of the surrounding utilities, based on the plans previously provided by the City. MH noted that adding the replacement of landfill infrastructure crossing Teston Road to the design may avoid shutting down the road at a later date.
- Golder requested that the design maintain existing landfill accesses following the road's construction.
 - o MH noted that the intent is to leave the existing KVL accesses in place with slight reconfiguration at the road connections.
- The City of Toronto (CoT) noted concern around the KVL access
- CoT was encouraged to see that most wells are not affected by construction.
- York Region (YR) noted that the City of Vaughan has not yet decided on the location(s) for pedestrian/trail crossings in the Landfill/NMRP area.
- Golder requested an overview of the cross-sections.
- MH noted that cycle track + sidewalk and Multi-Use Path options are being considered.
- YR advised that the south side Active Transportation infrastructure could be deferred with pedestrian / cycling facilities initially only provided on the north side of the new roadway.
- Golder agreed that there appears to be space to accommodate the cross-section as proposed but inquired as to where the drainage is being planned, as road salt may cause issues during landfill leachate testing, as sodium chloride is used as a tracer.
 - o MH provided an overview of the roadway profile and noted that drainage/stormwater management plans will follow, however, there will be a storm sewer and catch basins.
 - o YR noted that the full ROW could drain to the road and into the storm sewer system which could be isolated from other area run-off.
- Golder inquired if the two landfills could be connected with a grade-separated access road. A concern was expressed about crossing between the sites when Teston is opened to traffic.
 - o YR noted that the west valley crossing bridge abutment will not be close to the landfills and a grade-separated access connection is not likely to be provided. An overview of the bridge options was provided.
- MH noted that all design work is in the early stage, more details will be provided as the preliminary design phase progresses.
- Golder noted the location of two maintenance holes south of the service road that access a methane gas pipe and highlighted that odour may be a concern along Active Transportation facilities or within the future NMRP. Methane/gas wells present south of the access road are quite deep. Also, monitoring wells exist north of the KVL east-west service road, south of the fence, that are crucial to monitoring the effectiveness of the systems.
- MH asked about the history of the fence location being located within the road right-of-way.

- Golder noted that the fenced section probably followed the installation of the lining and would have been placed at the edge of the landfill without consideration for exact location of the right-of-way.
- MH inquired where the KVL liner ends.
 - Golder noted that the liner ends just south of the access road and therefore is not likely in conflict with the Teston Road extension project as presented. The design drawing from 1981/1982 can be provided by the City of Toronto. This means the utility main discussed earlier is approximately 40 years old.

ACTION ITEMS	PERSON RESPONSIBLE
- Provide 1980s design drawings of the Keele Valley Landfill.	City of Toronto

- DISCUSSION** 4. Letter from City of Toronto.
- CoT provided comments on the project via a letter sent on February 11, 2022. The following discussion pertains to the contents of this letter.
 - MH noted that the Study Team has requested all relevant information from the City previously and asked about the best method to ensure the Team receives detailed technical, regulatory, and maintenance information on the Purge Well System and other environmental controls infrastructure, landfill limits, maintenance and access requirements relevant to YR’s Teston Road Area IEA Study to ensure these are appropriately considered.
 - CoT noted that a written request (letter) from YR will help ensure access to the required information.
 - CoT noted that the large rigs required to access and maintain the Purge Well System will become a safety issue throughout the life of the road.
 - Golder noted that these vehicles are 40 feet long with a large mast and are non-articulating. They are large and will require accommodation – including a lay down area.
 - CoT also takes in a large lift crane to pull the well pumps (approx. 180-200ft deep) during maintenance.
 - Golder noted that pick-up truck access is needed every 2 weeks for inspection.
 - CoT noted that the only feasible way to access these sites will be Teston Road, particularly from the west side.
 - YR confirmed that east side access will become available once the road becomes continuous.
 - CoT inquired if YR has any traffic projections for the area. The surrounding area appears to have large amounts of planned development.
 - YR confirmed that traffic levels will increase as development progresses in the area. Lots of development is planned in the area including employment lands near the Hwy 400 and residential Block 27.
 - MH noted that Teston Road is an arterial road that will have quite heavy peak traffic volumes following construction.
 - Golder suggested that a joint meeting between City of Vaughan, City of Toronto and MECP would help address some of the overlapping issues and topics of concern. They noted that resolution of issues will take significant time.
 - YR and MH Team to discuss.
 - CoT noted that the assessment process of alternatives did not seem to have any weighting between the different assessment parameters and asked if there if there is timeline for implementation.
 - YR advised that the evaluation criteria were developed during the Terms of Reference process and that relative preferences between alternatives rather than weightings are being used.
 - YR noted that while the project is not yet in the Region’s capital plan, it is possible that the construction could commence in approximately 2035 but the timeline is to be determined.
 - MH requested more detail on the concern raised by CoT that increased fill will negatively impact the purge well operation and maintenance.
 - Golder clarified that the comment was a general concern made prior to reviewing the latest preliminary design plans for the Teston Road project.



- MH noted that there is not a large amount of fill expected in that area and that, based on available information, the Preferred Alignment does not cross on top of any of the landfills.
- YR noted that all issues in the CoT letter will be addressed in a detailed response letter from YR and documented in the EA consultation.
- CoT inquired if the preliminary design drawings presented today could be provided to the City.
 - MH confirmed that the drawings could be provided, however they are still conceptual and will be updated.
- Golder noted that there is a bi-annual meeting with CoT, MECP and York major holdings (private landfill as signatory of the ECA for the landfills).
 - Usually occurs in the Spring and Fall

ACTION ITEMS	PERSON RESPONSIBLE
- Formally request, by Letter, all pertinent technical, regulatory, and maintenance information from the City of Toronto.	YR and MH Team
- Share design drawings with the City of Toronto. [<i>Post-meeting note: Design Drawings for the recommended alternatives for each section were provided with the minutes.</i>]	M. Blouin (MH)
- YR and MH Team to discuss joint meeting with MECP, CoT and CoV.	YR and MH Team
- A response will be provided to the CoT letter by YR.	YR and MH Team

Dist: Participants/Invitees



ACTION ITEMS	PERSON RESPONSIBLE
- MH to share the presentation with attendees	N. Crockford (MH)
DISCUSSION 3. Questions and Discussion	
<ul style="list-style-type: none"> - Toronto Region Conservation Authority (TRCA) noted leachate plumes are also in the landfill study area in addition to the other landfill infrastructure. Any additions of infrastructure to the area could disrupt the groundwater flow and therefore the leachate plumes. - York Region (YR) indicated that the City of Toronto was more comfortable with the potential impacts after seeing the plan to avoid the well monitoring infrastructure and manholes. <ul style="list-style-type: none"> o YR will be considering isolating the storm water systems in the design. - TRCA inquired about the types of vegetation communities that could be removed based on the valley crossing structure. <ul style="list-style-type: none"> o MH confirmed that wetland and forest complex communities will be impacted, based on TRCA data and site visits. - TRCA noted that the drawings indicate fill will be graded into the river, this should be minimized. Also, the long bridge (the first option) will facilitate wildlife passage. TRCA inquired if a span of 160m would be possible in the middle bridge span. <ul style="list-style-type: none"> o MH noted that the grading limits will be refined to minimize impacts to the watercourse, and that 80m spans are typically the maximum size for a conventional bridge design. - TRCA inquired if bridge piers were outside of the meander belt. <ul style="list-style-type: none"> o MH advised that mapping of the meander belts was still being developed. - TRCA expressed interest in viewing the fluvial assessment once work is complete. - TRCA noted that the removal of the upstream dam will likely cause the river shape to shift. A larger space between piers could facilitate river movement and reduce bridge maintenance over time. - TRCA indicated there is a creek crossing displayed in Section Four. <ul style="list-style-type: none"> o MH noted that the existing culvert has adequate length to support equal road widening, without in-water works. Some grading will be required. However, if the widening is exclusively on the North or South side, there will be more significant works required on the culvert. - TRCA inquired if a copy of the presentation could be provided for the staff absent from the meeting. TRCA also inquired if open house material could be provided in advance of the event. <ul style="list-style-type: none"> o MH indicated the tight open house timelines will make advanced circulation challenging. TRCA will be provided a notice once the materials are posted. 	
ACTION ITEMS	PERSON RESPONSIBLE
- MH to share the presentation with attendees and advise once OH materials have been posted on-line.	N. Crockford (MH)
- MH to provide the fluvial assessment based on pier locations once completed.	Ken Luong (MH)

Dist: Participants



- Morrison Hershfield (MH) provided a presentation with an overview of the IEA Study process, results from Open House #2, survey responses, selection of the Preferred Alternative Method/Alignment Alternative, the four sections of Design Alternatives, schedule, and next steps. The presentation has been attached to these minutes.
- MH provided an overview of the design drawings Alternatives in each of the four sections, with particular attention to Sections 2, 3 and 4.

ACTION ITEMS	PERSON RESPONSIBLE
- Morrison Hershfield (MH) to share the presentation with attendees	N. Crockford (MH)

DISCUSSION 3. Questions and Discussion

- Ministry of the Environment, Conservation and Parks (MECP) noted that “Do Nothing” should be considered and included in the assessment.
- MECP requested a confirmation if Teston Road would be a two or four-lane road.
 - o MH confirmed that the preferred Alternative Method carried forward to the design alternative stage would include Teston Road as a four-lane road through the entire project limits.
- MECP inquired about the recent City of Toronto correspondence (February 11, 2022) and concerns that their input had not been requested.
 - o YR advised that regular meetings have been held with City of Toronto and their consultants. Input and data have been requested from Toronto and some input has been provided. Toronto’s concerns and letter were discussed at a meeting between the Teston Road Study Team and the City on February 15, 2022, and YR will be responding in writing to ensure all concerns are documented and addressed, and all pertinent information is shared with the Study Team. City of Toronto staff advised that they were more comfortable with the draft Recommended Plan after reviewing details at the February 15th meeting.
- MECP requested the source of the presented map displaying landfill infrastructure features. They noted the flare facility is not accurately labeled and that there were some errors in the infrastructure locations.
 - o YR advised that Toronto was the source of most of this information and the location information should be fairly recent. MH noted that the flare building indicated is mislabeled and should be the Vaughan Landfill Flare.
- MECP noted that the third (private) landfill has a historic leachate and gas system that are not indicated in the drawings and overall there should be more details indicated on the map. Additionally, infrastructure dating back prior to the 1980s is not being accurately represented. MECP suggested contacting the landfill owner (private) for details.
- MECP asked for confirmation of the road system lane count, location and questioned if the project team looked at a two-lane option
 - o MH noted that the early stages of the study reviewed the projected travel demands for the area and even with maximizing transit use above the anticipated targets, a two lane road would not be sufficient. A four-lane road is required to address the future travel demands. MH's initial study and design work indicates that there is space to accommodate a four-lane road without significant encroachment on any of the landfills although some minor impacts may need to be addressed.
- MECP noted that there would be less impacts in the landfill section with a two-lane option and requested the anticipated project cost and phasing.



- YR advised that Region’s high level project cost estimate is \$180 million, however the project is not in their capital plan. Construction will not commence immediately and phasing could be a part of the construction process.
- MECP questioned if YR’s Council would reject the project. YR noted this was possible.
- Each MECP discipline provided final comments on the project:
 - No comments from the MECP Waste Group.
 - MECP Air Group mentioned possible visibility concerns when the gas flare facility is operating and producing flame plumes close to the active roadway. This should be considered in the air assessment.
 - York District MECP inquired who will own the right-of-way following construction. YR confirmed it will be owned by the Region.
 - York District MECP noted the Vaughan landfill is an older landfill and there should be contingency plans for encountering impacted soils. The project team should ensure enough data is gathered from all three landfill sites.
 - No comments from the MECP Noise Team.
 - MECP Source Water Protection Group inquired if any private wells are within the project limits.
 - MH noted that the area is fully serviced with municipal water and no active wells have been identified.
 - MECP Indigenous Consultation Group inquired if any Indigenous consultation had taken place.
 - YR noted two responses have been received and that reports and invitations for field work will be provided to the interested communities.
 - The Study Team will provide the current list of Indigenous Communities to J. Averill for review and comment.
 - MECP EA Group inquired if options were being considered for one sided pedestrian facilities or a two-lane road.
 - MH noted that the four-lane section will be able to fit throughout the length of the project and that a two-lane road was not being considered. Phasing of the pedestrian /cycling facilities will be considered to avoid near term encroachment on the Keele Valley Landfill.

ACTION ITEMS	PERSON RESPONSIBLE
- Provide MECP with the active list of current Indigenous communities for MECP confirmation. <i>[Post meeting note: A list was provided on April 1, 2022, and MECP responded on April 6, 2022]</i>	N. Crockford (MH)

Dist: Participants



- YR / MH noted that the Study Team is still recommending long term property protection for grade separation but at this time it is expected given the state of grade separation warrants and implementation challenges, particularly the need to raise Keele Street significantly (~6m) to accommodate a grade separation crossing, that at-grade will be implemented with the project and grade-separation would follow at a later date.
 - CV asked about the recommendation for the valley crossing.
 - YR / MH noted that the single-span (+/- 80m) structure is the Preferred Alternative. This meeting will provide additional information on work in the valley and at the embankments.

ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A

DISCUSSION 3. Sections 2 and 3 – Active Transportation (AT) along Teston Road

- AT infrastructure in Sections 2 and 3 is under consideration based on adjacent land uses, network compatibility and other nearby planned or existing AT infrastructure.
 - The City’s preference is to implement separated cycle track/sidewalk per the letter submitted in April 2022. A cycle track is preferred because it’s generally a better user experience.
- YR noted that a staged approach is being considered with respect to AT infrastructure on the south side of the road through Section 2 following initial implementation along the north side.
 - The City agrees that this could be a viable option if absolutely necessary as long as the commitment to implement on the south side is made.
- CV noted that from a network continuity perspective, it would be best to have both cycle track and sidewalk on both the north and south from the outset. From a user perspective they may not know to use the north side when they are travelling from the south.
- The City requested the Study Team review options to ensure that both north and south sides of the road have AT infrastructure. A few options were discussed, including:
 - Standard 36 m right-of-way
 - Reduced boulevards and right-of-way with cycle tracks/sidewalks on both sides.
 - Cycle-track/sidewalk on the north with a modified/slim MUP on the south
 - Only a cycle track on the south with cycle track/sidewalk on the north.
- It was noted that if a cycle track is only on one side, it would need a bi-directional track, and therefore, likely need to be wider.
- A determination will need to be made soon as the Section 3 structure will have to be designed to accommodate the infrastructure that is planned to the east and west of Section 3. The upcoming topographical survey will help define what is feasible in the medium to longer term until landfill infrastructure related constraints are no longer in place.
- The City’s minimum width for sidewalks and cycle tracks is 1.5m with a preference for 1.8m.
- If space is constrained there is the potential for vertical separation (i.e., flex barriers) between the two instead of horizontal separation (i.e., curb, line painting). City AT staff would likely advise that the minimum separation between the cycle track and sidewalk is 0.2m.
 - City AT staff will be provided the drawings shown at this meeting for comment to confirm the minimums noted above.
- The City would also like to see street design/trees considered through this area.

