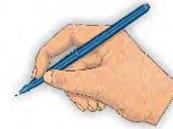


Teston Road
From Keele Street to Bathurst Street
Terms of Reference for Individual Environmental Assessment

Welcome to the Open House

Please sign in at the front desk



April 18, 2017

Civic Centre Resource Library

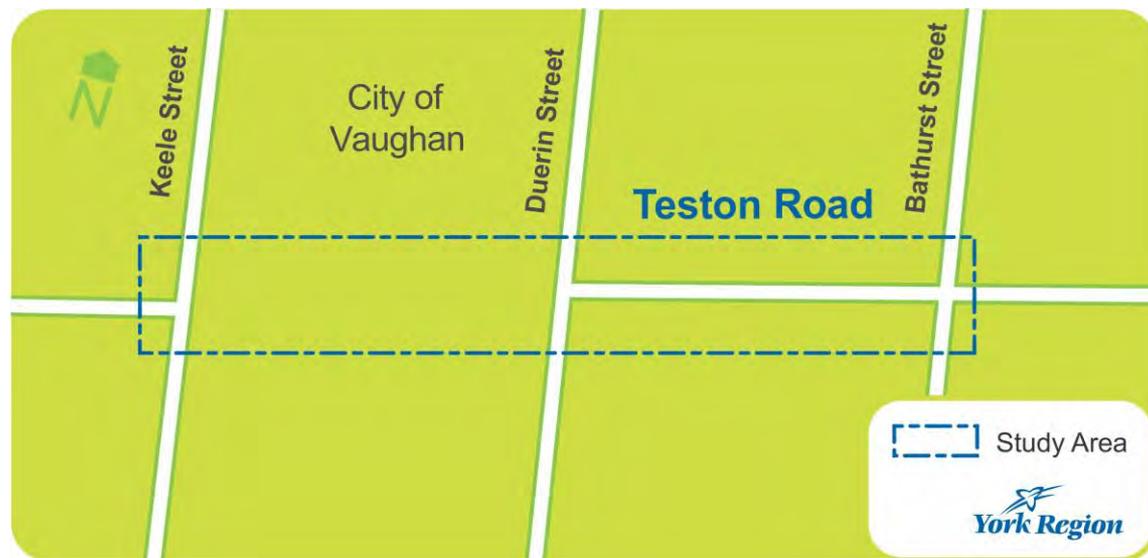
2191 Major MacKenzie Dr W, Maple, ON L6A 3Y8

Your Feedback is Important

How can you stay informed and provide input into the study?

- ✓ Representatives of the Project Team are available to discuss the project with you
- ✓ Please ask questions and make your opinions known to us
- ✓ Fill out a comment form and return to the Project Team by **May 8, 2017**
- ✓ Join the study mailing list, email us at roads.ea@york.ca to receive future study notices
- ✓ Visit us online at york.ca/testonroad
- ✓ Contact the project team at any time throughout the study to provide your feedback

Purpose of Open House



The study area falls within the City of Vaughan and within the Regional Municipality of York (as seen on key map).

The Regional Municipality of York is developing a **Terms of Reference (ToR) for an Individual Environmental Assessment (IEA)** Study of Teston Road between Keele Street and Bathurst Street to **identify and validate transportation problems and opportunities and to evaluate a variety of alternatives and how to address them.**

The **purpose of this Open House** is to share the following information and collect your feedback:

- What is the ToR?
- Problems and Opportunities
- What happens next in the Study?

What is the Terms of Reference? (ToR)

The Terms of Reference (ToR) is a document prepared by the Regional Municipality of York, as the proponent, for approval by the Ministry of Environment and Climate Change (MOECC).

This document will be used to establish the planning and decision-making process for a subsequent Individual Environmental Assessment (IEA).

Once the ToR document is approved by MOECC, the IEA study will be required to follow the approved planning, decision-making and stakeholder engagement process.

The ToR is being prepared in accordance with subsection 6(2)(a) of the *Environmental Assessment Act* and will therefore consider a broad range of alternatives.

Problems and Opportunities

Problems:

- Additional east-west transportation capacity is required to address existing congestion, enhance traffic safety, connect communities, and accommodate increases in local and regional traffic.
- Discontinuous road network creates unnecessary thru-traffic and congestion through adjacent communities.
- Significant existing, planned, and under-construction development along Teston Road and within the study area requires an efficient transportation system for access, connectivity, mobility, public transit, and emergency service.

Opportunities:

- To assist in accommodating the travel demands (vehicular, cycling, and pedestrian) associated with development in and adjacent to the Teston Road corridor, as well as the City of Vaughan and York Region.
- To facilitate improved connectivity and access to the existing interchange with Highway 400 to the west of the study area.
- To alleviate thru-traffic impacts to existing built-up communities.

Purpose of the Undertaking

- The purpose of the undertaking is to improve the efficiency, safety, and continuity of the east-west transportation network within the study area.
- This IEA will consider a broad range of alternatives to address these transportation capacity challenges within the Preliminary Study Area.

