APPENDIX C1.9 – Consultation Record

APPENDIX F – Comments/Responses During Final EA Review

Notice of Submission

GREAT STREETS
Building Roads that Build Community 2025

Teston Road Area Improvements, Highway 400 to Bathurst Street
City of Vaughan

Notice of Submission of Environmental Assessment

The Regional Municipality of York completed a Comprehensive Environmental Assessment (EA) Study in the City of Vaughan to identify road improvements near Teston Road. The study area is bounded by Kirby Road, Bathurst Street, Major Mackenzie Drive West and Highway 400.

As required under section 6.2(1) of the *Environmental Assessment Act* and according to the Terms of Reference approved by the Ministry of the Environment, Conservation and Parks on December 20, 2018, York Region has submitted its environmental assessment to the Ministry of the Environment, Conservation, and Parks for review and a decision.

THE STUDY

The Teston Road Area EA Study aims to generate solutions for transportation challenges and opportunities. The project considered improvements for vehicles, pedestrians, cyclists and transit in the study area.

Recommended improvements

- Widening Teston Road from two to four lanes west of Keele Street to Rodinea Road and from Dufferin Street to Bathurst Street
- Extending Teston Road as a new four-lane roadway from Rodinea Road to Dufferin Street; a modified short-term solution is proposed along Teston Road (Keele to Dufferin) with a multi-use path
- Constructing an at-grade GO Rail crossing on Teston Road east of Keele Street with property protection to separate the road and tracks in the future, if needed



As required under the *Environmental Assessment Act*, the EA Report will be available for public review and comment from Friday, February 27 to Friday, April 17, 2026.

You may review the environmental assessment during normal business hours at the following location:

1. Vaughan Public Library - Maple Library
   10190 Keele Street
   Maple, Ontario L6A 1G3
   Monday to Thursday: 9 a.m. to 9 p.m.
   Friday: 9 a.m. to 6 p.m.
   Saturday and Sunday: 9 a.m. to 5 p.m.
2. Online at **york.ca/TestonRoad**

Comments on the EA must be submitted in writing and/or by email to the Ministry of the Environment, Conservation and Parks by April 17, 2026.

Abdulrahim Mohamed, Project Officer
Ministry of the Environment, Conservation and Parks
Environmental Assessment Branch
135 St. Clair Avenue West, 1st Floor
Toronto, Ontario M4V 1P5
437-335-6352 / 1-800-461-6290
Abdulrahim.Mohamed@ontario.ca

A copy of all comments will be forwarded to the proponent for consideration.

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment, Conservation and Parks (MECP) for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment Act* or is collected and maintained for the purpose of creating a record that is available to the general public as described in section 37 of the *Freedom of Information and Protection of Privacy Act*. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential.

February 27, 2026

Eric Jolliffe
York Region Chairman and CEO

Questions or need further information?
Please quote Teston Road Area EA in your inquiry.
Phone: 1-877-464-9675
TTY: 1-866-512-6228
Email: transportation@york.ca
After hours emergency: 1-877-464-9675 ext. 75200

York Region

Government Review Team and Stakeholder Comments & Responses

Log of Government Review Team & Stakeholder Comments
Teston Road Improvements Comprehensive Environmental Assessment

Comment Summary: Noice of Submission (27-Feb-26 to 17-Apr-26)