ACTION ITEMS	PERSON RESPONSIBLE
- City AT staff to provide comment on minimum widths for cycle tracks, sidewalks and separation distances.	City Staff via H. Esedebe



DISCUSSION 4. Sections 2 and 3 – Accesses / AT Connections / Crossings

- CV asked as the number of crossings being considered for north-south AT infrastructure to connect the North Maple Regional Park.
 - o YR / MH advised that one below grade crossing in its own culvert is proposed on the west side of the valley with at least two at grade connections to the off-road AT system on Teston Road. Additionally, other crossings could be placed under the structure on the west and east banks.
 - o Potential crossing locations are shown on the plans and more discussion and collaboration will be needed.
- The Study Team is looking for input from the City as to the location of park access(es) at a signalized intersection along Teston Road.
- The current access to the purge well system could be a good location as a potential starting point for an access. During Detailed Design this could be shifted east and west as necessary based on future park planning.
- The City would find it helpful if the Study Team proposed potential locations for at grade and grade separated AT crossings.
 - o Underpass/overpass through the landfill areas would be difficult throughout the landfill areas given the topography and limitations to excavating the landfills. These are not being considered.
- Within the valley the Study Team is looking at reducing embankments via steepening the slopes or the potential for use of retaining walls. This will reduce the environmental impacts and lower the costs to construct.
- The City would like the largest span possible for both environmental reasons and AT uses.
- The City would like the Study Team to consider the look and feel of users underneath the structure and how it's perceived.
- Foundation investigations will be occurring this spring/summer which will also inform the design and what is feasible.

ACTION ITEMS	PERSON RESPONSIBLE
- The Study Team to circulate the Conceptual AT Plans and Design Cross-Section to the City for review and comment. <i>[Post Meeting note: these materials were distributed with these minutes.]</i>	MH (M. Blouin)
- Study Team to consider the look and feel for users underneath the structure as the design progresses.	MH (M. Blouin)

DISCUSSION 5. Sections 1 – Issues / Questions

- Section 1 was briefly discussed early in the meeting. No additional discussions were had at this time.

ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A

DISCUSSION 6. Sections 4 – Issues / Questions

- Only minor widening is required in this section due to the existing pavement being quite wide with a paved median.
- The right-of-way is also very wide, as such very limited property is required along this section of road.
- City would prefer to continue separated cycle track /sidewalk facilities through this area to match their preference for other sections.
 - o The City requested AT infrastructure dimension through this area.



<ul style="list-style-type: none"> - The transition from the on-street bike lanes east of Bathurst (City of Richmond Hill) to the separated cycle/sidewalk west of Bathurst (City of Vaughan) was discussed. <ul style="list-style-type: none"> o City will request comment from their City AT staff. 	
ACTION ITEMS	PERSON RESPONSIBLE
<ul style="list-style-type: none"> - MH to provide dimensions for the roadway cross section in Section 4. 	MH (M. Blouin)
<ul style="list-style-type: none"> - City AT staff to provide comment on the transition from on-street bike lanes in the City of Richmond Hill to cycle track in City of Vaughan. 	City Staff via H. Esedebe
DISCUSSION 7. Property Owner Issues / Engagement	
<ul style="list-style-type: none"> - The Study Team is looking to engage more directly with property owners now that the project has a Preferred Alternative for each section. - YR / MH plan to meet with the Richview Manor, Block 27 owners’ group, private landfill owners, and the 1600 Teston Road owners. <ul style="list-style-type: none"> o YR / MH to share dates/times with City of Vaughan when they are set with the developers. 	
ACTION ITEMS	PERSON RESPONSIBLE
<ul style="list-style-type: none"> - MH to share dates/times of property owner meetings with the City of Vaughan staff. 	MH (N. Crockford)
DISCUSSION 8. Other Items	
<ul style="list-style-type: none"> - The Dufferin Street (Teston Road to Maple Nature Reserve) project is starting Detailed Design. The City has requested an underpass for a trail, south of Teston Road towards the Maple Nature reserve. <ul style="list-style-type: none"> o Dan Foong is the PM for York Region. - Improvements are needed at the Teston Road, and Keele Street Intersection based on the existing conditions. <ul style="list-style-type: none"> o YR noted that this is not part of the IEA study as the study is looking to more long-term solutions. York Region’s planning group takes care of issues such as these via their “bottleneck” program that looks at optimizing intersections. - About 100 survey respondents participated in the OH#3 survey and there were over 200 views across the two videos. - CV asked what comments from TRCA had the Study Team received. <ul style="list-style-type: none"> o TRCA would like to see the multi-span bridge options moved forward. The Study Team is also seeking comments from TRCA on whether they would prefer the revegetated embankments or retaining walls to limit impacts. - Preliminary design will look at stormwater management. This is coming in the next stages of the project. 	
ACTION ITEMS	PERSON RESPONSIBLE
<ul style="list-style-type: none"> - None 	N/A

Dist: Participants



- Preferred Alternative
 - N. Crockford (MH) provided an overview of the four design alternative sections.
 - The full width cross section was displayed with details on lane width, cycle tracks and sidewalks.
 - Due to the location of the subject property, Section 3 details were the major focus of discussions.
 - H. Tozcu (Schaeffers) inquired on the type of slope displayed on the diagram.
 - M. Blouin (MH) noted that 3:1 slopes are displayed in the diagram, however steeper slopes are also being considered.
 - N. Crockford (MH) shared the evaluation matrix that led to the preferred alternative selection for section 3.
- Discussion
 - M. Rogato (Blackthorn) expressed interest in overlaying the conceptual designs for the recommended alternatives on the 1600 Teston Road design plans.
 - A. Nalli (ARN) noted 4:1 sloping could be included as a concept to demonstrate the worst-case property requirements and see how it impacts the planned lot areas. This might allow for more of the holds placed on the development lots to be lifted by the Region.
 - M. Blouin (MH) provided design details surrounding Section 3 and presented engineering drawings.
 - H. Tozcu (Schaeffers) noted that the planned property grading for the development is under design. Requested if MH could begin sharing preliminary design information.
 - A. Harkness (MH) noted that the planned grading could change based on Agency feedback, but for now the project will be developed from the current plans.
 - M. Blouin (MH) noted that the current grading is intended to keep the bridge structure as low as possible in the valley to minimize grading footprint.
 - H. Tozcu (Schaeffers) noted that sharing the current planned grading from the 1600 Teston Road / Teston Sands development and juxtaposing it with MH’s designs will help display an overall picture of the project. He noted that the plans are preliminary and subject to possible changes.
 - M. Rogato (Blackthorn) agreed with the above proposal. He inquired if the pink on the north and south of the diagram represents the extent of works.
 - M. Blouin (MH) indicated that the solid pink lines represent existing property boundaries. The hashed areas represent property to be acquired for the ultimate right-of-way limits (36m)
 - A. Harkness (MH) noted that the dashed yellow line represents the extent of works based on the current 3:1 grading. This might change and may need to consider future recreational trails. Stormwater management for the Teston Road corridor is in the early stages of development.
 - A. Nalli (ARN) inquired about the impacts of the embankments on the existing vegetation.
 - M. Blouin (MH) noted that all vegetation and trees within the grading limits will be removed and the area revegetated once the embankments are constructed. The extent of the embankments is preliminary and subject to change pending design refinements and consultation with approvals agencies. Some combination of embankments and retaining walls may be utilized in different areas around the proposed structure.
 - A. Nalli (ARN) noted that the planned stormwater management pipe would be located along the

south property line of the development and the preference would be for this pipe to be within the Teston Road right-of-way or coordinated with the project so that only one SWM pipe is required.

- H. Tozcu (Schaeffers) shared his screen to display the current general plan for the development, highlighting stormwater management. This included a buried tank leading to an outfall pipe to the valley and the existing pond in the valley.
- P. John (YR) requested the plans for Block 96, a sloped area behind the planned development.
 - M. Rogato (Blackthorn) noted that it is currently owned by their client and will likely be a future development block.
- H. Tozcu (Schaeffers) noted that the current plan is subject to change based on the ultimate grading decisions for the Teston Road valley crossing. The current grading entrance the development is displayed at 2%. The Teston Road is currently designed with a 6% grade, as such the development will need to make an adjustment to their design.
- A. Harkness (MH) inquired if the sanitary sewer will flow via gravity to Dufferin.
 - H. Tozcu (Schaeffers) confirmed gravity flow for this sewer.
- H. Tozcu (Schaeffers) noted the planned buried concrete chamber for stormwater management where treatment will be conducted before the outlet into the watercourse. TRCA has seen the planned design and outfall and has not had any objection. The planned outfall will still need to be developed. This area has been noted as contributing Redside Dace habitat and therefore cool water temperatures are preferred by TRCA. The plan has not received any major objections.
- A. Harkness (MH) inquired if any active transportation trails are currently planned or are being discussed.
 - M. Rogato (Blackthorn) noted that a Trail Feasibility Study was conducted but trails were not deemed feasible through the natural section on east side the valley in the area of the Teston Road extension. There are not any plans for extensive walkways currently.
 - H. Tozcu (Schaeffers) noted there are not any planned trails on the west side of the development, however a northern trail access will be included.
 - A. Harkness (MH) request access to the Trail Feasibility Study for reference during future developments. He noted the preliminary plan to include a trail below the valley structure as well as the planned Vaughn Super Trail further west of the valley crossing.
- A. Harkness (MH) noted that the drawings are very preliminary and subject to change, but they can be shared and asked that the development team share their drawings in return.
- M. Rogato (Blackthorn) inquired if any major objections to the study have been raised.
- A. Harkness (MH) noted that discussions are ongoing with various Agencies and the Project Team is working to address their concerns/comments where feasible.
- A. Harkness (MH) noted that the structure span arrangement could potentially be adjusted based on interest from Agencies for a longer span.
- P. John (YR) inquired if pond removal was discussed between TRCA and the developer.
 - M. Rogato (Blackthorn) noted that while its not confirmed, there may be a requirement to remove the pond as part of the development process.
- A. Harkness (MH) requested access information for the summer field work studies.
 - M. Rogato (Blackthorn) requested notice for access to be coordinated with A. Nalli.

- H. Tozcu (Schaeffers) noted that major earth works operations have begun at 1600 Teston Road / Teston Sands and access may be limited based on the state of construction.
 - M. Rogato (Blackthorn) requested information sharing based on the outcome of field work investigations.
 - A. Harkness (MH) said that work can be shared once finalized. He requested the planned development timeline for 1600 Teston
 - M. Rogato (Blackthorn) noted they are on an aggressive schedule to develop the property and are hoping the Region can lift as many holds on parcels as possible at this point.
- P. John (YR): Thanked the 1600 Teston group for the feedback and encouraged more discussion on the issues addressed during the meeting.

ACTION ITEMS	PERSON RESPONSIBLE
- Share preliminary design drawings pertaining to Teston Road (Section 3) and for the development area. <i>[Post meeting note: design files were shared by MH and Schaeffers on June 9, 2022]</i>	M. Blouin (MH) H. Tozcu (Schaeffers)

Dist: Participants / Invitees



YORK REGION TESTON ROAD AREA IEA MEETING WITH BLOCK 27 LANDOWNERS GROUP

Project: Individual Environmental Assessment and Preliminary Design for Teston Road Area Between Highway 400 and Bathurst Street. P-19-218

Project No.: 1902618.00

Place: MS Teams Mtg./Conference Call

Date: June 14, 2022 **Time:** 9:00 am – 10:30 am

Participants: **York Region**

Praveen John	Project Manager
Philip Brandon	Project Coordinator

Block 27

Mustafa Ghassan	Delta Urban
Andrew Lam	Delta Urban
Lisa La Civita	Armland Group
Kenneth Chan	LEA Consulting
Katherine Kung	LEA Consulting
Kevin Tat	LEA Consulting
Koryun Shahbikian	Schaeffers - Water Resource Manager
Hacik Tozcu	Schaeffers - Civil Consultant

MH

Andrew Harkness	Project Manager
Martin Blouin	Deputy PM
Nick Crockford	EA Coordinator
Alex Frayne	EA Team

Regrets:

Chris Lant	Delta Urban
Daniel Belli	Armland Group
Chris Sidlar	LEA Consulting

DISCUSSION 1. Introductions/Presentation

- P. John (YR) welcomed everyone and provided a brief overview of the project history, meeting purpose and progress to date.
- A. Harkness (MH) lead introductions and provided an overview of the MH project progress to date including the IEA Study process, schedule and next steps.
- Project History and Background
 - N. Crockford (MH) provided an overview of the project background and current schedule timeline. Details around the assessment process that led to the preferred corridor and alignment alternatives

were provided. Alternative 2 is proposed - an at-grade Teston Road / GO Rail crossing with long term protection for a Teston Road / GO Rail grade-separation with Keele on its existing alignment and Teston Road shifted to the north to improve the east-west road geometry.

- M. Ghassan (Delta) Requested access to the presentation (**ACTION**).

ACTION ITEMS	PERSON RESPONSIBLE
- MH to include a copy of the presentation slides with the meeting minutes.	N. Crockford (MH)

DISCUSSION 2. Questions and Discussion

- Discussion
 - Schaeffers noted parcel 26 will eventually become a mid-rise development. Raising the grade of the intersection for the future grade-separation would be desirable. The landowner would currently prefer Alternative 1 for the future Teston Road / GO Rail grade-separation which includes Keele and Teston on their existing alignments.
 - LEA inquired what the difference is between the two orange areas displayed in the design drawing.
 - MH noted the orange hashed area represents the grading limits, not the overall property right-of-way limits. MH shared their screen displaying the functional alignment of the recommended at-grade crossing proposed under Alternative 2. It was noted that intersection daylighting would be required.
 - Schaeffers and LEA requested details on the overall land taking impacts. Requested if the Pink dashed line represents the land taking limits for Alternative 1. MH confirmed that assumption is correct, however, this design is still preliminary. It was noted the Teston / Keele intersection would need to be raised at least 6 m to accommodate a grade-separated GO Rail crossing.
 - LEA inquired if a detailed map could also be created for Alternative 1 to represent the land impact differences between Alternative 1 and 2. Questioned if the EA will identify land required for a future GO Rail grade separation.
 - MH noted the EA will identify property required for both the initial at-grade crossing and the future grade-separation.
 - LEA inquired what the horizon is for the GO Rail grade-separation. MH noted the project planning horizon is based on York Region’s 2041 Master Plan however a timeline hasn’t been set for the future grade-separation.
 - LEA inquired if the GO rail expansion will trigger this grade-separation. York Region noted the grade-separation threshold is not currently met, however GO expansion may trigger the need for grade-separation in future.
 - LEA inquired if this evaluation could be shared with the group.
 - LEA noted it will be challenging for a developer to develop a site without knowing when a significant change to the adjacent road elevation will occur.
 - Schaeffers requested if an at-grade vs. future raised profile is available. MH shared the two profiles.
 - Schaeffers requested if Alternative 1 could be considered given the different impacts to developments.