There is a need to:

Support Growth and Development



Facilitate Traffic Circulation



Support and Encourage Walking, Cycling and Transit Use



Addressing long-term transportation problems

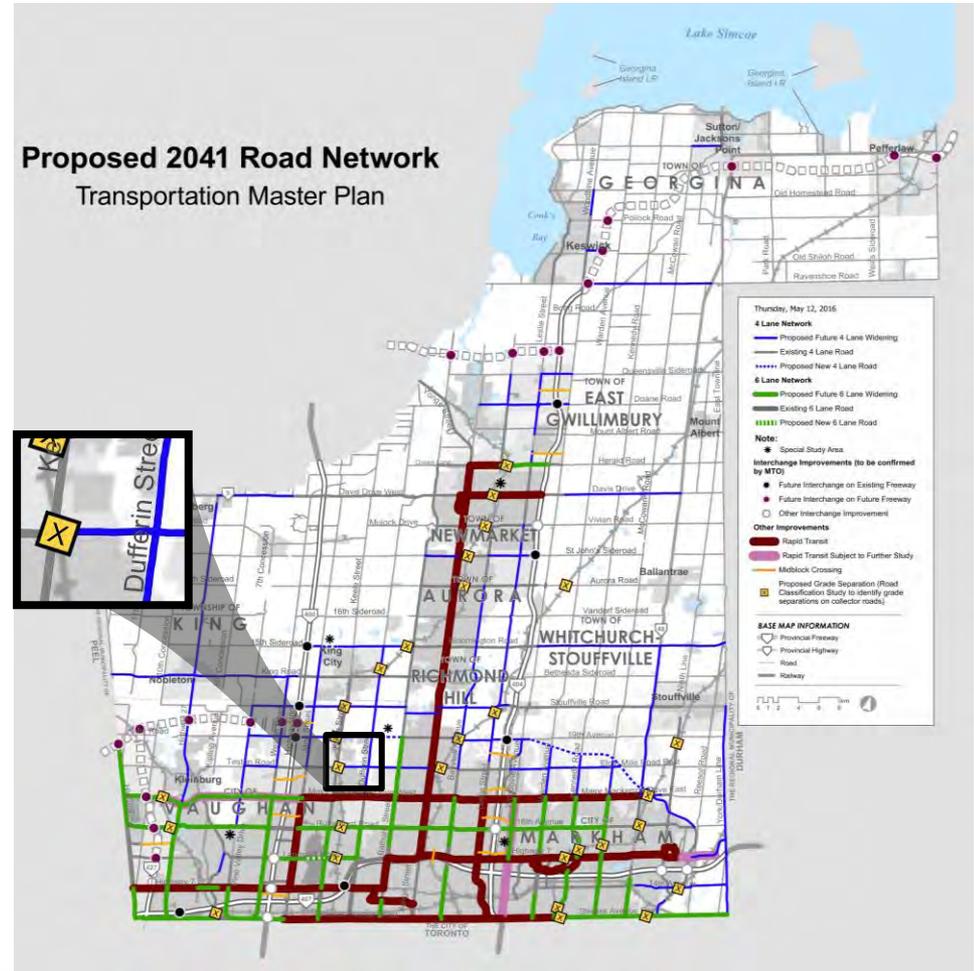


York Region Policy Context

Completed in 2016, York Region's Transportation Master Plan (TMP) indicates:

- **Year 2022-2026:** A rail grade separation and transportation improvements in the same period
- **Year 2032-2041:** The widening of Teston Road between Dufferin Street and Bathurst Street.

These improvements are part of a network that was carefully designed through the York TMP process.