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
Government Review Team - MECP	**Environmental**	**Branch**		
Abdulrahim Mohamed/ Abdulrahim.Mohamed@ontario.ca MECP, Environmental Assessment Branch	January 12, 2026 (comments sent prior to formal NoS)	Thank you for the opportunity to review the final Environmental Assessment (final EA) for York Region's proposed Teston Road Area Transportation Improvements (project). The Ministry of the Environment, Conservation and Parks (the ministry) Environmental Assessment Services Section has conducted a review of the final EA taking into consideration the applicable requirements of the amended Environmental Assessment Act (EAA or the Act), the Code of Practice for Preparing and Reviewing Environmental Assessments in Ontario (EA Codes of Practice), Code of Practice for Consultation in Ontario Environmental Assessment Process and the approved Terms of Reference (ToR) for the project. In its review, the ministry has identified specific comments on the final EA that are detailed below.	Noted.	
		Executive Summary: Under "Preliminary Cost Estimate" (pg. xlix), the section reference is incorrect. Please update to Section 9.11 instead of Section 9.10.	This has been corrected in the revised report.	
		Executive Summary: On pg. iv, the ministry is referred to as the "Ministry of the Environment." Please update to MECP (formerly the Ministry of the Environment) for consistency, similar to section 10.4.4.	This has been updated in the revised report.	
		Main Report: Section 1.1 (pg. 2) references the 2023 York Region Growth and Development Review. The 2024 version is now available. Please update population figures to reflect 2024 data (e.g., population grew by 1.3% to 1,279,529).	This has been updated in the revised report.	
		Main Report: Section 1.4 (pg. 6) refers to "Section 10 – Impact Assessment." Please align terminology with provincial standards (e.g., "Environmental Effects, Mitigation Measures") as shown in the Table of Contents.	This has been updated in the revised report.	
		Main Report: Correct all references to TRCA's regulation from O. Reg. 42/42 to O. Reg. 42/24 (e.g., pg. 81 and pg. 125).	This has been corrected in the revised report.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		Main Report: Section 5.2.2.1 (pg. 94) cites PPS 2024 Section 3.3(3) for connectivity language. This should reference Section 3.2(3).	This has been updated in the revised report.	
		Main Report: Section 5.2.5.2 (pg. 123) states construction completion for Teston Road EA (Pine Valley Drive to Weston Road) was anticipated in 2024. The project webpage shows completion in Fall 2025. Please update and ensure consistency with other references on the same page.	This has been updated in the revised report.	
		Main Report: Page 123: Update Major Mackenzie Drive EA completion date to match pg. 124 (completed in 2024).	This has been updated in the revised report.	
		Main Report: Page 123: Update or remove anticipated construction start date for North Maple Community Bridge EA if outdated.	This has been updated in the revised report.	
		Main Report: Section 5.6.9.2 (pg. 209) mentions Highway 413 EA completion by end of 2022. Please update to align with section 5.2.5.4 (pg. 127), which states MTO is still confirming the preferred route.	This has been updated in the revised report.	
		Main Report: Correct all references to O. Reg. 213 to O. Reg. 213/91 (e.g., section 10.6.2, pg. 445).	This has been updated in the revised report.	
		Main Report: Page 340 (Public Open House No. 4) currently references COVID in late 2023 as the reason for holding the session virtually. Please revise to align with Section 3.2.4 (page 30), which states that the open house was held virtually to ensure greater engagement and accessibility for a wider range of participants	This has been corrected in the revised report.	
		Cost Estimate: Appendix W (Detailed Cost Estimates), page 4 of 5 incorrectly lists Phase 1 – Dufferin Street to Bathurst Street. Please revise to correctly identify this as Phase 2 – Dufferin Street to Bathurst Street, consistent with the phasing outlined in Section and the project description.	The heading in Appendix W has been corrected.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		Air Quality: The ministry (Air Quality) previously recommended that a complaint response protocol be prepared that outlines the measures that will be implemented when dust and/or odour complaints are received during the construction phase of the project and should include local district office notification. It was noted that these recommendations would be considered during the design and construction phases of the project but that we would like to see these recommendations added to the final EA.	Additional commitments have been added to Section 10.4.4.3 and to Table 10-1 of the revised report.	
		Air Quality: The following comment also from Air Quality was previously recommended to be added to the final EA after suggesting it would be considered during the design and construction phases of the project but also does not appear. "According to Appendix M Contamination Overview Study Report prepared by Morrison Hershfield and dated October 27, 2022, the location of the proposed Teston Road extension is situated between three landfills where soil contamination may have occurred. Additionally, the Phase 1 Environmental Site Assessments (ESAs) identified several areas of potential environmental concern (APEC) in the study area that have the potential to emit contaminants of concern as a part of fugitive dust. Therefore, when soil excavation activities occur during the construction phase, the ministry recommends:		
		Air Quality: When soil excavation activities occur during the construction phase, onsite ambient air monitoring takes place at the sensitive receptors identified in the AQA report for the site-specific contaminants identified within the APEC.	This has been added to Section 10.4.4.3 and to Table 10-1 of the revised report.	
		Air Quality: The proponent should consider notifying the ministry's York Durham District Office of any ambient air quality criteria exceedances of the contaminants of concern during the construction phase of this project.	This has been added to Section 10.4.4.3 and to Table 10-1 of the revised report.	
		Air Quality: Where possible, reduce soil excavation activities and ensure that adequate dust mitigation measures are in place during forecasted windy conditions.	This has been added to Section 10.4.4.3 and to Table 10-1 of the revised report.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		Indigenous Consultation: The EA identifies a "Métis Nation of Ontario Williams Treaty First Nation," but no such entity exists. Please clarify who this refers to and confirm engagement details.	This has been corrected in the revised report (Métis Nation of Ontario and Williams Treaty First Nations are two separate entities)	
		Indigenous Consultation: Table 3-15 ("Summary of Consultation with Indigenous Communities," pg. 59) must include all records—emails, meeting minutes, phone calls, notices—in the absence of a separate tracking log. I also noted there does not appear to be a Notice of Completion.	Table 3-15 has been updated to include all records of correspondence, including the Notice of Submission.	
		Indigenous Consultation: Appendix C.2 ("Indigenous Consultation Record") contains the first reference to Kawartha Nishnawbe (KN), but the ESR does not mention KN. The record should include all materials (letters, meeting minutes, call logs, notices) organized by community and in chronological order, consistent with the tracking log.	Appendix C.2 has been reordered and contains all communication with KN.	
		Indigenous Consultation: The first record in Appendix C ("Correspondence") is dated December 5, 2023, but the summary log begins in August 2020. Several entries prior to December 2023 appear to include emails that are missing from the record.	Appendix C of the Indigenous Consultation record has been updated to include all items from the summary log.	