- York Region noted this could be a possibility. Access to developer plans will assist the study in deciding which alternative will have the least impacts to all surrounding property owners.
- Delta Urban requested what the preferred alignment is, what the thresholds are for a grade separation, and what the timeline is for implementation. This information is critical for the progress of draft plans for the development. The ultimate grade profile timeline, 5 vs 20 years, will inform their development.
- LEA noted the Block 27 development plan includes a north-south collector road roughly 250m west of Keele Street.
- Armland Group requested the planned method of land taking.
 - York Region noted that property acquisition is dependent on the timing of the development and road improvement implementation. If the development were to proceed ahead of the road improvement then acquisition would take place through the development application process. Alternatively, if the road project required the property ahead of the development, then acquisition would be through a negotiated exchange or expropriation.
- LEA inquired if there will be a difference between the land taking that is required for this project and what is required for further works in the study area.
 - York Region noted the property requirements for the Teston Road project will be indicated in the IEA and any further property requirements would be addressed during the site plan approval process. This could be subject to change.
 - MH noted discussions with the Region can occur that give more detail on the timing of specific property requirements. The current design plans are preliminary and subject to change. MH inquired if there is a preference to receiving plans early or later.
 - Delta Urban noted preliminary plans are preferred since it gives an opportunity to flag potential issues early before more advanced plans are developed. They requested a timeline for sharing these preliminary designs.
 - MH noted a preliminary package of materials could be provided now **(ACTION)**.
- York Region and MH thanked the Block 27 Group for the feedback and encouraged more discussion on the issues addressed during the meeting. It was agreed that a follow-up meeting would be arranged after the project design has been developed further (which will follow summer surveys and investigations).

ACTION ITEMS	PERSON RESPONSIBLE
- MH to share preliminary design drawings for Section 1 and the GO Rail grade-separation warrants.	M. Blouin (MH)

Dist: Participants



- M. Blouin (MH) provided an overview of the revised design drawings pertaining to the Keele Street and Teston Road alignments.
- The at-grade and grade separated options were presented. Proposed grading changes displayed a reduced grade from 7% to 3% through the Keele St. intersection for the grade-separated option. The property requirements / grading impacts were displayed for both options.
- Alternative 2 (shift Teston Road to the north, rail overpass) is still the recommended long term alternative for the area, however the team has adjusted the alignment of Teston Road to reduce the property / grading impacts in the northwest corner of Keele/Teston. There will still be temporary easement requirements for completing grading, but this will depend on whether the development is constructed first or if the road is built first.
- The Region’s property requirement will be the York Region Official Plan ROW of 18.0m from the proposed road centreline and daylight triangle at the north-west quadrant of the Teston Road & Keele Street intersection – no additional property is required.

ACTION ITEMS	PERSON RESPONSIBLE
- None.	

DISCUSSION 2. Questions and Discussion

- Discussion
 - LEA noted that the large elevation changes required through Keele Street would have implications on the elevation of the Block 27 development. While the intersection grade was flattened to 3%, it may need further adjustments to allow for a crown and cross fall for drainage. This would also have impacts on the grading and elevation within the Block 27 development.
 - LEA noted that the grading of the proposed properties is planned to be built at specific heights. When the future rail grade separation occurs and the Teston Road profile is raised, the proposed properties will not match the street profile.
 - YR noted that the proposed Teston Road profile raise would likely be at least 20-30 years in the future. The at-grade Teston Road grading design has been developed to minimize the impacts. The planned elevations of Block 27’s buildings and sites will inform the intersection design. Coordination is required to avoid future impacts to the Block 27 buildings and sites.
 - LEA noted that the 3m elevation change at the future ‘Street A’ will need to be flattened out and prepared for an intersection.
 - YR confirmed that any future intersection will be redeveloped to standard.
 - YR confirmed that train volumes are the only factor triggering grade separation and that GO transit may be also looking at adjusting warrant requirements for urban rail corridors that only have passenger trains as current warrants consider long shipping trains and not quick short trains.
 - YR confirmed Metrolinx has been consulted and are in agreement with the recommendation for at-grade crossing as an interim solution.
 - The constraints of an underpass option were discussed noting that the drainage and maintenance requirements would not make an underpass feasible. Additionally, it would have impacted the nearby pumping station in the northeast quadrant of the intersection.



- MH’s structural engineers have confirmed the current design will accommodate the Teston Road and GO transit requirements, including GO electrification requirements.
 - Stormwater management will be kept separate between the Block 27 development and the Regional road network.
 - LEA indicated drainage west of the intersection should be designed to capture flows into the regional sewers. The current grade will convey flows towards the Block 27 drainage infrastructure.
 - YR confirmed that the municipal drainage infrastructure will capture these flows and avoid stormwater entering the Block 27 system.
 - A final PIC will take place in spring 2023 and the Draft EA submission to MECP will follow later in 2023. MECP’s approval will likely require over a year. The Regional Council has not allocated funds for construction.
 - Delta Urban confirmed timelines for the submission of the design plans and need for further consultation between the Block 27 group and the Teston Road IEA project team.
 - Block 27 is preparing for submission to the City of Vaughan, and requested that drawings be provided in CAD to show coordination between Block 27 and the Teston Road IEA team.
 - YR confirmed cycling infrastructure is a City responsibility. The continuity of any AT infrastructure beyond the project limits will be discussed with the City of Vaughan at a future meeting.
 - MH noted a preliminary package of materials will be provided.
- York Region and MH thanked the Block 27 Group for the feedback and encouraged more discussion on the issues addressed during the meeting. It was agreed that a follow-up meeting would be arranged following the review of both parties design drawings.

ACTION ITEMS	PERSON RESPONSIBLE
MH to provide preliminary design drawings with the Block 27. <i>[Post Meeting Note: CAD plan and profile drawings were provided to Block 27 on October 6, 2022]</i>	M. Blouin (MH)
Block 27 Group will provide site / grading drawings to MH.	Block 27 Group
Block 27 Group will provide consolidated comments by end of October.	Block 27 Group
MH to coordinate a follow up meeting – target of mid-November.	N. Crockford (MH)

Dist: Participants



ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A

DISCUSSION 3. Section 1 – Keele Intersection/GO Rail Crossing	
<ul style="list-style-type: none"> - The alignment through the Keele Street intersection has been revised to reflect comments received from the Block 27 Landowners Group. Teston will still be shifted to the north but less northerly (about 5m less) than was previously shown. - The Teston Road profile has also been flattened to conform with design standards (max. 3% grade through Keele Street intersection). This extends the limits of reconstruction further west along Teston Road. - Conversations are ongoing with Block 27 and future meetings are planned once additional comments are provided by Block 27. (City staff can be invited to future meetings if of interest.) - Long Term Teston Road / GO Rail crossing Grade-separation design will not require realignment of Keele Street; however, the grading footprint will extend further due to the raised profiles of Teston Road and Keele Street. 	

ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A

DISCUSSION 4. Vaughan Comments (Refer to November 4, 2022 email attached to these minutes)	
<ul style="list-style-type: none"> - Cycling cross-rides should be included at appropriate intersections to connect cycling/Active Transportation infrastructure as well as frequent signalized intersections (locations noted previously by email) to provide access to both cycle tracks and transit stops. - Property protection for Future Teston Road / GO Rail Crossing Grade-Separation should also protect for the future trail connection along the GO rail line as identified in the City of Vaughan Pedestrian and Bicycle Master Plan. <ul style="list-style-type: none"> o This trail is only conceptual; it was planned on the east side but there are constraints north and south that need further review by the City of Vaughan. Any trail would also need to connect to AT along Teston Road as well. - The City would prefer early implementation of the Teston Road / GO Rail Grade-Separation. - There is a noted potential location for signalized NMRP access and an at-grade trail crossing connection on the design plans. <ul style="list-style-type: none"> o Adding a Teston Road trail grade separation to connect the north and south sections of the park would be quite challenging within Section 2 given the topography of the landfills and the material undergrounds – although one or more grade-separated crossings within the valley (Section 3) are more feasible. - City would like to review and provide comments on what the YR team is suggesting for AT trails/crossings within the valley. - Clarity was requested on the proposed dimension of 2.35 meters for the cycle track within the cross sections. <ul style="list-style-type: none"> o Actual paved area would be about 2.1 metres, the rest is a buffer evenly spread on each side. o City is also considering allowing ‘micro-mobility’ on these types of AT facilities (such as e-bikes/scooters, etc.) so they prefer a minimum of 2.0 metres of paved surface, plus 0.3m buffer on each side to vertical surfaces. - The Region is currently moving forward with work on Dufferin between Teston and Major Mackenzie Drive which will have a MUP to the north of Teston that connects the community to the north. - MH will respond to the comments in written format to formally close the loop on all the comments. 	

ACTION ITEMS	PERSON RESPONSIBLE
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- MH to formally respond to the City’s November 4, 2022, comments.	N. Crockford (MH)
DISCUSSION 5. Other Items	
<ul style="list-style-type: none"> - The Master Plan process for the North Maple Regional Park has begun. <ul style="list-style-type: none"> o If additional details are available for traffic volumes, or pedestrian/cyclist volumes, the Study Team would appreciate receiving them from the City of Vaughan. - The 80m bridge crossing recommendation is not anticipated to change. - The City would like to reiterate their preference for the grade separation to occur upon implementation of the Teston Road. 	
ACTION ITEMS	PERSON RESPONSIBLE
- City of Vaughan to provide any projections for traffic volumes or pedestrian/cyclist volumes associated with the NMRP	H. Esedebe (CofV)

Dist: Participants



management designs (including storage tanks).

- 1600 Teston Road does not currently require a retaining wall along the property line between 1600 and 1500 Teston Road, however, there may requirements for one if elevations are changed. (MH to review.)
- YR's current draft preliminary design has a 6% grade through the valley to keep the valley structure length (span) and height to a minimum. This reduces the overall footprint impacts in the valley.
- 1600 Teston Road would like to find a compromise between the Teston Road lower elevation and the proposed elevation and stormwater management requirements of the development.
- 1600 Teston Road needs to advise YR how low the elevation of the development can go at the intersection of Teston Road and Future Roadway A.
- Stormwater Management flows must be captured in the facility north along Road A so lowering the elevation would create a condition of uncontrolled drainage onto the Regional Road. This may be acceptable once Teston Road is constructed, however, in the interim condition, it must be addressed to the acceptability of TRCA.
- The development's stormwater outlet could also be made available to the Regional stormwater system for Teston Road's drainage.
- 1600 Teston Road will review and advise on their options for their access road elevation, grading, and stormwater management with the information provide by Morrison Hershfield. *[Post Meeting Note: MH provided the most up to date design files for the area around 1600 Teston Road to Schaeffers.]*
- 1600 Teston Road is also in the process of assessing future development on the western side of the property. A lower Teston Road profile may be beneficial for this site.
- A lower Teston Road may also benefit the developments from a noise perspective as well.
- A follow-up meeting will be targeted for December 20, 2022.

ACTION ITEMS	PERSON RESPONSIBLE
<ul style="list-style-type: none"> - MH / YR to review current designs, retaining wall requirements and trade-offs associated with increasing the Teston Road elevation and/or (steepening) the roadway grade west of the development access. 	<p style="text-align: center;">MH/YR</p>
<ul style="list-style-type: none"> - 1600 Teston Road will review options to adjust their designs and report back to York Region and Morrison Hershfield. 	<p style="text-align: center;">Hovig Tozcu (Schaeffers)</p>

Dist: Participants / Invitees



- 1600 Teston Road’s challenge with meeting the elevation of the future Teston Road is that as currently designed, there would be an area of uncontrolled flows towards Teston Road from the development and consensus has been reached with TRCA on how the development addresses stormwater management. This may require redesign of the entire development if a solution can’t be reached.
- There is a discrepancy in the survey elevations at the property limits between MH’s survey and 1600 Teston Road’s survey. Agree to share the surveys to reconcile the difference which may assist in having the two roads closer in elevation. *[Post-meeting note: 1600 Teston Road provided their topographic survey plan information, as well as their grading surface models, and their preliminary design to MH.]*
- 1600 Teston Road advised that along the property limits the grade difference varies greatly and depending on where MH cut the sections, the size of retaining wall will also vary. There is only a small area where a large retaining wall would be required on their property.
- Right at the corner of Teston Road and Street A, MH’s section only shows a 0.92 m difference in elevation between the proposed ROW and existing ground.
- 1600 Teston Road would like to build as close to future conditions as possible to avoid future rework.
 - Teston Road is not on the Region’s 10-year capital plan so there will likely be rework of the area at the time of detailed design and construction. This will allow the Region to address issues with the City of Vaughan who would have jurisdiction of the development roadway at that time.
- 1600 Teston Road may be able to grade out the area between the future roadway and the property line without needing the retaining wall along Teston Road in the pre-Teston Road conditions.
- A maximum grade of 6% is York Region’s operational target and approvals on the design would not proceed if any greater grades are proposed. Praveen John (YR) will discuss with York Region management if there is any flexibility, however, all ongoing projects are being held to the 6% standard and some projects are working to correct existing roadways that do not meet the standard.
- Teston Road will have its own stormwater management facility/outlet separate from the development area.
- Elevation of the roadway in the valley will be addressed via retaining walls or embankments that could be replanted. This is a point of discussion that will be raised with TRCA in the future.
- MH will share its topographic survey with 1600 Teston Road. Schaeffers to provide their ‘design surface’.
- The next meeting will be held in early February.

ACTION ITEMS	PERSON RESPONSIBLE
- MH and Schaeffers to exchange topographic survey / design information to reconcile the difference in elevations and to enable further coordination.	M. Blouin (MH) / H. Tozcu (Schaeffers)
- YR to have internal discussions on changes to the 6% grade requirement.	P. John (YR)

Dist: Participants / Invitees



- The Individual EA started in Spring 2020 and is expected to be completed in 2024.
- The study team is currently at the preliminary design stage, anticipating the final open house to occur in Fall 2023
 - o The Draft IEA report will be published for agency and public review following the final open house.
- Two important steps have been conducted during the drafting of the preliminary design:
 - o The evaluation to assess alternatives for embankments/retaining walls and the evaluation of alternatives for bridge design.

ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A

DISCUSSION Section 1: Keele Street to Rodinea Road

- Preliminary Design
 - o East of Keele Street, the Active Transportation (AT) facility will be a separate cycle track and sidewalk on both the north and south sides of Teston Road, whereas under the interim configuration it will likely be a Multiuse Path on the north side only. A potential interim south side AT facility would need to terminate at Rodinea Road.
 - CV noted that it is not favourable to discontinue the active transportation facilities on the south side, as it forces pedestrians to go all the way to Keele Street to cross Teston Road.
 - The ideal scenario, as stated by CV, would be that the north side landfill access driveway and Rodinea Road align at a signalized intersection.
 - The study team clarified that due to the private landfill site, it would be difficult to realign to Rodinea Road, and therefore a solution would require more property takings in the southeast quadrant of Teston/Rodinea.
 - o The interim AT solution would be to implement a 3m MUP from Keele Street to Dufferin Road on the north side only.
 - Study team is interested in further discussion about the level of AT demand on the south side of Teston Road.

ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A

DISCUSSION Section 2: Rodinea Road to Valley (Landfill Area)

- Review of Recommended Preliminary Design
 - o Study team highlighted that the potential location of access into the future park must be coordinated with the City of Vaughan and the City of Toronto due to the location of the landfill groundwater monitoring wells and purge well system.
 - o CV inquired about the access to the landfills.
 - Currently there is an existing gate to the east of Rodinea Road that will require some restrictions to prevent public access.
 - The south side is controlled by the City of Toronto and will likely continue to be fenced off for many years, whereas the north side can be accessed through the regional park but may have some access restrictions.

ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A



DISCUSSION Section 3: Valley Crossing

- Review of Recommended Preliminary Design
 - o The MUP will continue along the north side, with no AT facilities on the south, however full road embankment platform in the valley would be built to the ultimate configuration.
 - CV inquired about innovative considerations for AT facilities, such as for YR’s Second Concession Road, allowing the AT to be located further down in the valley to allow pedestrians to enjoy the views and provide better connectivity to the park.
 - YR agrees that there are opportunities for trail connections, however, these are likely to be implemented as part of other processes (development or City driven) and would then be joined with AT facilities along Teston Road as appropriate.
 - CV suggested that AT facilities hang below the bridge rather than along vehicular traffic.
 - o Using 2:1 side slopes, multiple sets of benches with stable slopes would be needed
 - The City asked about the significant amount of material here, 2:1 side slopes, benches to meet maximum height (5m high slopes) but overall footprint will be 30m on each direction, about max 90m wide footprint into valley.
 - o MH clarified that SWM facilities would be located underground within the ROW.
 - CV asked about opportunity for other SWM techniques that could be utilized in this section such as bio swales or Low Impact Development (LID) to introduce more naturalized features to blend with the park.
 - Study team mentioned that these surface elements will not work in this section due to the vertical constraints and the valley.
 - YR highlighted that the landfill area effluent is monitored for chloride levels, and the landfill owners do not want any infiltration from road runoff.

ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A

DISCUSSION Section 4: Dufferin to Bathurst Rd

- No questions/concerns were raised for this section.

DISCUSSION Next Steps and Other Items for Discussion

- CV asked about future transit stops and locations for crossings for AT users.
 - o The study team has added at least one location of additional traffic control signal for this, even though traffic warrants are not met.
 - o YR clarified that York Region Transit (YRT) don’t have any plans currently for transit along this route. YRT standard practice places stops on the nearside of intersections. A potential future bus stop may be located on the north side of Teston Road on the Rodinea Road northeast corner.
 - o It is noted that signalized crossings to accommodate future bus stops can be discussed, reviewed, and incorporated during detailed design.
- The City noted that they have been asked by the industrial businesses in the area to construct some sort of AT facilities to allow them to travel to the transit service at Keele Street.
 - o There currently isn’t a crossing committed at Rodinea Road, however it can be considered in the future.
- The YR study team asked to be updated if there are any updates regarding planning within the NMRP area.
 - o CV interested in opportunities to connect to future Vaughan Super Trail and prefer flatter gradients through the valley area for cyclists.
- YR asked the City if there were any new developments in this corridor.



- CV have not seen any new developments besides 1600 Teston Rd, future developments will be forwarded to the YR study team.
- It is noted that the study team have met with Block 27 developers a couple of times and have corresponded with the landfill owners.
- The City will provide formal comment on this meeting and provide a package with comments sometime next month.
- CV asked about the timelines for the interim conditions versus the ultimate conditions of the ROW.
 - YR clarified that this is still up to council to approve the budget, but the interim is likely close to 2035 if it is added to the ten-year plan.
- CV inquired about the key constraint for the project and if there are other funding opportunities being explored with the Region (For example, federal or provincial funding)
 - YR clarified that the key constraint for the project is funding, and noted that cost estimates have been reduced through the preliminary findings of the Individual EA. The imminent constraint will be in regard to approvals.
 - YR is unaware of any external funding opportunities but will inquire with their planning team.
- CV wants to know if the EA will show the designs for the interim and ultimate conditions or just speak to the ultimate conditions.
 - Study team clarified that the EA would show both conditions, so it is captured and protected in the future.

ACTION ITEMS	PERSON RESPONSIBLE
- YR to inquire with Planning team about external funding opportunities.	P. John (YR)
- CV to provide additional comments.	H. Esedebe (CV)

Dist: Participants/Invitees



- No creeks or any watercourses are located near this area that can be used as stormwater outlets; SWM facilities are located further south of the ROW as part of the existing subdivisions. Existing culverts drain to this area and flow to the subdivision system to the west.
- Section 2: Rodinea Rd to Valley
 - No questions/concerns were raised for this section.
- Section 3: Valley Crossing
 - TRCA asked if there is any opportunity to provide an infiltration unit or have some plantings at the outlet to get extra treatment that may also provide an erosion control benefit.
 - The study team clarified that the Low Impact Development (LID) features are not labeled on the drawing, but there is opportunity to provide LIDs at the outlets for water quality treatment.
 - TRCA pointed out that infiltration is not desirable in this area because the contaminated groundwater plumes associated with the landfills must be considered and they don't want to disturb the groundwater flow patterns and monitoring.
 - YR noted there is a 'man-made' on-line pond located on the north side of the bridge. If it is acquired by the City or TRCA it could be utilized for enhanced water quality measures.
 - TRCA recommended to evaluate the opportunity using the footprint of the existing on-line pond along East Don River for water quality by converting the existing online pond to an offline pond or wetland together with realignment of the low flow channel.
 - TRCA highlighted the Major Mackenzie Drive West/Pine Valley Rd project where a separate wildlife crossing was constructed to allow deer to safely cross without conflict with drivers.
 - TRCA inquired about another terrestrial passage opportunity since not all wildlife likes to cross at the river.
 - The study team noted that they are in discussion with the City of Vaughan with respect to potential trail culvert crossings in this area.
 - TRCA noted that mixing human activity and wildlife is not desirable as wild animals tend to avoid areas that smell like people and dogs, likely choosing to cross the road rather than using the trail.
 - YR inquired about the plantings in this section. TRCA pointed out this is very similar to the widening of Major Mackenzie Drive West- Islington to Pine Valley project where edge management was conducted due to the existing forest. TRCA recommended YR to look at what was done for this project and use a very similar design.
- Section 4: Dufferin to Bathurst
 - Regarding the wetland on the north side, TRCA does not believe it is classified as a Provincially Significant Wetland (PSW).
 - TRCA noted that the culvert west of Saul Ct has high groundwater pressure and is highly sensitive; several years ago, a large sediment release occurred filling the creak with lots of sediment.
 - YR clarified that the study team plans to construct retaining walls to avoid impacts to the wetland.
 - TRCA highlighted that YR may have some existing natural heritage information from the study that occurred when the culvert was replaced. YR to investigate this.

- Climate Change and Air Quality
 - o No questions/concerns were raised for this section.

ACTION ITEMS	PERSON RESPONSIBLE
- YR to look into existing natural heritage information for the culvert west of Saul Ct.	P. John / P. Brandon (YR)

DISCUSSION 3. Next Steps and Other Items for Discussion

- MH reminded the team that the bridge crossing is still being finalized and the design of the structure and embankments will be refined.
- TRCA inquired if the study team has looked at any of the culvert crossings from a floodplain management perspective.
 - o MH has reviewed TRCA’s floodplain. At the high level, the new East Don River bridge will span over the regulatory floodplain. No impact is anticipated. The Patterson Creek (also named as McNair Creek) culvert currently has sufficient capacity to convey the Regional storm without overtopping Teston Rd sp the culvert doesn’t need to be lengthened. Therefore, negative impacts on the TRCA’s regulatory floodline are not anticipated.
 - o TRCA understands that it may be difficult to meet unit flow targets for linear infrastructure projects. TRCA is willing to accept a best effort approach with post-to-pre control as a minimum.
- The study team will prepare another round of materials which will include more specific designs, impacts, and mitigation measures. It will be sent to TRCA for comment prior to the final open house.

ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A

Dist: Participants / Invitees



TESTON ROAD AREA IEA: RECOMMENDED DESIGNS MEETING WITH MECP

Project Individual Environmental Assessment and Preliminary Design for Teston Road Area Between Highway 400 and Bathurst Street. P-19-218

Project #: 1902618.00

Place: MS Teams Mtg./Conference Call

Date/Time: May 24, 2023 **Time** 3:30pm – 4:20 pm

Participants:

York Region
 Praveen John Project Manager
 Philip Brandon Project Coordinator

MECP
 Jenny Archibald Special Project Officer
 Solange Desautels Supervisor – Project Coordination Team (Central/Eastern Region)

MH
 Andrew Harkness Project Manager
 Martin Blouin Deputy PM
 Nick Crockford EA Coordinator
 Victoria Cheng Jr. Environmental Planner

DISCUSSION	1. Introduction and Project Update	
<ul style="list-style-type: none"> - P. John (YR) welcomed everyone and provided a brief overview of the meeting purpose and progress to date. - N. Crockford (MH) went through a brief overview of the progress to date, evaluation criteria, and what was heard in the third open house. 		
ACTION ITEMS	PERSON RESPONSIBLE	
<ul style="list-style-type: none"> - None 	N/A	
DISCUSSION	2. Design and Preliminary Impact Assessment and Proposed Mitigation Measures	
<ul style="list-style-type: none"> - N. Crockford (MH) provided the summary of impacts to section 1-4 of the project. - Section 1: Keele St to Rodinea Rd <ul style="list-style-type: none"> o MECP inquired about how property owners are feeling about the reconfiguration. <ul style="list-style-type: none"> ▪ The study team clarified that they have not heard anything recently from property owners. The approximate recommended alignment was presented through on-line consultations, and notices were sent to local property owners. 		

- MECP suggested sending direct notices to affected property owners as they may not be aware of how the reconfiguration directly affects them.
- Section 2: Rodinea Rd to Valley
 - YR noted for MECP’s information that the City of Toronto is reviewing underground pipe locations to ensure accuracy since the last time it was provided to the study team.
- Section 3: Valley Crossing
 - No questions/concerns raised for this section.
- Section 4: Dufferin St to Bathurst St
 - No questions/concerns raised for this section.

ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A

DISCUSSION 3. Next Steps and Other Items for Discussion

- MECP inquired about the timeline for submitting the Draft EA
 - The study team is looking to submit the draft EA following the fourth open house, sometime in winter 2024.
 - MECP recommends circulating the draft EA to other groups as well.
 - The study team noted that it will be circulated to all affected agencies and made available for public review.
- The study team has identified that they would like to meet with the MECP landfill group and the City of Toronto and City of Vaughan in a separate landfill meeting.
 - Meetings will be set up with other ministry staff in June.
 - MH to speak to City of Toronto/City of Vaughan about their availability.
 - MECP to coordinate with internal groups about their availability.

ACTION ITEMS	PERSON RESPONSIBLE
- MH and MECP to coordinate about availability for future meetings	MH & MECP

Dist: Participants / Invitees



TESTON ROAD AREA IEA: MEETING WITH 1600 TESTON ROAD

Project: Individual Environmental Assessment and Preliminary Design for Teston Road Area Between Highway 400 and Bathurst Street. P-19-218

Project No.: 1902618.00

Place: MS Teams Mtg./Conference Call

Date: May 26, 2023

Time: 11:30am-12:10pm

Participants: York Region

Praveen John	Project Manager
Philip Brandon	Project Coordinator

1600 Teston Road Team

Maurizio Rogato	Blackthorn Development Corp. - Principal Planner
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MH

Andrew Harkness	Project Manager
Martin Blouin	Deputy PM
Nick Crockford	EA Coordinator
Victoria Cheng	Jr. Environmental Planner

DISCUSSION 1. 1600 Teston Road Update

- The 1600 Teston Road team has been able to revise their grading plan to match the Teston Road elevation proposed in the IEA team’s current preliminary design. They are about to file their second submission of the draft plan in about a month and a half.
- The 1600 Teston Road team highlighted the greatest challenge to get approval is the grading for the 10m buffer area between the proposed development block and the natural heritage block.
- The 1600 Teston Road team to send study team the draft plans.

ACTION ITEMS	PERSON RESPONSIBLE
- 1600 Teston Road team to send study team the draft plans.	M. Rogato (1600 Teston Road)

DISCUSSION 2. Teston Road Project Update

- YR noted that the study team is still in the process of determining what kind of bridge will be constructed in this valley.
- N. Crockford went through a brief overview of the progress to date.

ACTION ITEMS	PERSON RESPONSIBLE
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- None	N/A
DISCUSSION 3. Design & Preliminary Impact Assessment, and Proposed Mitigation Measures for Section 3	
<ul style="list-style-type: none"> - Habitat for mammals, reptiles, and amphibians is located throughout the valley, however the only Species at Risk (SAR) habitat identified were bats. The MECP protocols to confirm presence of SAR bats will be completed in a future phase of the project. - The 1600 Teston Road team inquired about cost sharing of their noise attenuation fence. <ul style="list-style-type: none"> o The study team confirmed that if the development had not proceeded, the widening of Teston Road would not require noise attenuation fencing on the north. No cost sharing will be conducted, and the cost of the noise fence will be solely covered by the 1600 Teston Road development. - The study team asked about plans for the artificial pond located on the 1600 Teston Road owner's property. <ul style="list-style-type: none"> o The 1600 Teston Road team clarified that the online pond will likely be removed as part of their conditions of approval. 1600 Teston Road team to share Regional and City conditions of approval with study team for information only. <i>[Post meeting note: M Rogato provided the draft conditions of approval on May 26, 2023]</i> o It is noted that the 1600 Teston Road team is looking into developing this (existing online pond) future block for more intensified residential use. o In terms of discussions with approving agencies regarding the pond, the 1600 Teston Road team may have to conduct an OPA or site plan process for intensified residential use. o The 1600 Teston Road team clarified that removal of the pond will likely occur post registration or when the block plans are finalized. - MH inquired about the access to the existing online pond block. <ul style="list-style-type: none"> o Access to the block will occur through the development roads. The 1600 Teston Road team will make provisions in their plan for access to travel south off of the road between Teston Road and their development. o It is noted that there will be no access to the block from Teston Road. 	
ACTION ITEMS	PERSON RESPONSIBLE
- 1600 Teston Road team to send study team the updated conditions of approval. <i>[Post meeting note: M Rogato provided the conditions of approval on May 26, 2023]</i>	M. Rogato (1600 Teston Road)
DISCUSSION 4. Next Steps and other questions	
<ul style="list-style-type: none"> - The 1600 Teston Road team requested the presentation shown in the meeting to be sent. Study team to send this <i>[Post meeting note: N. Crockford provided the presentation on May 29, 2023].</i> - The 1600 Teston Road team will send the updated conditions of approval to the study team for information. 	
ACTION ITEMS	PERSON RESPONSIBLE
- MH to send meeting presentation to 1600 Teston Road Team <i>[Post meeting note: N. Crockford provided the presentation on May 29, 2023].</i>	N. Crockford (MH)

options. *[Post-meeting note: A 40 m span with 20 m vertical retaining walls and wing walls beyond that is being considered by YR. Details are attached and feedback is requested.]*

- MNRF's original recommendation was for a free span bridge.
 - It was noted that the Natural Core Area is a mature forested valley, regional areas of natural and significant interest (ANSI), provincially significant wetland (PSW), and a groundwater fed system.
 - MNRF highlighted that the proposed bridge structure almost doubles the environmental impact due to the road footprint and the elimination of mature forest for construction of the embankments.
 - The study team has reviewed the options for various spans across the valley and is open to feedback to ensure that impacts are considered when creating an appropriate plan that addresses them.
 - YR clarified that the straightest alignment was chosen due to the remnants of the old road and the height of the bridge was chosen because of the deep shape of the valley.
- MNRF noted that the area is a major wildlife corridor. With such a narrow bridge opening, the recreational trails will have to go through the PSW, restricting wildlife movement that was previously open to the entire valley. MNRF asked the study team if they are contemplating additional wildlife passages and how they plan to deal with public trails as they want to keep the public out of the wetland and wildlife passage areas.
 - The study team is still conducting ongoing discussions with the City of Vaughan about what works best. Crossings through the embankment, separate from the lower part of the valley, are being considered.
- In regard to the online pond, on private property, MNRF's preference is that it be removed.
 - From an MECP perspective the pond will be considered redbreast sunfish recovery habitat and brook trout habitat.
 - MNRF noted that if the stream is diverted around the pond, sensitive groundwater peat and organic deposited wetlands must be dealt with, causing disturbance to the wetland and erosional problems through the river and surrounding area. It would be better to remove the dam and allow it to revegetate back to a wetland.
 - MH highlighted the broad support for the pond removal, which may be a condition of approval for the developer who owns the pond.
- In terms of stormwater management, MNRF asked the study team how they plan to deal with managing stormwater and the road salt that will enter the stream, which has sensitive fish.
 - MH noted that the proposed design includes underground retention and OGS.
- MNRF inquired if the study team has considered acquiring land on the east side of the valley to revegetate the land and provide additional efforts to make up for the impacts to the valley.
 - The study team is currently in discussion with the City of Vaughan regarding replacement habitat creation opportunities to the west, adjacent to the wooded area. The discussions are still early, however, the City of Vaughan who owns the land, is receptive to this.
 - The land located on the east side of the valley is privately owned. It may be more complicated to acquire and use that land for habitat creation but it is an option to consider.