Study Background – Historical Context & Growth in York Region

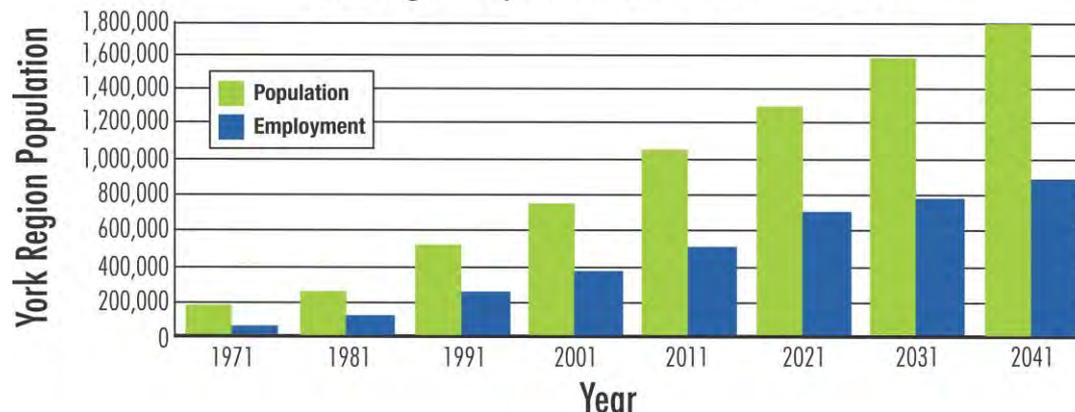
Population

1.16 million in 2015 to **1.79** million in 2041

Employment

578 thousand in 2015 to **900** thousand in 2041

York Region Population Growth - 1971 to 2041



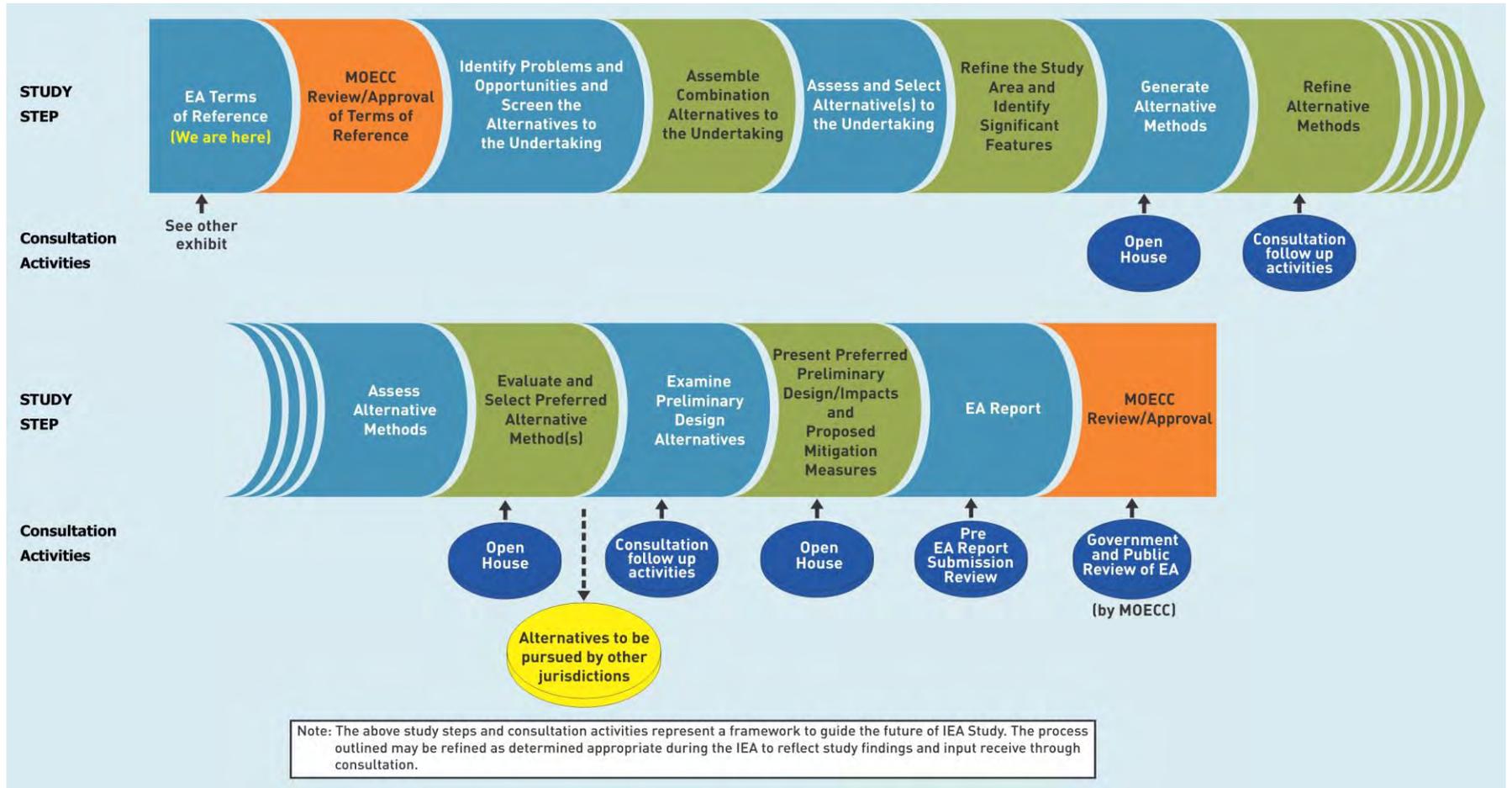
York Region is anticipated to grow to **1.8 million** residents by 2041.

With growth in population and employment, the original arterial road network, which mainly serviced agricultural and rural communities in the Region, is becoming less efficient and convenient.