		Indigenous Consultation: The last entry (September 4, 2025) is a reply to Alderville First Nation regarding their November 13, 2024, letter about filing fees. There is no indication of further follow-up from either party. Please clarify.	Further correspondence occurred with Alderville First Nation and has been added to the log of correspondence in C.2.	
		Indigenous Consultation: There appears to be no engagement or notification with Kawartha Nishnawbe. KN must be engaged/notified.	Appendix C.2 now contains all communication with KN.	
		Indigenous Consultation: Additional Requirements: The consultation record must contain all records (emails, calls, notices, meeting minutes). Records should follow the same chronology as the summary/tracking log and be separated by community.	Appendix C of the Indigenous Consultation record has been updated to include all items from the summary log. The appendix has been re-ordered to organize correspondence by community first, then chronologically.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		Interim vs Ultimate Construction Phasing: The EA indicates that approval is being sought for both interim and ultimate designs, with future phases (e.g., grade-separated Barrie GO rail crossing and full active transportation upgrades) anticipated well beyond the current 10-year capital plan. Section 11.6.1 outlines an amendment process for post-EA modifications. Please clarify:		
		Interim vs Ultimate Construction Phasing: How does the EA envision applying this amendment process to future works that are not part of the immediate construction schedule?	Clarifying language has been added throughout the report (Executive Summary, Sections 8.8, 9) to explain that: While not part of the Project for which the Proponent is seeking EA approval at this time, in the longer term 2.1 m sidewalks and 2.35 m cycle tracks are proposed for both the north and south sides of this section Teston Road, subject to future EA approvals. Property protection for a potential ultimate grade-separated GO Rail crossing is proposed, however a future grade-separation would be subject to future EA approvals. Section 11.6.1 has been updated to clarify these elements will need a separate EA approval and will not be eligible to follow the amendment process (except for potential minor changes to active transportation elements where landfill constraints allow).	
		Interim vs Ultimate Construction Phasing: What criteria will be used to determine whether a future change is considered a minor or major amendment, and what level of documentation and consultation would be expected in each case?	Further detail has been added to Section 11.6.1.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
			Minor and major amendments are not defined terms, so determination of magnitude is based on professional judgment. The determination will consider whether the proposed changes introduce new or increased adverse environmental effects beyond those identified in the CEA, or relate to concerns raised by the public, agencies, or Indigenous communities. If there is the potential to increase environmental effects that cannot be mitigated through previously identified mitigation measures or alter specific commitments made, the modification may be considered a major modification. A major modification may require review by and consultation with broader EA stakeholders (including government agencies) and Indigenous communities, in discussion with MECP and depending on the nature of the environmental effects. Minor modifications are those that are consistent with refinement that is typical of detail design development. They may introduce new environmental effects but can be mitigated through previously identified or established mitigation measures. Additional consultation may be required to inform detail design but will be focused and limited. Specific consultation requirements would be tailored to the modification proposed.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		Interim vs Ultimate Construction Phasing: Are there any commitments in the EA regarding triggers, timelines, (I only see recommendations for long-term property protection) for these ultimate design elements?	Clarifying language has been added throughout the report (Executive Summary, Sections 8.8, 9) to explain that: While not part of the Project for which the Proponent is seeking EA approval at this time, in the longer term 2.1 m sidewalks and 2.35 m cycle tracks are proposed for both the north and south sides of Teston Road between Keele Street and Dufferin Street once the current landfill related constraints are no longer a concern, subject to future EA approvals. Property protection for a potential ultimate grade-separated GO Rail crossing is proposed, however a future grade-separation would be subject to future EA approvals. Since these will be considered separate EA undertakings, no commitments have been added with regards to triggers or timelines.	
		Next Steps: The ministry is available to meet with you to discuss any questions you may have and to support you in resolving any issues before the submission of the final EA. This approach is also recommended to address any outstanding comments from other government agencies in accordance with the ministry's EA Codes of Practice. Should you have any questions or require further information, please contact the undersigned at 437-335-6352 or by email at abdulrahim.mohamed@ontario.ca. Sincerely,	Noted.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
Abdulrahim Mohamed/ Abdulrahim.Mohamed@ontario.ca MECP, Environmental Assessment Branch	April 8, 2026	Related to comment from MECP on April 7, 2026, regarding SAR. Hi again team, In relation to the comments from the Species at Risk branch, I am adding the following to my initial comments The Species Conservation Act, 2025, came into force on March 30, 2026. Please update the final EA to add reference to the new Act, and to remove reference to the Endangered Species Act, 2007, which was repealed on March 30th.	An explanatory note has been added to the EA Report and to the Natural Environment Report to clarify that: "Following preparation of this report, the provincial Species Conservation Act, 2025 (SCA) came into effect on March 30, 2026, and replaced the former ESA. Given the timing of this legislative change relative to finalizing this report, it has not been updated to identify SAR in accordance with Ontario Regulation 60/26. As the project moves forward through the detailed design process, permitting requirements will be completed in accordance with the provincial legislation and associated regulations in force at that time."	
Government Review Team – MECP	**Water Unit**	**(Groundwater)**		
Mihran Aslanyan/ Mihran.Aslanyan@ontario.ca MECP, Water Resources Unit	March 2, 2026	Hi team, Groundwater has no further comments.	No response required.	
Government Review Team – MECP	**Air Quality**			
Rui Zeng/Rui.Zeng@ontario.ca MECP, Air Quality	March 2, 2026	The proponent made the following commitment in the final draft EA comment response table that I reviewed in June, 2025. However, I did not see this commitment included in the current final EA: Appendix H - Air Quality Report.pdf "If excavation of landfill waste is required consider conducting onsite ambient air monitoring at sensitive receptors for site-specific contaminants. Notify MECP's York Durham District Office of any ambient air quality criteria exceedances of the contaminants of the contaminants of concern during the construction phase of this project." Please find attached a screenshot of the comment response table (see the Commitment to Future Works column) for your reference. I've also attached previous email correspondence with Cindy for your information. I am not sure if the proponent has included this commitment elsewhere, but just wanted to flag it for your awareness.	Additional commitments have been added to Section 10.4.4.3 and to Table 10-1 of the revised report.	