- YR noted that the embankments on the pond are failing, even though the Teston Road construction timeframe has not been decided, the pond may be in even worse condition when construction does begin.
 - MNRF highlighted that there is always an option to create an offline pond that isn't wetland in the corner of the pond area or nearby to provide habitat if there is concern for SAR turtles. Naturally these areas would've been marshes and swamps.
- MNRF would prefer to see additional forest in the valley itself because that is where the loss of forest and wetlands are located. To compensate for major impacts there should be major restoration.
 - MNRF suggested that YR look into acquiring property on the east side of the valley.
- Based on MH fieldwork, it is noted that turtles have not been seen using this pond.
- MNRF asked about how the impacts of the salt spray from the road will be minimized, as this can cause negative impacts to the large number of conifers in the Valley.
 - YR suggested that vegetated slopes may help to minimize the amount of salt spray that reaches the conifers.
 - MNRF noted that the damage from the road could go beyond just the footprint and include changes to the valley as a whole.
 - YR inquired about which plant species could be used to buffer the effects of the salt spray.
 - MNRF is not aware of any species, but suggested conducting a literature search to see how these impacts could be mitigated.

ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A
DISCUSSION	3. Next Steps and Other Items for Discussion
<ul style="list-style-type: none"> • MNRF requested that MH send them the powerpoint along with the environmental memos. 	
ACTION ITEMS	PERSON RESPONSIBLE
- MH to send MNRF the environmental documents and the powerpoint.	MH

Dist: Participants / Invitees



TESTON ROAD AREA IEA: UPDATE MEETING WITH BLOCK 27 LANDOWNERS GROUP

Project: Individual Environmental Assessment and Preliminary Design for Teston Road Area Between Highway 400 and Bathurst Street. P-19-218

Project No.: 1902618.00

Place: MS Teams Mtg./Conference Call

Date: June 9, 2023 **Time:** 3:30 pm – 4:30 pm

Participants: **York Region (YR)**

Praveen John	Project Manager
Philip Brandon	Project Coordinator

Block 27

Daniel Belli	Armland Group
Lisa La Civita	Armland Group
Chris Sidlar	LEA Consulting
Christy Leung	LEA Consulting
Andrew Lam	Delta Urban
Mustafa Ghassan	Delta Urban
Koryun Shahbikian	Schaeffers – Water Resources Manager
Eddie Lee	State Build

Morrison Hershfield (MH)

Andrew Harkness	Project Manager
Martin Blouin	Deputy PM
Victoria Cheng	Junior Environmental Planner

DISCUSSION		
	1. Welcome/Introductions	
<ul style="list-style-type: none"> - P. John (YR) welcomed everyone and provided a brief summary of the meeting purpose, project background, and progress to date. - A. Harkness (MH) led introductions and provided an overview of the MH project progress to date including the IEA Study process, field work, schedule, and next steps. 		
ACTION ITEMS	PERSON RESPONSIBLE	
<ul style="list-style-type: none"> - None 	N/A	
	2. Discussion of Section 1: Keele Street to Rodinea Road	
<ul style="list-style-type: none"> • M. Ghassan (Delta Urban) inquired if the design being shown was the preferred design or just an option being considered and whether this design respects the existing land boundary. 		

- MH clarified that this is the recommended design, and it will all be kept within Teston Road's future Right-of-way (ROW).
- MH noted that since the last meeting the main changes to the design include:
 - A separate cycle track and sidewalk.
 - The alignment on the corner of Teston Road and Keele Street was also revised, the original alignment was located about 5m north, and it has now been shifted 5m south to reduce grading onto the Block 27 properties.
- C. Sidlar (LEA Consulting) noted that they have shifted Street 7 to the west, due to comments received from the Region, regarding intersection spacing requirements. Street 7 has also been moved to avoid conflicts with future work, provided that the potential future grade separation remains as provided.
 - LEA Consulting to provide study team with the new alignment.
- Delta Urban asked if the study team is still contemplating constructing an overpass at the GO Rail crossing as opposed to constructing at grade.
 - MH clarified that the recommended plan is for an at grade crossing, but longer-term grade separation protection will also be recommended through the IEA process.
 - Delta Urban asked if there is a plan that shows that development in the NW corner won't be "frozen up" or that a future grade raise won't encroach on too much of the land.
 - MH noted they are still verifying if street 7 is located at a far enough distance that won't require significant reconstruction if Teston Road is raised.
- L. La Civita (Armland Group) asked if Metrolinx has been contacted regarding the overpass.
 - YR mentioned that Senior Management has met with Metrolinx and presented the at grade crossing but have yet to hear back from them. Direction from YR management is to keep the ROW the same for both the at grade and grade separated designs.
- The Block 27 team asked for clarity that if they bring an application for that quadrant, the plans won't be denied due to the future grade separation.
 - YR noted that the property line remains the same regardless of the grade separation, so the applications will not be denied due to the Teston Road project.
 - YR study team to send Block 27 team the current design plans for comment.
- LEA Consulting inquired about the EA process that would occur if grade separation were to happen in the future.
 - YR clarified that if the impacts and corridors are not changing, no EA addendums would be required - only updates to the permitting would be needed.
 - The study team noted that the different alternatives would all be captured in the IEA Report and EA approvals would be obtained for the interim options and the final plan.
- The Block 27 team asked if the overpass were to be constructed, and a building were proposed in the corner, would it be used as part of the grading solution if it was pushed back slightly.
 - Study team reiterated that the ROW wouldn't change, and the roadway horizontal alignment would remain as per the at grade design, but retaining walls may be required.
 - The Block 27 team acknowledged that the usage of the lower level of the building may need to change if it were to be buried or located close to a large retaining wall. The Block 27 team will

share their grading plans with YR as drainage requirements to the west will likely result in a higher ground elevation compared to existing conditions.

ACTION ITEMS		PERSON RESPONSIBLE
- Block 27 team to send updated layout and grading plans. - Study team to send updated plans		LEA Consulting MH
DISCUSSION	3. Next Steps	
	<ul style="list-style-type: none">• Block 27 team to send updated plans.• The Block 27 team requested the presentation shown in the meeting, and updated design be sent for review. It will be reviewed within one to two weeks.• Study team inquired about the project's timeline for development applications.<ul style="list-style-type: none">○ Block 27 team clarified that the draft plan will be coming in by late fall, the design phase will be wrapped by then so they can provide more specific comments.	
ACTION ITEMS		PERSON RESPONSIBLE
- Study team to send presentation		MH

Dist: Participants / Invitees



TESTON ROAD AREA IEA: TECHNICAL SPECIALISTS MEETING WITH MECP

Project Individual Environmental Assessment and Preliminary Design for Teston Road Area Between Highway 400 and Bathurst Street. P-19-218

Project #: 1902618.00

Place: MS Teams Mtg./Conference Call

Date/Time: June 20, 2023 **Time** 9:00am – 10:00 am

Participants: **York Region**

Praveen John	Project Manager
Philip Brandon	Project Coordinator

MECP

Jenny Archibald	Special Project Officer
Katie Zwick	Project Manager – Climate Change Resiliency Division
Louis Des Rosiers	Project Manager – Adaptation and Resilience Branch
Marinha Antunes	Air Quality Analyst – Central
Andrea Brown	District Engineer – York Durham Office
Anthony Martella	Senior Noise Engineer

MH

Andrew Harkness	Project Manager
Martin Blouin	Deputy PM
Nick Crockford	EA Coordinator
Victoria Cheng	Jr. Environmental Planner
Sarth Sheth	Geo-environmental EIT

Regrets: Solange Desautels Supervisor – Project Coordination Team (Central/Eastern Region)

DISCUSSION	1. Introduction and Project Update
-	P. John welcomed everyone and provided a brief overview of the meeting purpose.
-	N. Crockford went through a brief overview of the progress to date, review of recommended alternative design, and the preliminary impact assessment and proposed mitigation measures
ACTION ITEMS	PERSON RESPONSIBLE
-	None
DISCUSSION	2. Recommended Alternative Design, Preliminary Impact Assessment and Proposed Mitigation Measures

- K. Zeick (MECP) noted the study team should review Ontario’s *Considering Climate Change in the Environmental Assessment Process* document.
- L. De Rosiers (MECP) asked the study team if any climate projections were considered in regard to the stormwater management and design data inputs.
 - o MH noted as part of the scope of work, the entire study team is engaged in the review of potential climate change factors and how it may affect the design, including consideration of precipitation levels and their associated risks. The study team is following the *Considering Climate Change in the Environmental Assessment Process* guide.
 - o The climate change component will be documented in the IEA report.
- M. Antunes (MECP) asked for clarification about the location of the GO rail line.
 - o Study team clarified that the GO rail crossing is currently located east of Keele Street, at-grade with Teston Road, the recommendation is to provide an at-grade crossing.
 - o There is potential for a grade separated crossing in the future, which will be documented in the IEA report and protected for. MH noted that Block 27 developers are adjusting their plans to protect for a potential future grade separation and consultation and coordination is ongoing.
- M. Antunes (MECP) noted that the air quality impact assessment should emphasize the mitigation measures that will be required during the construction phase, especially where contaminated soils are concerned. A contingency plan is recommended if soil contamination is anticipated.
 - o The study team does not anticipate exposure of contaminated materials. It is not anticipated that disturbance of or excavation to the landfills will be required, as the alignment fits in between both landfills.
- YR asked MH if there were updates to the recommendations from the noise study.
 - o MH highlighted that no new noise attenuation measures are being recommended.
 - o It is noted that if the grade separated GO rail crossing is implemented, noise attenuation measures would be implemented to the residential communities on the south side of the roadway, west of Keele. This will be captured in the noise report and the IEA.
- A. Martella (MECP) inquired if there would be an assessment of construction noise impacts.
 - o MH will ensure that construction noise impacts are covered in the IEA report.
 - o A. Martella asked YR if there is a municipal level review that is conducted for barriers that fall under the responsibility of developers.
 - o YR clarified that The Region has a noise reviewer that goes through and captures all developments in their review. It is noted that the developers are currently at different stages of development, with the majority far from the draft plan stage.
- The study team noted that a standalone appendix that speaks to climate change elements is currently being created. Some of the things it will touch upon include climate change projections / climate vulnerability and adaptation, embodied carbon emissions and potential mitigations, air quality emissions due to traffic, and impacts to carbon sinks.
 - o MECP expressed approval that the above mentioned are on the study team’s radar; anything that can be done to minimize emissions would be beneficial.
 - o The study team noted that construction emission mitigations will be captured in the IEA report.

- A. Brown (MECP) highlighted that the heavy industrial land use along Rodinea Road and the historic use of potentially contaminated fill in the area should be taken into consideration.
 - o MH noted that a Contamination Overview Study has been completed and a few insights will be prepared for the next landfill meeting.
- MECP noted that although that ESR report will contain several appendices, a sufficient amount of detail must be included in the text within the main report. MECP suggested a table of commitments and their locations be included in the report.
 - o Study team will ensure that the key elements will be reflected in the IEA report.

ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A

DISCUSSION	3. Next Steps and Other Items for Discussion
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- MECP requested the presentation be sent to them.

ACTION ITEMS	PERSON RESPONSIBLE
- MH to send the MECP the presentation	MH

Dist: Participants / Invitees



TESTON ROAD AREA IEA: LANDFILL DISCUSSIONS MEETING WITH MECP, CITY OF TORONTO, AND CITY OF VAUGHAN

Project	Individual Environmental Assessment and Preliminary Design for Teston Road Area Between Highway 400 and Bathurst Street. P-19-218		
Project #:	1902618.00		
Place:	MS Teams Mtg./Conference Call		
Date/Time:	June 27, 2023	Time	3:00pm – 4:05 pm
Participants:	<p><u>York Region (YR)</u> Philip Brandon Jackson Marin</p> <p style="margin-left: 40px;">Project Coordinator on behalf of Praveen John</p> <p><u>MECP</u> Jenny Archibald Andrea Brown Ranjani Munasinghe Mihran Aslanyan Solange Desautels</p> <p style="margin-left: 40px;">Special Project Officer District Engineer – York Durham Office Senior Waste Engineer Technical Support – Hydrogeology Supervisor – Project Coordination Team (Central/Eastern Region)</p> <p><u>City of Toronto (CofT)</u> Lynda Mulcahy</p> <p style="margin-left: 40px;">Closed Landfill Operations Manager</p> <p><u>City of Vaughan (CV)</u> Hilda Esedebe</p> <p style="margin-left: 40px;">Transportation Project Manager</p> <p><u>Morrison Hershfield (MH)</u> Andrew Harkness Martin Blouin Nick Crockford Victoria Cheng Ant West</p> <p style="margin-left: 40px;">Project Manager Deputy PM EA Coordinator Jr. Environmental Planner Geo-environmental lead</p>		
Regrets	Praveen John (YR) Jenifer Gill (CV)	Project Manager Environmental Manager – Landfill and Operations	

DISCUSSION	<p>1. Introduction and Project Update</p> <ul style="list-style-type: none"> - P. Brandon (YR) welcomed everyone and provided a brief overview of the meeting purpose. - N. Crockford (MH) went through a brief overview of the progress to date, review of recommended alternative design, and the preliminary impact assessment and proposed mitigation measures.
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ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A
DISCUSSION 2. Discussion of Section 2 Recommended Alternative Design	
<ul style="list-style-type: none"> - L. Mulcahy (CofT) inquired about the retaining wall on the north side of Teston Road as the City does not want any impacts to their infrastructure / monitoring systems. <ul style="list-style-type: none"> o MH clarified that their objective is to keep the grading within the Right of Way (ROW) and limit the height of the wall to a minor toe wall. It is noted that the standard toe wall will not have any deep foundations drilled into the soil to avoid digging into the landfill material. o The elevation difference will be very minor, and the toe wall will only be located on the north side. - M. Aslanyan (MECP) asked about the depth of excavations. <ul style="list-style-type: none"> o MH mentioned that they will try to limit the depth in the areas around the landfills by matching the road profile to existing conditions. One element that will be located below grade are the storm sewer systems. - A. Brown (MECP) asked if there is any other infrastructure through this corridor. <ul style="list-style-type: none"> o MH clarified that other than the storm sewer and stormwater management systems, nothing else is identified at this time. o H. Esedebe (CV) noted that the City of Vaughan is currently finalizing a master plan for water/wastewater infrastructure. The City is preparing a set of formal comments for the study team with input from all different departments, that will go into greater detail about this study. The plan does not include water/wastewater infrastructure along Teston Road in this area. - H. Esedebe (CV) asked if the valley structure details would be shared during this presentation. <ul style="list-style-type: none"> o MH clarified that the structure crossings were not being discussed as the purpose of this meeting is to discuss the landfill area. It is noted that YR continues to review options in the valley area and welcomes any feedback. - H. Esedebe (CV) inquired if a follow up meeting would be required for Stormwater Management (SWM) design. <ul style="list-style-type: none"> o MH noted that a SWM report is currently being created. o CV mentioned that if a meeting is not needed and the data provided is sufficient, opportunity to comment on the report will be appreciated. o MH noted that the data provided previously appears to be sufficient, however, the design is still under development and so further discussions may be required. - H. Esedebe (CV) asked the study team if any streetscaping has been proposed, since this area is constrained by the landfill. <ul style="list-style-type: none"> o MH responded that they will be looking into where there are no constraints and there is opportunity for planting. There may be shared interest and opportunity for plantings beyond the ROW limits. o CV noted that the North Maple Regional Park (NMRP) team would be interested in replacement planting and re-creation of habitat to better integrate the park. - York Region (YR) confirmed that the Region does not have a Regional watermain or sanitary sewer in this corridor. 	