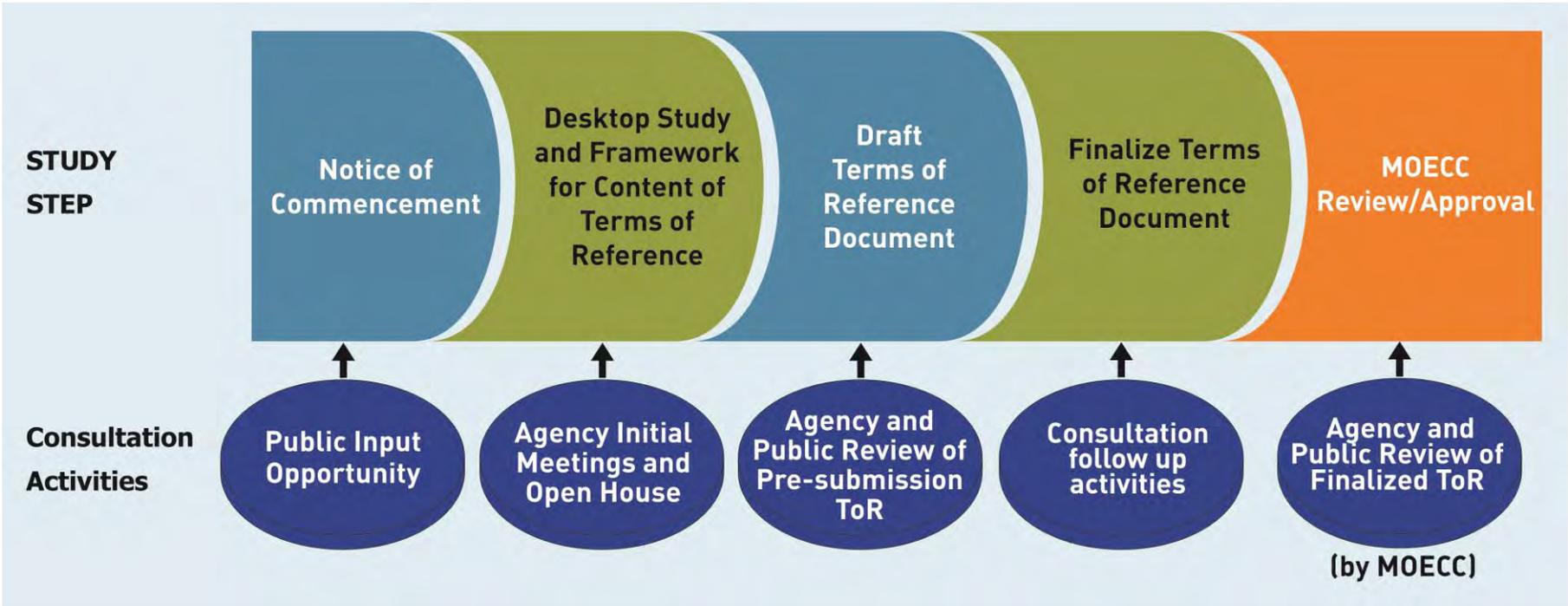
Study Background and Previous Study

- **Previous Study** – 2003 Teston Road EA from Pine Valley Drive to Bathurst Street completed by York Region.
- **Previous Study Findings:**
 - **Traffic demands support the need for improvements** along the Teston Road corridor from Pine Valley Drive to Bathurst Street
 - **Significant environmental and financial implications** associated with establishing a new roadway link between Keele Street and Dufferin Street (potential impacts to the closed Keele Valley landfill and Vaughan Waste Disposal Sites, and the East Don River valley/ McGill Environmentally Sensitive Area)
 - **Concerns from the Ministry of Environment and Climate Change (MOECC), City of Toronto and the Toronto Region Conservation Authority (TRCA)** contributed to the conclusion that the potential benefits of a new roadway to the Regional road network are outweighed by potential environmental and cost implications
- **Previous Study Recommendations included:**
 - **Upgrade Teston Road to a Regional standard 2 lane rural cross section** from Pine Valley Drive to Weston Road (not constructed, subsequent EA for widening to 4 lanes completed in November 2016)
 - **Reconstruct Teston Road to 4-5 lane urban cross-section** between Weston Road and Keele Street, including a full access interchange at Highway 400 and Teston Road (Completed in 2003)
 - **Upgrade Teston Road to a basic 2 lane rural section with a 4 m median** from Dufferin Street to Bathurst Street (Completed in 2006)
 - **Maintain Status Quo along Teston Road between Keele Street and Dufferin Street:**
 - This recommendation was mainly due to the concerns brought forward by **MOECC, TRCA** and the **City of Toronto**.
 - MOECC requested that an IEA be completed for this section of Teston Road to determine the most appropriate solution to provide future transportation improvements.