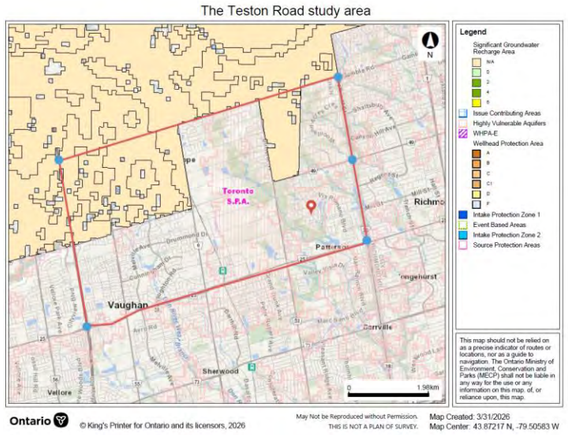
Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
Government Review Team – MECP	**Water Resources**	**Unit (Surface Water)**		
Alexander Shulyarenko/ Alexander.Shulyarenko@ontario.ca MECP, Water Resources Unit	March 11, 2026	Hello, Surface Water is also satisfied with the final EA.	No response required.	
Government Review Team – MECP	**Environmental**	**Permissions Branch**		
Anthony Martella/ Anthony.Martella@ontario.ca MECP, Environmental Permissions Branch	April 7, 2026	Hi team, No additional comments from Noise on the final EA.	No response required.	
Government Review Team – MECP	**Species at Risk**	**Branch**		
Aurora McAllister/ Aurora.McAllister@ontario.ca MECP, Species at Risk Branch	April 7, 2026	Hi team, Comments from Species at Risk below. I also wanted to mention in this email that the following MECP groups have no further comments on the final EA: Climate Change Policy Branch CCPB Adaptation and Resilience Branch ARB Best, Attached Comments: Hello, I can confirm Jeff Andersen has retired. I looked through the correspondence that Jeff had with the project team, and it appears that it was related to Redside Dace. On March 30th the *Species Conservation Act, 2005* (SCA) came into force and Redside Dace is not protected under the SCA. I have no additional comments to add in relation to this species. There may be other endangered or threatened species that could be impacted by the project and additional field work may be needed at detail design to determine whether there are any requirements under the SCA. Kind regards,	An explanatory note has been added to the EA Report and to the Natural Environment Report to clarify that: "Following preparation of this report, the provincial Species Conservation Act, 2025 (SCA) came into effect on March 30, 2026, and replaced the former ESA. Given the timing of this legislative change relative to finalizing this report, it has not been updated to identify SAR in accordance with Ontario Regulation 60/26. As the project moves forward through the detailed design process, permitting requirements will be completed in accordance with the provincial legislation and associated regulations in force at that time."	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
Government Review Team – MECP	**Conservation and**	**Source Protection Branch**		
Mohammed Ahmed Program Analyst, SourceProtectionScreening@ontario.ca MECP, Conservation and Source Protection Branch	April 8, 2026	In response to your request to review the CEA study for transportation improvements in the Teston Road area, the Conservation and Source Protection Branch (CSPB) offers the following comments. <u>Source Protection Requirements</u> The *Clean Water Act, 2006* (CWA), aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas are delineated around surface water intakes and wells for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as Wellhead Protection Areas (WHPAs), and surface water Intake Protection Zones (IPZs). Other vulnerable areas that can be delineated under the CWA for municipal drinking water systems include Significant Groundwater Recharge Areas (SGRAs) and Highly Vulnerable Aquifers (HVAs). In addition, event-based modelling areas (EBAs) and Issues Contributing Areas (ICAs) may also occur, overlapping with one of the four above-named vulnerable areas. Projects subject to the Environmental Assessment Act that proceed under a Class Environmental Assessment (EA) or under applicable regulations may impact drinking water sources if they are located within designated vulnerable areas associated with municipal residential drinking water systems. In such cases, applicable source protection plan policies under the Clean Water Act, 2006 may apply and must be considered. Projects may also affect other at-risk drinking water systems (e.g., non-municipal systems), which, although not regulated by source protection plans, should be identified and addressed as part of the environmental assessment process.	Noted.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		Comprehensive Class Environmental Assessment (Class EA) projects may include activities that, if located within a vulnerable area, may be considered a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and could be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities or require implementing risk management measures for these activities. Municipal Official Plans, planning decisions, Waste Management Class EA projects (where a project includes a drinking water risk) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks. Please note that where it has been determined that the project is within a vulnerable area, consideration of source protection must be clearly documented within the project file or environmental study report, as applicable. Specifically the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area. If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats. Where an activity poses a risk to drinking water, the proponent must document and discuss in the project file or environmental study report how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.		