- J. Marin (YR) asked if there is space for lighting and planting between the toe wall and the Multi Use Path (MUP).
 - o MH noted that they want to minimize the wall and grading into the slope. The slope would be maintained and there may be additional room within the 36m ROW behind the wall for potential streetscaping.
- J. Marin (YR) inquired if there are any planned utilities or hydro lines running along this section, and who would oversee the illumination on the street.
 - o MH noted that there are existing hydro poles along the ROW and a few hydro poles feeding into the landfill area, however, there is no current connection between Rodinea Road and Dufferin Street. There is currently no plan for future extensions. Future illumination would be installed by the Region and fed from Keele and Dufferin.
 - o YR suggested touching base with other utilities such as Enbridge, Bell, and Rogers to ensure they have no plans for infrastructure in this corridor.
- J. Marin (YR) asked for clarification about the potential traffic signals near the future park.
 - o MH clarified that discussions with CV were held regarding the North Maple Regional Park and the importance of integrating the facility with existing and future land use. Several potential signals and crossings are shown along the ROW including at Rodinea Road, however, potential access and entrances are still uncertain as CV's NMRP park plans have not advanced to that stage and park development in the area of the landfills is likely quite far in the future.
 - o YR asked if these potential left turn lanes would impact the project footprint.
 - o MH responded that this area is fairly constrained around the south end and there is a possibility to look at options that connect an existing access road to the north with the existing road to the south.
 - o YR asked if the access roads will remain.
 - o MH confirmed that the access roads will remain.
- A. Brown (MECP) inquired about the potential encroachment onto the landfills and how that land use will be compatible with long-term care requirements to help mitigate undue risks to road users. This includes potential landfill gas, waste, things that may facilitate migration, stormwater, and capping.
 - o MH noted that the proposed alignment avoids direct encroachment into the landfills. MH noted that they are looking to avoid as much of these impacts as possible and will continue to have discussions about this.
 - o MH clarified that there is no planned excavation into the landfill areas and encountering landfill waste is not anticipated. Further investigations will be conducted at the detailed design stage.
 - o MECP noted that the Vaughan landfill is much older, therefore there are not many records about what went where.
- City of Toronto emphasized that the City has obligations – an ECA for the Keele Valley Landfill site - and they do not want any disturbances or effects to the infrastructure that is required to maintain their compliance. CofT noted that all the infrastructure has a purpose and has been in place for many years; constraints in this area must be seriously considered when speaking about future land uses over the Keele Valley Landfill and the supporting infrastructure. Proposed access roads near the purge wells must not affect the infrastructure.

- MH confirmed that they are considering locations of monitoring and purge well systems and are sensitive to how difficult it is to adjust this infrastructure. It is noted that a hydrogeology report is currently being prepared.
- CV asked if the study team knows what the potential impact on landfill infrastructure would be.
 - MH clarified that the design is still being finalized.
 - CV noted that they can provide drawings, and to reach out if anything else is needed.
- CV noted that there is no proposed infrastructure from the City of Vaughan along Teston Road.
- CV asked YR if there is any sense for a future timeline or phasing regarding this project.
 - YR noted that there is interest in moving this project into the ten-year plan, but it is not currently in the plan.
 - In regard to phasing, YR mentioned that it is currently too early to discuss phasing of the plan.

ACTION ITEMS	PERSON RESPONSIBLE
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- None	N/A
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DISCUSSION	3. Next Steps and Other Items for Discussion
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-	J. Marin (YR) made closing remarks and highlighted that traffic is growing at an alarming rate, and the Teston Road link would be a great improvement for the Region’s residents.
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ACTION ITEMS	PERSON RESPONSIBLE
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- None	N/A
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Dist: Participants / Invitees



- K. Luong (MH) confirmed that the bridge will be located 7m above the top of the bank, so overtopping would not be a concern.
- Regarding the 40m span bridge's location to the meander belt, S. Shahlaee (TRCA) also noted that TRCA requires the bridge to be outside of the 25-year erosion limit of the channel and requested the drawings be plotted for the 25- and 50-year erosion limit.
- S. Bevan (TRCA) asked if a cost comparison was completed for the 40m and 80m span bridges.
 - A. Harkness (MH) responded that a cost comparison was not completed yet.
 - If not for cost, S. Bevan (TRCA) asked what the benefit of the smaller structure is for the Region.
 - P. John (YR) noted that the smaller bridge would be a capital cost reduction, however the shorter span bridge is more beneficial for the Region in terms of maintenance and assets as the 80m span bridge has a higher level of scrutiny requiring inspection every two years. The 40m span bridge is also still hydraulically larger than what the requirements are. K. Luong (MH) noted that there would be only a minor (approx. 0.2m) water level increase under peak flows with a 40m vs. an 80m span - which is not a significant impact in the context of the valley.
- P. John (YR) noted in previous meetings with MNR that they expressed wanting to take the pond offline from the watercourse, and requested TRCA's input on this.
 - M. Parish (TRCA) confirmed that TRCA would support taking the pond offline.
- Regarding the 40m span bridge meeting TRCA guidelines, M. Parish (TRCA) questioned if the bridge meets them as the 40m span pinches the valley.
- H. Pruthi (TRCA) asked if there were any additional wildlife or active transportation crossings being planned for the project.
 - A. Harkness (MH) noted there have been ongoing discussions with the City of Vaughan for a potential culvert crossing further up the west slope.
 - M. Parish (TRCA) asked about the openness index for the proposed culvert. R. Lewis (MH) responded that it was calculated to be about 0.15 and is an appropriate size for smaller mammals. M. Parish (TRCA) requested that MH show TRCA the calculations for the openness index and the species that can pass through the culvert.
 - Regarding deer in the valley, R. Lewis (MH) mentioned there is some documentation of deer in the valley. M. Parish (TRCA) then requested that the culvert be sized to accommodate deer passage. H. Kime (MH) noted that this will be discussed in the draft environmental report, but the larger bridge structure is intended for larger mammals while the second crossing is just for additional other wildlife use.
 - With the river stone slope protection located so close to the creek, M. Parish (TRCA) noted that deer likely can't walk over the river stone. A. Harkness (MH) noted that the majority of the time the creek is just a trickle, and the study team was able to easily step across it when surveying the area. These considerations will be flagged for future design. M. Parish (TRCA) requested that the new wetland design (in place of the pond) allow for larger wildlife passage.
- Regarding the hydraulics, outfalls, and discharge M. Parish (TRCA) asked about the outfall that is coming from the new development in the northeastern side.

- K. Luong (MH) noted that the outfall won't be impacted from a conveyance perspective and the discharge will not affect the floodplain.

ACTION ITEMS	PERSON RESPONSIBLE
<ul style="list-style-type: none"> - MH to plot the 25- and 50-year erosion limit in drawings. - MH to provide openness index in environmental report. 	MH

DISCUSSION	3. Next Steps and Final Questions
<ul style="list-style-type: none"> - N. Crockford (MH) noted that the study team will be providing formal responses to the questions TRCA submitted. - S. Bevan (TRCA) asked if TRCA will be receiving the natural heritage report or a draft of any reports, so they can provide comprehensive comments. <ul style="list-style-type: none"> ○ N. Crockford (MH) confirmed that these reports can be provided after review by the Region. - A. Harkness (MH) noted that the presentation shown in the previous meeting, the total area of footprint impacts (in hectares) were off by a factor of 10, but the current package and the IEA will have the updated numbers. - The study team is hoping to have the draft IEA report circulated to the ministries in the winter. <ul style="list-style-type: none"> ○ S. Bevan (TRCA) asked if this will be circulated to TRCA. ○ P. John (YR) confirmed that it will be circulated to all agencies including TRCA. - H. Pruthi (TRCA) inquired if the 40m span bridge will be presented at the open house. <ul style="list-style-type: none"> ○ P. John (YR) confirmed that it will be presented in the open house however, in the detail design phase, further adjustments and modifications can be made such as increasing the bridge span. 	

ACTION ITEMS	PERSON RESPONSIBLE
<ul style="list-style-type: none"> - MH to provide formal responses to TRCA questions and submit draft reports after YR has reviewed. 	MH

Dist: Participants/Invitees



TESTON ROAD AREA IEA: CITY OF TORONTO

Project Individual Environmental Assessment and Preliminary Design for Teston Road Area Between Highway 400 and Bathurst Street. P-19-218

Project #: 1902618.00

Place: MS Teams Mtg./Conference Call

Date/Time: October 27, 2023 **Time** 1:00pm – 2:10 pm

Participants:

York Region (YR)
 Philip Brandon Project Coordinator
 Praveen John Project Manager

City of Toronto (CoFT)
 Lynda Mulcahy Closed Landfill Operations Manager
 Tracy Meldrum Senior Hydrogeologist (WSP)

Morrison Hershfield (MH)
 Andrew Harkness Project Manager
 Martin Blouin Deputy Project Manager
 Nick Crockford EA Coordinator
 Victoria Cheng Jr. Environmental Planner
 Ant West Geo-environmental Lead

DISCUSSION	1. Introduction and Project Update	
<ul style="list-style-type: none"> - Introductions were shared. - P. John (YR) went through a project update: <ul style="list-style-type: none"> o The final open house (OH) will occur in mid to late November to present the preliminary design of the recommended alternative. A. Harkness (MH) noted that the OH official consultation period lasts 3 weeks, but the material will continue to stay online afterwards. - L. Mulcahy (CoFT) asked which city requested the project be moved up to the 10-year plan. <ul style="list-style-type: none"> o P. John (YR) clarified that the City of Vaughan wants the project to be brought forward. The Region must still fund the project and acquire council approval. 		
ACTION ITEMS	PERSON RESPONSIBLE	
<ul style="list-style-type: none"> - None 	N/A	
DISCUSSION	2. Functional Landfill Design	

- M. Blouin (MH) shared the recommended interim plan (XXm interim ROW) which proposes a 3m multi-use path (MUP) on the north side of Teston Road.
 - o A. Harkness (MH) noted that the long-term plan is to protect for a 36m right-of-way (ROW).
 - o Regarding stormwater management, the study team plans to implement storm sewers underneath the road with proper protection to capture runoff from the ROW to avoid contamination into the groundwater.
- The draft hydrogeology report for this project looked at landfill infrastructure and noted no conflicts between the MUP and gas extraction wells.
 - o L. Mulcahy (CofT) inquired if this considered operational requirements for the maintenance required on the wells.
 - o M. Blouin (MH) confirmed that what is being proposed would satisfy operational requirements as existing access roads are being kept and the 4-lane road will be wide enough to accommodate any turning trucks.
- A. West (MH) shared a figure from the draft hydrogeology report. The two gas collection wells and manhole close to the fence on the north side of Teston Road may be impacted by ground disturbance and the offsite gas probes that fall under the MUP may need to be decommissioned and relocated. In terms of the Keele Valley Landfill, the gas probes on the south side may also need to be decommissioned and relocated.
- P. John (YR) inquired about the City's gas header surveys.
 - o L. Mulcahy (CofT) noted the City went out to look at the chambers, concluding that the gas header curves at the north end and runs right along the fence at the middle of the site. It is shown as straight in the drawings, but this is not accurate based on the CofT's field review.
- The waste limits at the Vaughan landfill have not been confirmed, L. Mulcahy (CofT) recommended that the study team speak to the potential for waste in the project area.
 - o L. Mulcahy (CofT) noted that there is also subsurface gas in the northeast area of the KVL that is not reflected in the preliminary designs.
 - o The City will be providing a letter to ensure these concerns are communicated to the team.
- T. Meldrum (WSP) asked if the study team has a landfill specialist to investigate gas migration as there is uncertainty about the waste limits and presence of gas on both the Vaughan and Keele Valley landfill sides.
 - o A. West (MH) is the lead geo-environmentalist for the team. A. Harkness (MH) responded that the study team has taken the information given to them about where gas is collected and monitored, but have not conducted any gas migration predictions.
 - o It was noted that the MH study team does not have the annual monitoring reports for the Keele landfill. The City has noted that both the Keele Valley and Vaughan landfills are not equal in terms of historical documentation.
 - o The City is preparing a letter to ensure the team has the proper information for the landfill site to allow for the consideration of subsurface gas within the area as it relates to potential constructability impacts.

ACTION ITEMS	PERSON RESPONSIBLE
- City of Toronto to send letter with proper infrastructure information	L. Mulcahy (CofT)



DISCUSSION

3. Valley Bridge area

- M. Blouin (MH) shared the design of the bridge at the valley, which proposes a 40m span with 20m retaining walls on both sides.
- T. Meldrum (WSP) noted that there is KVL offsite monitoring infrastructure within the valley lands and monitoring wells within the proposed right-of-way that are not noted on the diagrams.
 - o The study team does not have this information and requested it be provided by the CoFT.
- T. Meldrum (WSP) noted that the 80m span bridge embankment extends further into the City’s property.
 - o L. Mulcahy (CoFT) noted that putting fill on the City’s property was not previously shared with them, noting that there are sampling locations within this area.
 - o A. Harkness (MH) responded that if the roadway embankment is located in the vicinity of monitoring infrastructure, the team may be able to further refine the design to avoid it. M. Blouin (MH) also noted that the subsurface utility investigation didn’t identify anything in the valley.
 - o MH study team to share grading plan.
- T. Meldrum (WSP) shared the diagram of the monitoring wells in the valley and the headers along the access road. There are also additional figures showing the gas probes.
 - o The study team does not have all of this information. City to send this figure to MH.
- Regarding information sharing, L. Mulcahy (CoFT) mentioned that the City will provide what they’re comfortable with and anything that is circulated to the public during the open house should be approved first by the City.
 - o P. John (YR) clarified that the City’s infrastructure does not need to be added to public reports.
- L. Mulcahy (CoFT) asked if York Region will be taking on the waste ECA.
 - o The Region noted that an ECA amendment will be required for the project to proceed. The Region will work on the amendment process, but are not sure if they’re named on the ECA. Further investigation and discussions are required.
- A. West (MH) inquired if it would be okay for MH to include some of the dots and labels from the City’s figures into MH drawings.
 - o The City wants to ensure that the impacts within the project are captured, nothing outside of the study area.
 - o T. Meldrum (WSP) suggested that the study team provide a figure showing the buffer zone that the team is interested in, and the City can populate this figure with the infrastructure present within that area and their details.