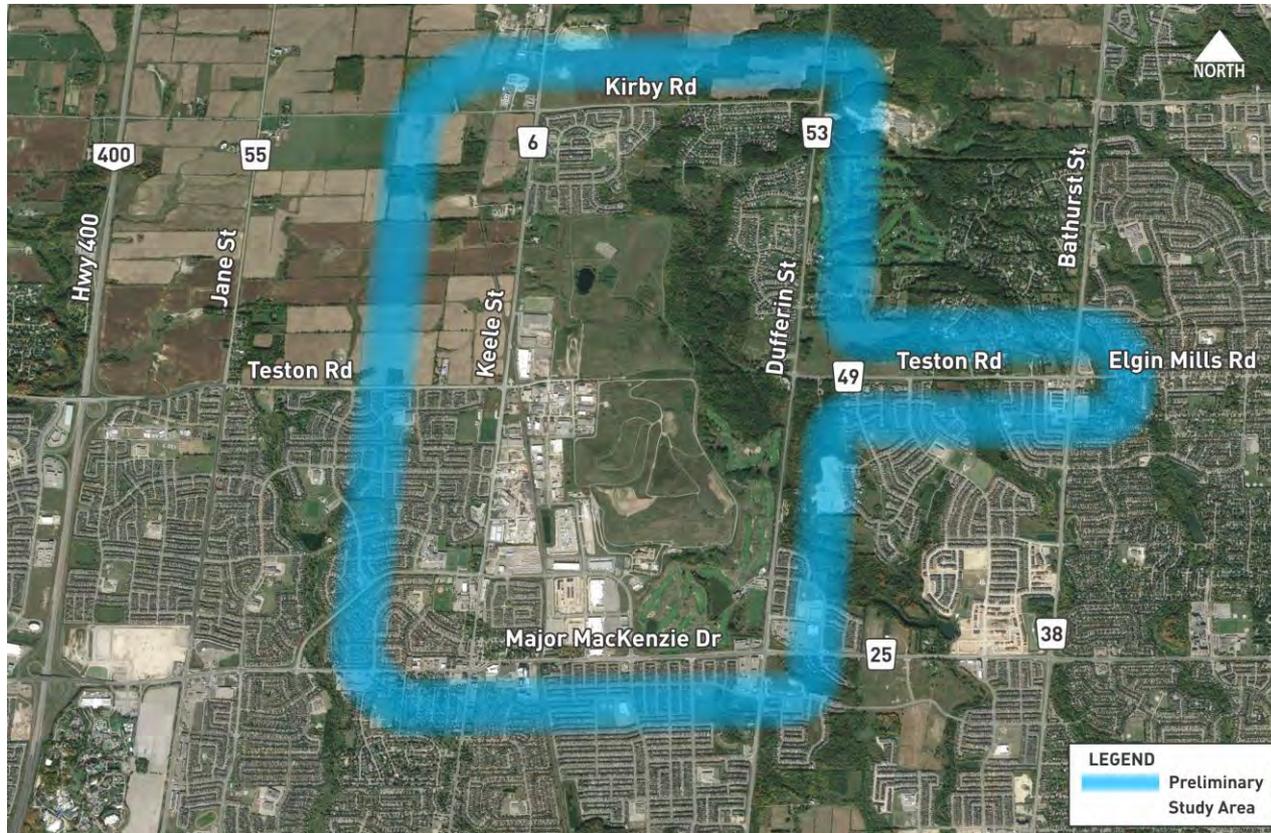
Overall IEA Planning Process



ToR Planning Process and Consultation Plan



Preliminary Study Area



The study area as shown in our Notices is not representative of the area in which alternatives may be considered. As such, an expanded study area is proposed for use in the IEA that better reflects the area of potential future study.

Alternatives to the Undertaking

Alternatives will be identified and assessed in consultation with the public, federal and provincial government agencies, municipalities and Indigenous Communities. Alternatives to the Undertaking are considered functionally different ways of approaching and dealing with the defined problem or opportunity.

The Alternatives to the Undertaking to be considered in the IEA study will include, but are not limited to:

- **Do Nothing** – “Do Nothing” is considered the status quo, where the transportation system would be limited to maintenance of current transportation infrastructure and the implementation of approved Provincial, Regional and local Municipal initiatives.
- **Travel Demand Management (TDM)** – TDM strategies include measures implemented to improve the operation of the current transportation system by managing travel demand independent of actually expanding or constructing new infrastructure. The emphasis of TDM strategies is to reduce overall demands on the network, shift demands to time periods outside of the critical congestion periods, and shift demands to alternative modes of transportation, principally transit, cycling and walking;
- **Transportation Systems Management (TSM)** – The objective of TSM is to improve the efficiency and safety of the transportation system and optimize the use of existing and planned infrastructure through a wide range of strategies and technology policies and initiatives. Measures may include initiatives such as transit priority facilities, ITS (intelligent transportation system) strategies, carpooling, High Occupancy Vehicle (HOV) lanes, autonomous/driverless & connected vehicles, providing real-time information (i.e. traffic and transit delays via smart phone apps) to users, Reserved Bus Lanes (RBL), ride-sharing services, Park and Ride facilities and intersection improvements;

Alternatives to the Undertaking

- **Improved and/or New Transit Services** – Expanding the capacity of the transit system through increased services within the existing transportation network and/or accommodating new transit services on new corridors may relieve congestion and increase the performance of the transportation network;
- **Improved and/or New Roadways/Transitways** – The provision of improved capacity and operations on existing facilities and/or accommodating required capacity on new corridors may increase the performance of the transportation network. Congestion may be relieved through additional capacity on existing roadways/transitways or by introducing capacity in new corridors, transitways or both; and
- **Combinations of the above** – In addition to the individual Alternatives to the Undertaking noted above, it is proposed to establish additional "combined" Alternatives to the Undertaking that represent creative combinations of the above ways of adding capacity or reducing trips.



Assessment Alternatives to the Undertaking

The assessment of Alternatives to the Undertaking at a functional level will consider broad factors and criteria that reflect objectives in addressing the stated transportation problems, while considering potential effects on the environment.

The first step will examine the ability of individual modal alternatives to meaningfully address the transportation problems and opportunities.

The second step will assemble and assess a number of combination alternatives based on the listing of proposed factors and criteria identified in the displayed table.

CRITERIA
Factor: Environment
The degree to which the proposed transportation system modification: <ul style="list-style-type: none"> • impacts natural features (e.g. aquatic ecosystems, terrestrial ecosystems, groundwater, surface water, air quality); • impacts socio-economic features (e.g. land use, communities, resources); • impacts cultural features (e.g. properties of cultural heritage value, archaeological and Indigenous sites); and • reduces or limits impacts such as higher noise levels, greenhouse gas emissions and the effects of air emissions on local/regional air quality and the effects on climate change
Factor: Transportation
The degree to which the proposed transportation system modification: <ul style="list-style-type: none"> • supports federal/provincial/municipal transportation policies/goals/objectives; • improves system capacity & efficiency for the movement of people and goods; • improves system capacity & efficiency to reduce growth in peak travel demand; • makes effective and efficient use of the existing road and transit system through the use of Transportation Demand Management and Transportation System Management strategies; • improves system reliability and redundancy during adverse conditions; • improves traffic safety through congestion reduction; • enhances goods movement by linking communities within the York Region; and • improves mobility and accessibility through enhanced modal integration/choice and a more balanced transportation system.
Factor: Land Use
The degree to which the proposed transportation system modification supports existing and planned future land use and growth including recognition of growth management plans and policies as articulated in provincial policies and municipal official plans.
Factor: Economy
The degree to which the proposed transportation system modification supports provincial, regional and municipal economy including: <ul style="list-style-type: none"> • manufacturing and trade; • tourism and recreation; and • agriculture.