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		The local source protection authority can provide proponents with assistance in determining whether an activity associated with the construction or operation of the project may be considered to be a drinking water threat as per the CWA and will be able to help determine whether there are policies in the source protection plan that may apply. Please note that even if the project activities in a vulnerable area are deemed not to pose a risk to drinking water, other policies may still apply. Hence, consultation with the local source protection authority is important.		
		More Information For more information on the CWA, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to Conservation Ontario's website where you will also find links to the local source protection plans and assessment reports. A list of the prescribed drinking water threats can be found in section 1.1 of Ontario Regulation 287/07 made under the Clean Water Act, 2006. In addition to prescribed drinking water threats, some source protection plans may include policies to address additional "local" threat activities, as approved by the Ministry of the Environment, Conservation, and Parks. The source protection information atlas is publicly available and can be used to geolocate the vulnerable areas. https://www.lioapplications.lrc.gov.on.ca/SourceWaterProtection/index.html?viewer=SourceWaterProtection.SWPViewer&locale=en-CA A Comprehensive Environmental Assessment study for transportation improvements in the Teston Road area. The Teston Road area is located in the Toronto Source Protection Area and is subject to the approved Credit Valley-Toronto and Region-Central Lake Ontario (CTC) Source Protection Plan. The project aims to generate solutions for transportation challenges and opportunities near Teston Road in the City of Vaughan. The project considered improvements for vehicles, pedestrians, cyclists and transit in the study area.		