ACTION ITEMS	PERSON RESPONSIBLE
- City of Toronto to provide study team with updated figures.	L. Mulcahy (CoFT)
- MH to provide grading plans to the City.	M. Blouin (MH)

Dist: Participants / Invitees



- M. Blouin (MH) noted that there is a potential crossing in front of the North Maple Regional Park lands slightly east of Rodinea Road. As there are no active transportation facilities on the south side of Teston or on Rodinea Road, there are no pedestrian sources on the south side of Teston in this area, so a crossing at Rodinea Road is not warranted.
- H. Esedebe (CV) asked for clarification that the ultimate design is to have active transportation facilities on both sides of Teston Road.
 - P. John (YR) confirmed that the ultimate design is to have facilities on both sides and noted that changes to the Rodinea Road signalizations can always be added or changed during detailed design.
- G. Martino (CV) noted that the pumping station at the northeast corner of Keele Street and Teston Road has been decommissioned and is now currently a water filling station.
 - MH to remove this bullet on the slide as it is not critical to the roadworks.
- Section 2 (Rodinea to Valley) Discussion:
 - H. Esedebe (CV) inquired about the previously mentioned works determining the extent of impacts to underground infrastructure.
 - A. Harkness (MH) responded that a careful investigation of conflicts is ongoing and will continue into the detailed design stages of the project. There is some underground infrastructure in the vicinity of the existing fence line on the (north/south)? side of Teston.
 - H. Esedebe (CV) noted that MECP would likely want to review this before approving the report. The potential encroachments could create implications for getting approvals, potentially requiring limits and conditions for those encroachments through the EA.
 - What is being shown is the interim design with a constrained cross section. When the time comes to implement the project, H. Esedebe (CV) asked if the project will end up implementing the MUP on only the north side, and how long until the ultimate solution is implemented.
 - A. Harkness (MH) responded that it will probably be a longer-term process as much of the landfill infrastructure will be in place long term, constraining the width and preventing the ultimate solution from being implemented.
- Section 3 (Valley) Discussion
 - H. Esedebe (CV) asked for a greater understanding of the decision for a 40m span bridge, alluding to cost cutting measures.
 - P. John (YR) confirmed that the capital costs play a role. From a hydraulic standpoint, the amount of water that flows underneath is not that great; the difference between the 2-year storm and 100-year storm is minor.
 - H. Esedebe (CV) asked if the retaining wall will be built and managed by the Region.
 - P. John (YR) confirmed that the Region would build and maintain the retaining wall.
 - S. Yousef (CV) asked if the underground storage tank in the road is also owned by the Region.
 - P. John (YR) confirmed it would be owned and maintained by the Region. The Region will also have separate water quality control.
 - Regarding the future trail, there is a potential underpass shown on the west side of the structure (up slope), C. Chiu Chen (CV) asked if there is any room on the east side of the structure for an active transportation underpass.

- N. Crockford (MH) noted that there is potential for another active transportation underpass but noted that provision has been made for potential trails in front of the abutments on both the west and east sides of the Don River tributary. The City’s plans for trails throughout the valley will need to be considered further at preliminary design.

ACTION ITEMS	PERSON RESPONSIBLE
- MH to remove bullet about the pumping station.	MH

DISCUSSION Roundtable Discussion

- H. Esedebe (CV) inquired if the study team could show the general arrangement drawings and environmental impact mapping for the bridge and asked if the cross-section figures will be shown to the public.
 - N. Crockford (MH) confirmed that the technical drawings will not be shown to the public and were presented for the City’s review and comment. A figure will be created for the public that will show environmental impacts and mitigations for this section.
 - A. Harkness (MH) noted that the study team wants to be transparent with what is seen as a potential effect and be proactive in responding to the effects.
- P. John (YR) noted that the previous environmental effects figure was shown to MNRF. Both the developer for 1600 Teston Road and MNRF are in favour of removing the pond and making it a wetland feature, as it’s a manmade pond and not seen as beneficial to the environment.
 - S. Yousef (CV) noted that the developers are proceeding with an underground storage tank within their property. It was noted that the study team and the City are not currently aware of the developer’s future plans for the parcel of land containing the residential house.
- H. Esedebe (CV) asked if a date has been set out for the Open House.
 - P. John (YR) responded that the study team is aiming for mid- to late November to give three weeks for the comment period.
- H. Esedebe (CV) inquired about the response from the public regarding this project.
 - The study team noted that the public is generally supportive of the project. P. John (YR) mentioned that some members of the public are against it as the forest area is a nice place to walk around, but overall comments are very supportive.

ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A

Dist: Participants/Invitees



TESTON ROAD AREA IEA: CITY OF TORONTO

Project Individual Environmental Assessment and Preliminary Design for Teston Road Area Between Highway 400 and Bathurst Street. P-19-218

Project #: 1902618.00

Place: MS Teams Mtg./Conference Call

Date/Time: November 29, 2023 **Time** 3:00pm – 4:00 pm

Invitees:

York Region (YR)
 Philip Brandon Project Coordinator
 Praveen John Project Manager

City of Toronto (CofT)
 Lynda Mulcahy Closed Landfill Operations Manager
 Victoria Shortreed GHD
 Meghan O'Brien GHD

Morrison Hershfield (MH)
 Andrew Harkness Project Manager
 Martin Blouin Deputy Project Manager
 Nick Crockford EA Coordinator
 Ant West Geo-environmental Lead

DISCUSSION	
	1. Meeting Overview
	<ul style="list-style-type: none"> ○ GHD presented information on landfill gas generation, mobility and considerations for design. WSP submitted information on the construction details of the Teston Road Purge Well System. The presentation slides from GHD and selected borehole logs from the Teston Road Purge Well System were provided to York Region on December 22, 2023.
ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A



York Region – Teston Road Area IEA

→ Keele Valley Landfill – Landfill Gas

November 29, 2023

Landfill Gas Background

- Landfill gas is a product of solid waste decomposition within landfills
- Mainly comprised of:
 - Methane (CH₄) – Typically ~50%
 - Carbon Dioxide (CO₂) – Typically ~50%
 - Other components – Nitrogen, oxygen, hydrogen sulphide
- Landfill gas is expected to be generated for 100s of years

Landfill Gas Risks

- Landfill gas represents a hazard via:
 - Explosions
 - Lower explosive limit (LEL) of methane is 5% by volume
 - Upper explosive limit (UEL) of methane is 15% by volume
 - Asphyxiation
 - Off-site gas migration
 - Vegetation stress

- Landfill gas represents a hazard during construction and ongoing maintenance of installed infrastructure

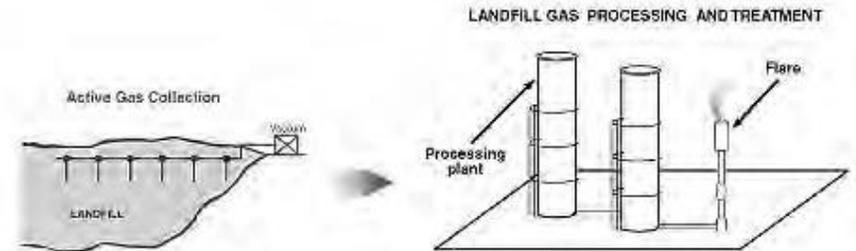
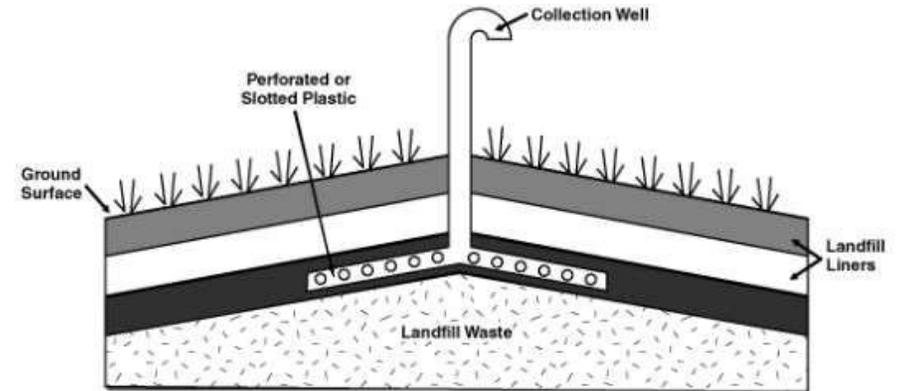
Landfill Gas Migration

- Landfill gas can move from the source (i.e. landfill) through the ground via migration influenced by pressure differentials
- Pressure gradients for landfill gas are not necessarily consistent with elevations gradients as are seen in groundwater.
- Migration may change based on changes in relevant factors (e.g. changes in barometric pressure, changes to subsurface conditions, seasonal changes etc).
- Follows path of least resistance, for example through:
 - Permeable and unsaturated soils
 - Utility corridors
 - Sewers
 - Bedding material
 - Engineered preferential pathways for collection

Landfill Gas Mitigation

- Landfill gas can be collected and controlled through:
 - Passive venting system
 - Active gas recovery
 - Removes landfill gas under a vacuum
 - Flared or used for energy recovery
 - Barrier wall systems

- Landfill gas collection and control systems require:
 - MECP approvals
 - Ongoing monitoring and maintenance
 - Continuous operation
 - Inclusion in asset management programs



Figures accessed from: Agency for Toxic Substances and Disease Registry – Landfill Gas Primer – An Overview for Environmental Health Professionals, obtained from <https://www.atsdr.cdc.gov/hac/landfill/html/ch5.html>

Landfills near Teston Road



Three closed landfills border the Teston Road allowance

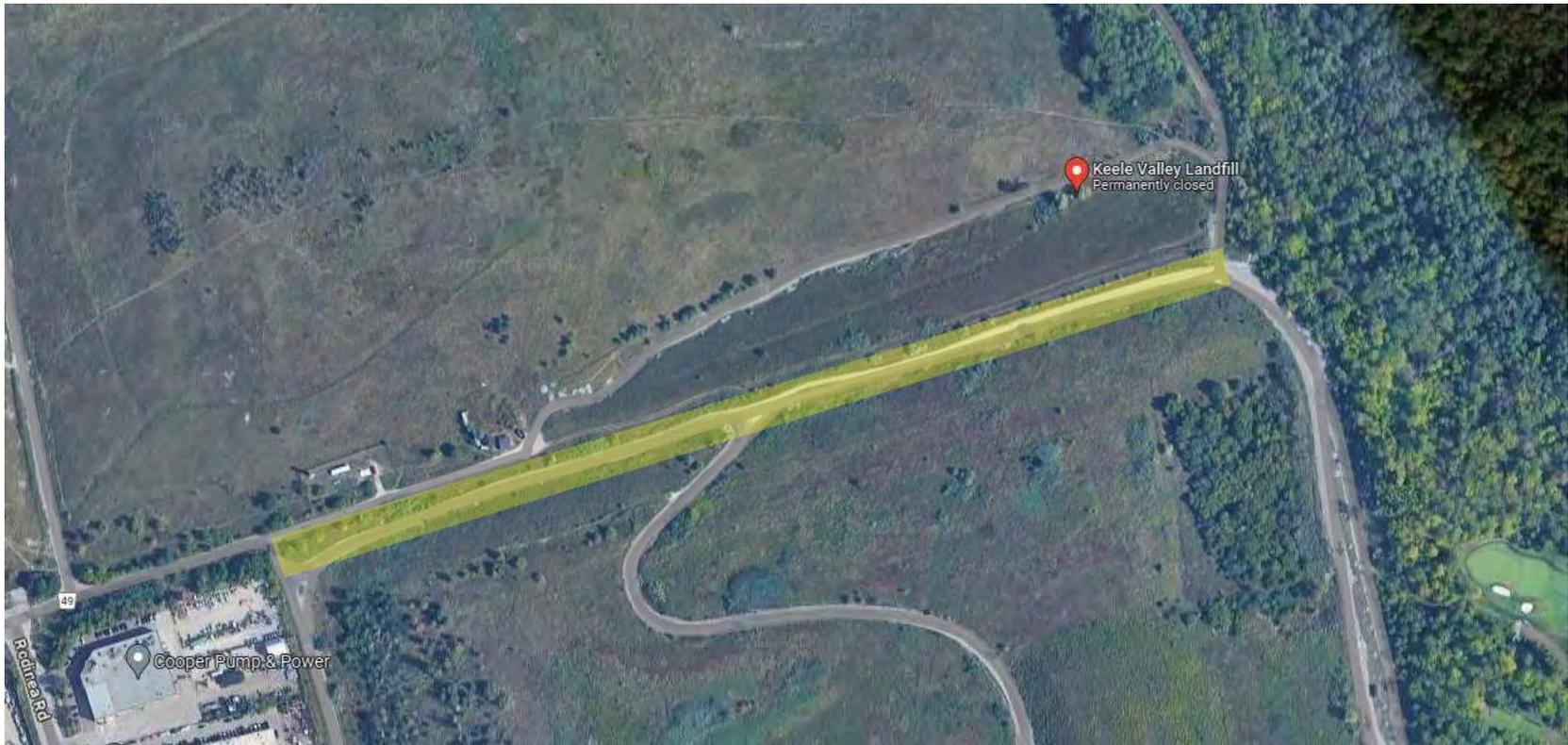
- Keele Valley Landfill (Toronto)
- Vaughan Twp. Landfill (City of Vaughan)
- Disposal Services Landfill (Privately Owned)

Keele Valley Landfill Gas Collection and Monitoring

- Keele Valley has an active landfill gas collection system installed inside the landfill that was designed to collect landfill gas through a series of horizontal collection trenches and vertical wells. Gas is conveyed to a flare via a dual ring header installed outside the waste.
- Landfill gas probes are installed outside the limit of waste to monitor the effectiveness of the landfill gas collection system and potential migration.
- Landfill gas infrastructure is in addition to the groundwater purge well system and monitoring infrastructure

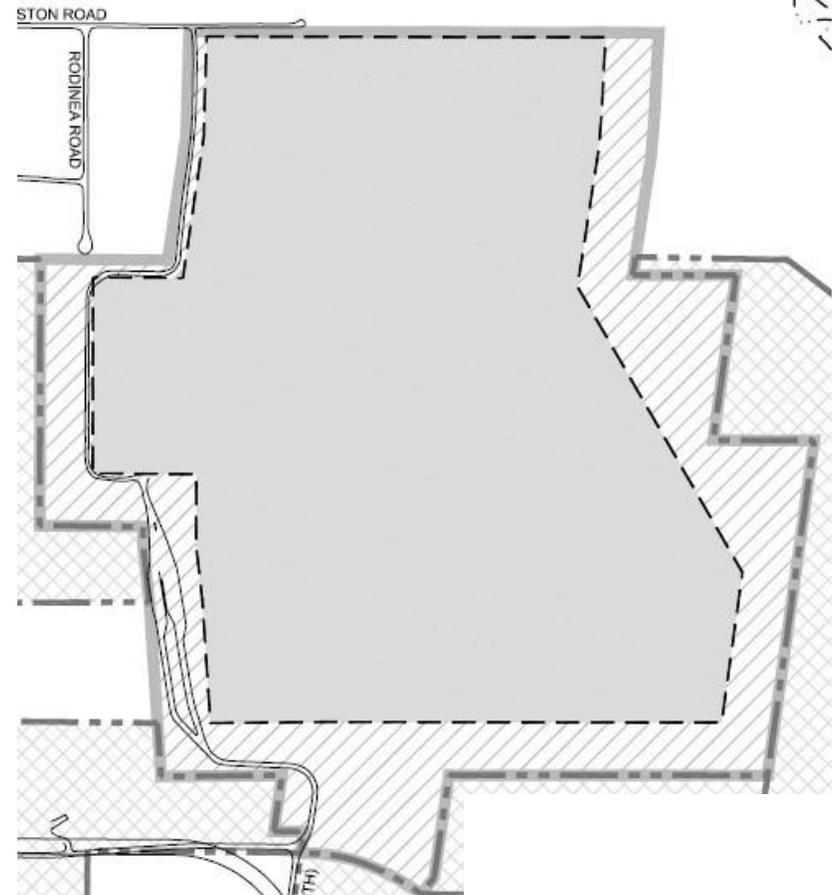


Keele Valley Landfill Gas Collection and Monitoring



Keele Valley Landfill Gas Collection and Monitoring

- Required by Environmental Compliance Approval and Keele Valley Closure Plan to maintain landfill gas infrastructure at the property boundary.
- Keele Valley landfill gas infrastructure has been located to monitor for the migration from the limit of waste.
 - Limit of waste approaches Teston Road.
 - Monitoring, maintenance, site access
 - Decades of historical monitoring and operational data
 - Site needs to be configured to maintain infrastructure and maintain access for monitoring/ maintenance.