Selected Alternative(s) to the Undertaking

To determine the “next steps”, the selected Alternative(s) to the Undertaking will be placed into one of the following four categories:

1. **If the Preferred Alternative to the Undertaking is “Do Nothing”** – the IEA process is complete and no further study will be initiated.
2. **If the Preferred Alternative to the Undertaking is a transportation mode or solution** that is outside the jurisdiction of York Region – the current IEA process will be halted; York Region will refer the planning alternative to the appropriate agency or jurisdiction for further review and action.
3. **If the Preferred Alternative to the Undertaking is entirely within the jurisdiction of York Region** (York Region as the proponent) – the IEA process continues and York Region will proceed to the Alternative Methods stage as outlined in the IEA ToR document.
4. **If the Preferred Alternative to the Undertaking is a combination of solutions** that are within the jurisdiction of York Region and modes/solutions that are outside the jurisdiction of York Region – the IEA process continues; York Region proceeds to the Alternative Methods as outlined in this IEA ToR. Alternatives to the Undertaking that are outside York Region jurisdiction are referred to the appropriate agency for further review and action.

The IEA Report will be submitted to MOECC for an approval decision once concept design is completed.

Description of the Environment & Potential Effects

Natural Environment:

- Study area falls within the Oak Ridges Moraine Conservation Plan Area
- East Don River Valley mapped as a 'Natural Core Area'
- 'Significant Forests' and two additional unevaluated wetlands mapped along McNair Creek
- Study area holds potential for SAR (Species at Risk)



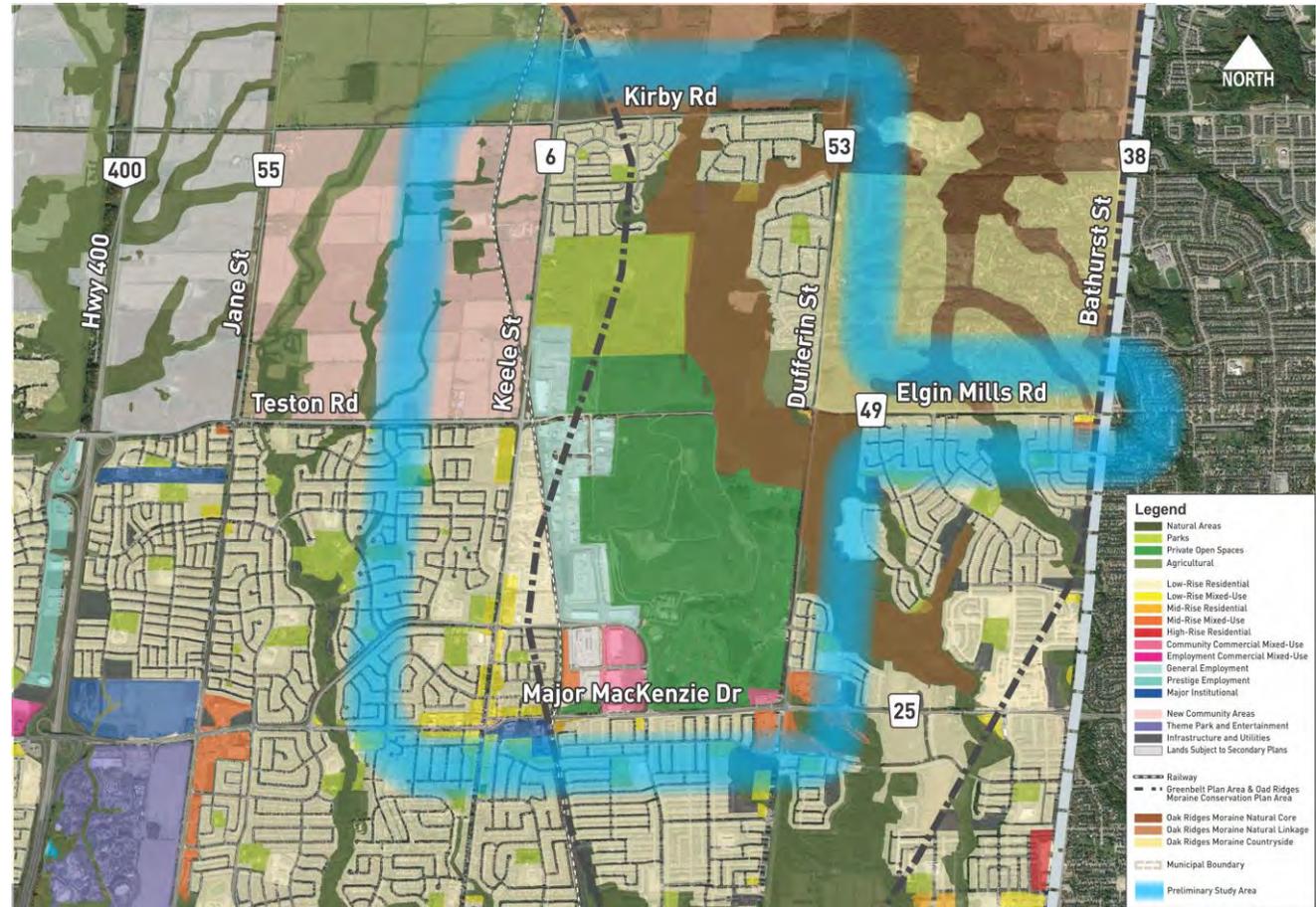
Description of the Environment & Potential Effects