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		Given that the preferred alternative (i.e., solution) is not located within groundwater protection areas (WHPAs A–D) and is not located within surface water intake protection zones (IPZs 1–3 or WHPA-E), the activities associated with the project are not considered significant drinking water threats. The site is partially located within Highly Vulnerable Aquifers (HVAs) with a vulnerability score of 6 and Significant Groundwater Recharge Areas (SGRAs) (see Appendix A). This means threats can be moderate/low and select policies may still apply. In addition, within HVAs, there may be other kinds of drinking water systems present that are not explicitly addressed by the source protection plan and, the proponent should take these into consideration. EA projects should protect sensitive hydrologic features, including current or future sources of drinking water not explicitly addressed in source protection plans, such as private systems – individual or clusters, and designated facilities within the meaning of O. Reg. 170/03 under the *Safe Drinking Water Act* – i.e., camps, schools, health care facilities, seasonal users, etc. In the Comprehensive EA study for transportation improvements in the Teston Road area, the proponent has addressed drinking water source protection in detail in Section 5.3.5.6. There are no policies in the CTC Source Protection Plan that apply to this project or that the proponent is required to consider prior to development. Thank you for considering the Conservation and Source Protection Branch's comments on the Comprehensive Environmental Assessment study for transportation improvements in the Teston Road area. If you have any questions or concerns about the above information, please do not hesitate to contact me.		