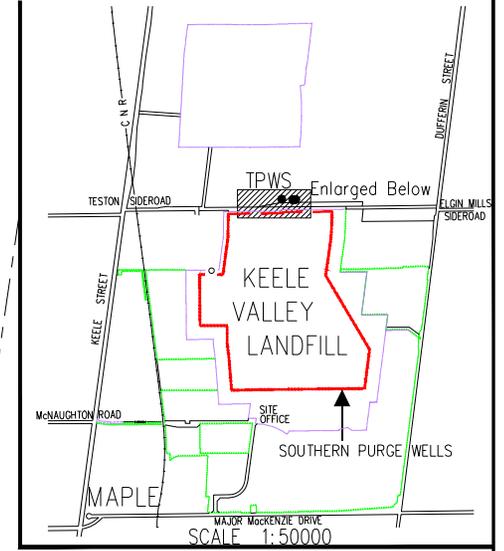


Potential Presence for Landfill Gas

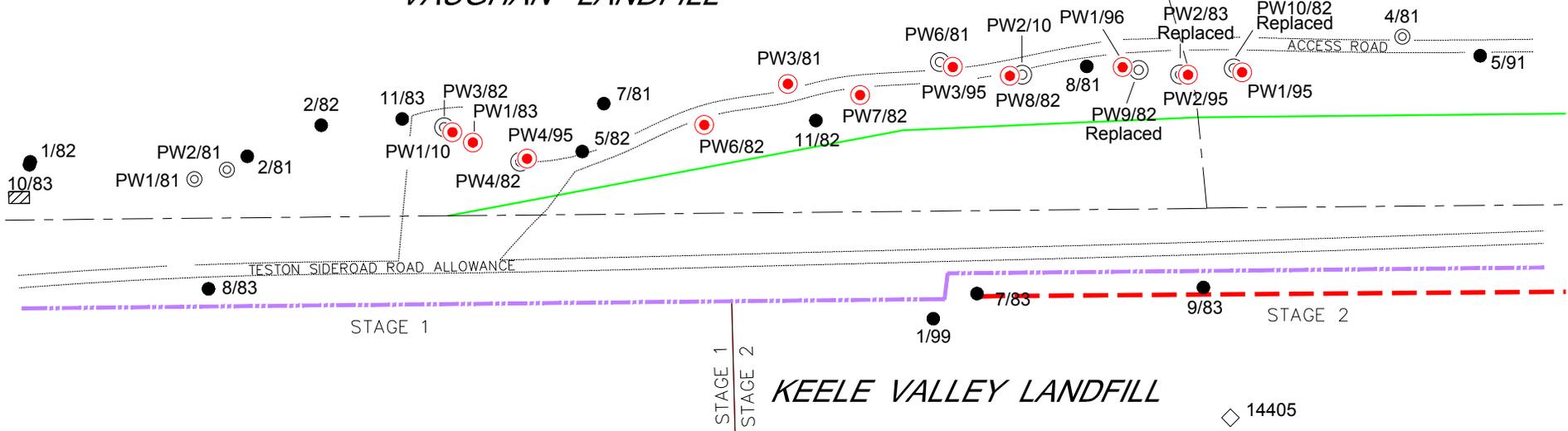
- Methane has been detected in proximity to the proposed Teston Road.
- Due to proximity to three closed landfills, design and ongoing maintenance of Teston Road needs to account for potential presence of methane within the subsurface.
- Engineered mitigation measures for landfill gas should be considered along Teston Road.
- Construction will be near or potentially through waste.
- A gas investigation will typically be required to be completed by the planning policy due to proximity to landfills



- Observation Well
- Non-Operational Purge Well
- Operational Purge Well
- ◇ 92-1 Vibrating Wire Piezometer
- City of Toronto Property Line
- Limit of Landfill



VAUGHAN LANDFILL



CLIENT
 CITY OF TORONTO
 ENGINEERING SERVICES

CONSULTANT



YYYY-MM-DD 2023-11-17

DESIGNED

PREPARED JPR

REVIEWED TLM

APPROVED PAS

PROJECT
 KEELE VALLEY LANDFILL
 2023 PURGE WELL INSPECTION
 VAUGHAN, ONTARIO

TITLE
**TESTON ROAD PURGE WELLS
 SITE LOCATION MAP**

PROJECT NO.
 19123055

CONTROL
 0040

REV.

FIGURE
1

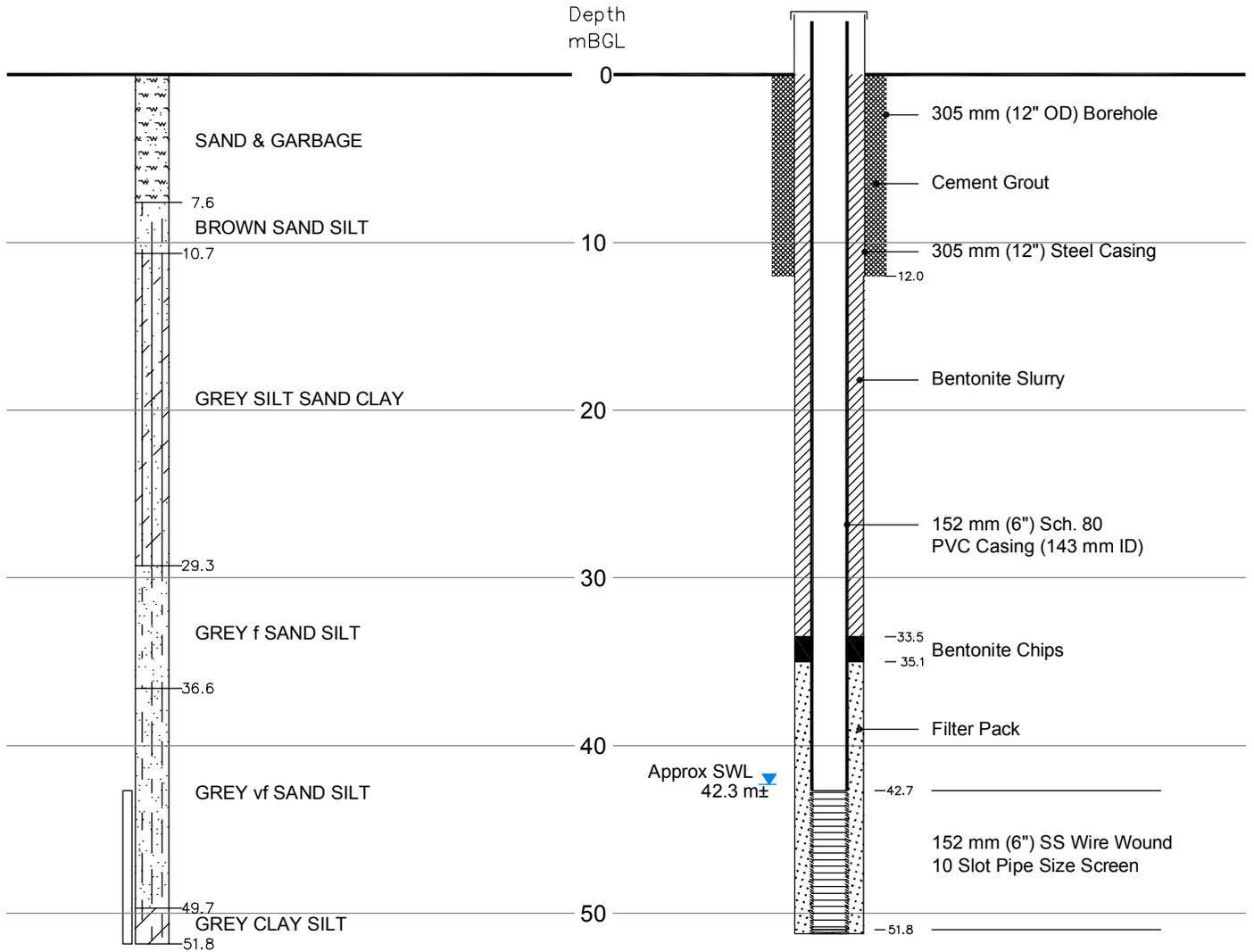


IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI A

26 mm

Geological Log

Construction



Vertical Scale 1:400

PLOT DATE: April 13, 2011
 FILENAME: T:\Projects\2006\06-1112-553 (KVL, Toronto)\2011_PWASBUILT\061112553-11AB-110.dwg



SCALE	AS SHOWN
DATE	13 APR 2011
DESIGN	
CAD	J REGIER

TITLE

PURGE WELL PW1/10 AS-BUILT CONSTRUCTION

FILE No. 061112553-11AB-110.dwg

PROJECT No. 06-1112-553 REV.

CHECK

REVIEW

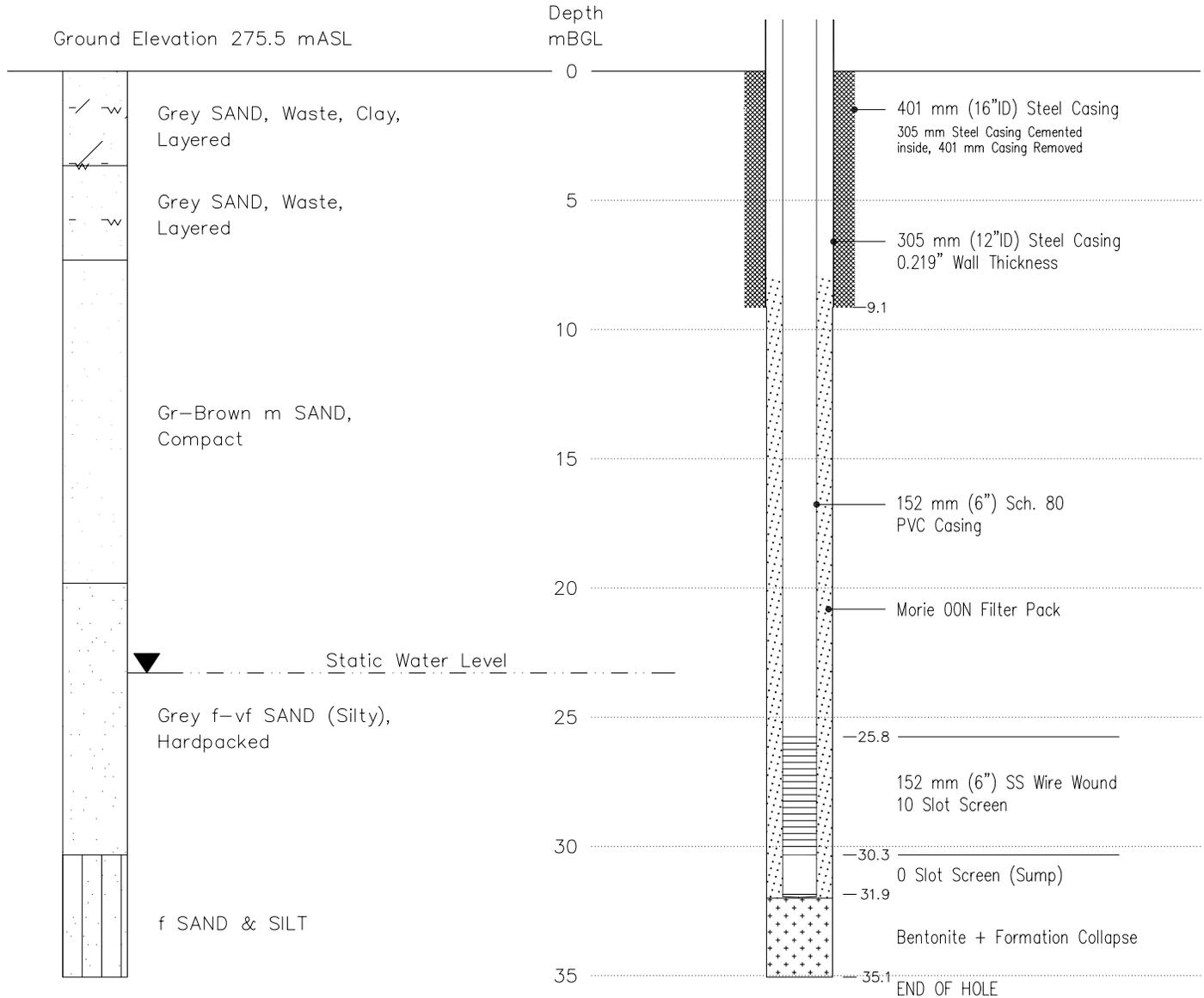
KEELE VALLEY LANDFILL
PURGE WELL CONSTRUCTION

FIGURE

2

Geological Log

As Constructed



Vertical Scale 1:400

Driller:	Northern Well Drilling	MUNICIPALITY OF METROPOLITAN TORONTO KEELE VALLEY LANDFILL	
Logger:	from Drillers Record	PURGE WELL 1/95 REPLACEMENT PW 10/82	
Method:	Rotary Hole		
Diameter:	457 mm (18")	Job No.	T01 L30
GL Elev:	275.5 mASL	File:	PW1-95
MP:	Top of Steel Casing	Drawn:	J Regier
MP Elev:	276.10 mASL	Date:	11 Jun 96
Date Const.	December 1995	 Figure 8	

- The team also agreed that this could be looked at during detail design and can likely be addressed via a permanent easement to keep the sign on York Region property. YMH noted there is existing precedent for this at some of their other properties.

ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A

DISCUSSION Disposal Landfill Services Property Impacts

- YMH noted that there are several monitoring wells in the southwestern corner of the property which would be impacted by the grading/easement requirements. There are also manholes in the southeastern corner that provide access to the sanitary sewers that are part of the leachate system.
- YMH advised that if new wells are required, they have to be installed and monitored for 1-year with sampling from both wells, to ensure consistency, before the old well can be removed.
- YMH would not be able to transfer property in their secondary buffer zone without an extensive process which would likely take 18-36 months (based on past experience).
- ECA amendments would be required for the grading and property/easements.
- MH to share the CAD designs for the project for Stantec to add to their drawings and identify impacts. [*Post Meeting note: files have been sent to Stantec*]

ACTION ITEMS	PERSON RESPONSIBLE
- None	N/A

Dist: Participants/Invitees