Archaeology:

- A Stage 1 Archaeology Assessment is currently underway
- 19 archaeological sites have been identified within the study area, documenting Indigenous and Euro-Canadian occupation of the land.
- Additional archaeological study may also be required following the conclusion of the Stage 1 archaeological assessment.

Built Heritage:

- A review of built heritage resources and cultural heritage landscapes will also be completed for the purpose of this IEA.



Description of the Environment & Potential Effects

Socio-Economic Environment:

- The City of Vaughan located in York Region will accommodate 29% of York Region's population growth and 33% of the Region's employment growth between the years 2006 to 2041.

Proposed development includes Block 27 and North Maple Regional Park. Areas south of Teston Road are predominantly urban.

One of York Region's TMP (2016) recommendations is that discontinuous road links be improved in order to complete the grid network.

Gaps in the road network along with discontinuous links is one of the factors leading to added congestion.



Description of the Assessment and Evaluation Methodology

Once a Preferred Alternative(s) to the Undertaking has been determined, the IEA will focus on the following study steps:



Process to Generate Alternative Methods

Once the IEA study Area has been refined, Alternative Methods will be generated. The Alternative Methods will then be reviewed with agencies and the public through the consultation process. Alternative Methods are considered different ways of doing the same activity. For example, if a new roadway was determined to be the preferred undertaking, Alternative Methods would consider a range of roadway alignments or locations.

Alternative Methods will be generated based on the following guiding principles:

- **Utilize existing infrastructure efficiently and effectively** - Taking advantage of existing transportation and other linear corridors may reduce effects to the natural, social and economic environments;
- **Minimize effects to existing and future planned (approved) land uses;**
- **Avoid or, where this is not possible, minimize effects to natural systems, with particular emphasis on natural features, functions, systems and communities;**
- **Avoid or, where this is not possible, minimize impacts to prime agricultural areas and individual agricultural operations;**
- **Minimize effects to urban/rural areas** - Such areas generally provide a focus for cultural, recreational, social and economic activities; and
- **Resolve transportation problems and take advantage of existing and future opportunities recognizing project need** - As determined during the initial stages of the IEA study.



Generating and Evaluating Alternative Methods

The process for generating and evaluating Alternative Methods is flexible and can accommodate the consideration of revisions / enhancements to the criteria for identifying and assessing Alternative Methods (as listed in the IEA ToR) during the IEA study.

At this stage, environmental information, based largely on secondary sources, field reviews and consultation input, will be collected to identify significant environmental features.

This principle will be applied as follows:

- Upon refining the IEA Study Area, Alternative Methods will be generated, refined and examined in greater detail as the study progresses to determine potential environmental effects.
- Alternative Methods will be comparatively evaluated to determine the best alternative(s) (preferred alternative(s)) and mitigation measures will be identified.
- The preferred alternative(s) will be more fully developed to determine the best Concept Design in order to fully document potential environmental effects (both within and outside of the defined study area where appropriate) and allow mitigation measures to be developed in greater detail.

Evaluation and Selection of Alternative Methods

The evaluation of Alternative Methods is a two-step process:

1. **The identification of advantages and disadvantages of the various alternatives under consideration.**
2. **The completion of the evaluation.**

Evaluation Method

The evaluation of alternatives is an integral component of the IEA. A sound evaluation process is based on five key principles:

- The evaluation of alternatives must be **comprehensible and systematic**;
- The process must be **rational and understandable**;
- The results must be **replicable**;
- The data must be **traceable**; and
- The entire process must be **participatory**, with broad but not duplicative opportunities for participation from the public, regulatory agencies, municipalities, Indigenous Communities etc.

York Region is proposing the **Reasoned Argument** evaluation approaches to assist in the selection of a preferred alternative(s) for this undertaking.

The Reasoned Argument evaluation component will clearly present stakeholders with the key differences between the various alternatives and the reasons why one alternative is preferred over another.

Commitments & Monitoring

Terms of Reference IEA Commitments

Commitments made during the ToR process will be documented and included in the future IEA Report. These commitments, and commitments made during the IEA Report will guide future environmental work and consultation as well as effects and compliance monitoring.

The IEA Report will demonstrate how ToR commitments were addressed during the IEA Study.