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		Appendix A – SPIA Map of the Teston Road study area 		
Government Review Team – MECP	**York Durham**	**District**		
Andrea Brown/ Andrea.J.Brown@ontario.ca MECP, York Durham District	April 9, 2026	My apologies Abdulrahim for the delay, but please find below district comments on the December 2025 "Final Report - York Region - Comprehensive Environmental Assessment for the Teston Road Area Transportation Improvements". In general, my comments have focused on the issues relating to the 3 large landfills on either side of the proposed alignment (segment 2) and for segments 103, the approach York has proposed in relation to site characterization, contamination and soil and waste management and these comments relate to my review of the main report and appendices L, M, N and O. Please let me know if you'd prefer comments provided in a memo or letter or require any clarification.		
		In recognition of the significant landfill related infrastructure along the ROW, a constrained cross section is proposed, which will be 9m narrower on both the north (Vaughan landfill site (VLFS) and Testonview landfill site (TLFS)) and south (Keele Valley landfill site KVLS) with expansion to the full 36m ROW at some future date. The main report indicates this can occur when landfill gas (LFG) and leachate controls are no longer required and decommissioned with no timeline provided. The District agree with not providing a specific target date as the 3 landfills each have very different levels of	Comment noted.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		engineered controls and potential contaminating lifespans and recommend that a condition be considered to amend or update to ensure adequate consultation and review of the potential ROW expansion.		
		Responsibility for landfill related impacts, mitigation, and management: There is a lack of clarity about the intended approach to the proposed ROW alignment and encroachment onto the three existing landfill sites. Table 9-4 presents temporary construction easements and permanent property acquisitions (KVLS: 980m2 (temporary), 1315m2 (permanent), VLFS: 6950m2 (temporary), 9400m2 (permanent), TLFS 500m2 (temporary), 540m2 (permanent)), however there discussion of whether the intent is to sever these properties from the associated landfills which will require an application by the landfill owners with supporting information to demonstrate that the lands are not required for long-term landfill operations. Alternatively, York may acquire the lands and be added to the Environmental Compliance Approval (ECA) [noting this was how the extension of Rossland Road eventually managed Durham's acquisition of a portion of Toronto's Brock West Landfill, with Durham adding the municipality to the landfill ECA identifying their ownership and responsibilities in relation to the portion of the site they acquired for the road].	Text added to Section 9.10 of EA Report to address this comment. Property areas in Table 9.4 have been updated to reflect the "Recommended Design" under the constrained ROW in the areas of the landfills rather than the "Ultimate" conditions.	
		Responsibility for landfill related impacts, mitigation, and management: The responsibility for detailed design of specific changes to existing landfill infrastructure, operations, maintenance, monitoring, and contingencies is not clearly explained, nor are priorities explicitly defined. Section 11.3.5 indicates 'improvements and modifications' to the landfills can be incorporated in the project or coordinated with landfill owners and total redesign considering longer term development goals. While there are general statements about landfill owners requiring continued access to sites and infrastructure, and controlling public access, the performance of landfill infrastructure to meet specific legal requirements relating to	Statement added in Section 11.3.5 that "It is expected that owners of the landfills will have responsibility for detailed design and construction of specific changes to existing landfill infrastructure, operations, maintenance, monitoring, and contingencies in conjunction with the ECA amendments – although some of the modifications within the proposed roadway right-of-way may, by mutual agreement, be addressed through the Teston Road project."	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		environmental and public protection is not explicitly stated and must be considered in the roadway design (and will be a main consideration in the MECP's future review of related landfill ECA amendments).		
		Responsibility for landfill related impacts, mitigation, and management: Related to comment 2b) statements about the history and volume of monitoring data for the landfills is not a valid reason to consider monitoring program reductions, either through the removal of wells in the ROW or reductions in monitoring frequency. The current monitoring programs assess the effectiveness of engineered landfill systems and will likely provide a valuable indicator of the impact of the roadway construction and use on area groundwater and landfill gas conditions.	The reference to the history and volume of monitoring has been removed from Section 10.6.11, and a statement added about the likely benefit of ongoing monitoring for understanding the impacts of the roadway construction.	
		Responsibility for landfill related impacts, mitigation, and management: The shifting language in the main report language does not consistently specify which activities are proposed as part of this project, or will be expected from the adjacent landfill owners, with section 10.6.8 committing to communicate conflicts to landfill owners, and 11.3.5 indicates landfill owners are responsible for preparing amendments with input from York.	Updates have been made to Sections 5.6.12, 10.6.11, and 11.3.5 to bring consistency and clarity to the question of what is included in the project and what will be the responsibility of the owners of the landfills.	