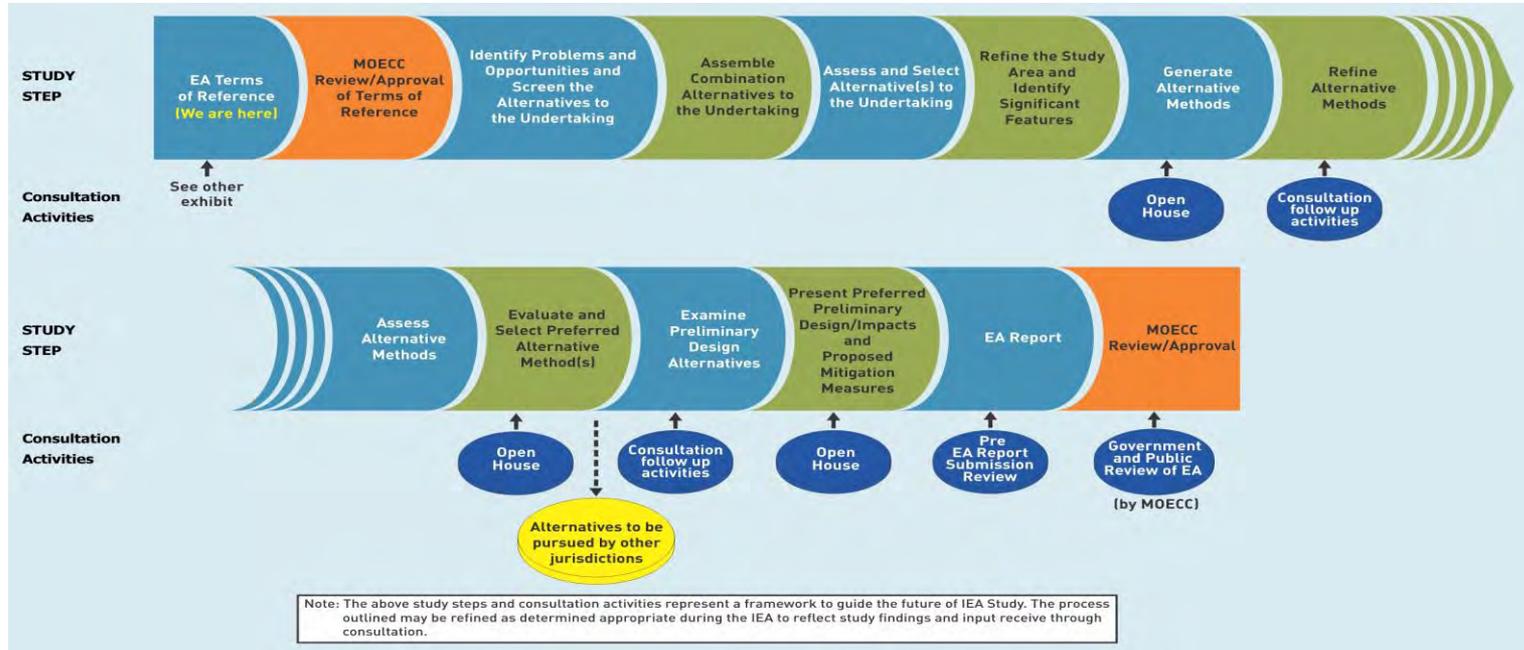
Environmental Effects and EA Compliance

During the IEA, York Region will commit to developing a monitoring program that will address environmental effects associated with the construction, operation and maintenance of the selected preferred alternative(s).

If the preferred alternative(s) includes a construction phase, York Region will ensure that external notification and consultations are consistent with any commitments that may have been made earlier in the IEA Report or other environmental documentation.

Following construction, monitoring will ensure that any follow-up information is provided to external agencies as per any outstanding environmental commitments.

Consultation Plan for the IEA



Consultation with affected parties is an essential part of the IEA process and provides a mechanism for the proponent to define and respond to key issues



Consultation Plan

Public

Agency

Municipal

Indigenous
Communities

The first component of the Consultation Plan will be to develop contact lists, which will include interested individuals, ratepayer groups and recreational groups etc. located in the analysis / study area.

Three rounds of Public Open Houses will be held during the subsequent IEA.

The Open Houses will be arranged as drop-in centres to allow the public to see results, exchange information, and ask one-on-one questions of the Project Team.

Agency meetings will be assembled which includes potentially affected provincial ministries, agencies, federal departments, and conservation authorities.

Consultation with provincial ministries and agencies will involve reviewing, commenting and providing input to the environmental assessment study, the technical analysis and the ongoing comment/input to the consultation process.

York Region will strive to provide appropriate and meaningful consultation and engagement with Indigenous Communities.

All stakeholders will be provided the opportunity to review and comment on a draft IEA Report prior to submission to the Minister of the Environment and Climate Change for formal review and approval of the undertaking.

Next Steps

Following the Open House, the Project Team will:

- Address comments received
- Refine study process based on comments received
- Develop Draft Terms of Reference for review
- Consult with technical agencies and stakeholders
- Submit Terms of Reference to the Ministry of Environment and Climate Change

Study Contact: Chris Lumsdon
Communications and Community Engagement
Specialist
The Regional Municipality of York
17250 Yonge Street, Newmarket, Ontario, L3Y 6Z1
Phone: 1-877-464-9675 ext. 77560
Email: roads.ea@york.ca
Website: york.ca/testonroad

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Fill out a comment sheet before leaving.