		Responsibility for landfill related impacts, mitigation, and management: Section 11.3.5 states that landfill owners cannot proactively or voluntarily amend ECAs and it is unclear what is meant by that. Applications to amend an ECA can be made by the owner at any time, approval by the MECP will depend on the quality of the submission in supporting the proposed actions and demonstration that regulatory requirements can be met.	The sentence has been removed from Section 11.3.5.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		Responsibility for landfill related impacts, mitigation, and management: The reference to landfill ECAs and requirements appears to only include the initial site approvals in the 1970s and 80s and one recent amendment. In the case of the KVLS there are well over 100 notices to the original 1983 ECA and while efforts are underway to consolidate these, all conditions remain in force. Similarly, TLFS and VLFS also have a number of amendment notices not referenced and coordination with the landfill owners is recommended to ensure these requirements are considered (additional but not a complete list of ECA amendments are part of Appendix L).	Section 5.6.12 has been updated by adding ECA information taken from Appendix L and O.	
		Responsibility for landfill related impacts, mitigation, and management: While the report references the significant volume of monitoring data as a potential justification to reduce monitoring, it does not appear that current data has been reviewed with reference to 2001 landfill monitoring in Appendix N4.	The findings from Dixon (2001) mentioned in Appendix N4 are the same as those mentioned in the main body of the report from Dixon (2000), as well as those mentioned in Appendix L (Dixon, 2000 and Dixon, date unknown) and in Appendix O (Dixon, 2000).	
		Landfill gas (LFG) risks, receptors, and mitigation concerns: The risks of LFG are not consistently reflected in the main report and are better articulated in Appendix O, though still not entirely capturing the potential pathways and receptors that may be impacted by landfill gas during road construction, future road maintenance and by future road use (i.e. pedestrians). The main issue has been identified as LFG migration into utilities, and particularly storm sewers. Appendix O does also consider risks to construction workers and future road workers recommending monitoring and future permitting to flag potential LFG risks. In addition to these two pathways, creation of potential preferential pathways should be considered, and within the landfills is most addressed with ECA conditions requiring use of trench plugs to limit combustible LFG migration via the more permeable backfill often used around utilities. Any enclosed structure or confined space also presents a potential risk and LFG monitoring, and alarms may be appropriate to temporary structures such as construction trailers or other buildings, or these are raised/ventilated to mitigate LFG risks.	The creation of preferential pathways is noted as a key concern in the first bullet of Section 5.1 of Appendix O. The need for mitigation measures for enclosed structures or confined spaces has been added as an additional bullet of Section 5.1 of Appendix O.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		Landfill gas (LFG) risks, receptors, and mitigation concerns: Future ROW users should be considered to ensure LFG related infrastructure is tamper proof, and any venting or exhausts are appropriate designed to minimize impacts to the public using the ROW. The sealing of stormwater utilities also compliments the objective of minimizing infiltration of road runoff which could contribute chloride and other contaminants to areas already impacted by landfill plumes.	The noted concerns are already addressed in Section 5 of Appendix O.	
		Landfill gas (LFG) risks, receptors, and mitigation concerns: LFG intrusion into storm sewers and potential and migration to catch basins is an identified risk with mitigation proposed to limit potential migration through sewer sealing, and passive systems though the venting of such a system is likely to require approval for air emissions and consideration may be given to coordination with either of the adjacent active landfill gas collection systems with their flares for the destruction of LFG.	The requirements for air approvals and opportunities to coordinate with existing systems have been added to Section 5.1 of Appendix O.	
		Landfill gas (LFG) risks, receptors, and mitigation concerns: Climate change considerations set out in table 10-5 include LFG collection system functions as a potential risk to air quality and later mitigation discussions propose coordinating 'standard operating procedures' with landfill operators. Although this may relate to the role York intends to take with the adjacent landfills and their ECAs, landfill gas emissions from the ROW during the construction phase, and in the long-term from the potential passive system may be more appropriate considerations of greenhouse gases directly controlled by York through their activities and infrastructure on the ROW property.	Table 10-1 'Commitment to Future Works' has been amended to include an additional recommended mitigation measure for York Region to adopt an SOP for ongoing monitoring for potential LFG within the RoW including, in the long-term from potential passive systems.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		Approach to soil, groundwater, sediment contamination: Appendix L describes the ROW hydrogeology without a clear focus. Five monitoring wells were constructed along the ROW, though depths and construction information was not part of the appendix (the information was part of Appendix O), and appears to focus on relatively shallow groundwater, and very general water quality parameters. The use of Provincial Water Quality Objectives (PWQOs) and York sewer use criteria suggests the focus is on future dewatering and discharge to the Don River or area sewers. With limited water level sampling it is unclear why dewatering is considered unlikely, with water levels at or above surface around the future bridge at or above ground surface.	Borehole logs have been added to Appendix L. A preliminary assessment of dewatering requirements is included in Section 4.1.1, including a statement that dewatering is likely required at the bridge and culvert sites and that measures for environmental protection during dewatering will be built into the requirements for registering the activity on the EASR.	
		Approach to soil, groundwater, sediment contamination: There are inconsistencies in the selection of soil and groundwater criteria and it should be clarified why Table 1 is considered for soil in the vicinity of segment 2 (landfills) in relation to excess soils management while Table 2.1 or Table 3.1 applies elsewhere, while Appendix L applies PWQO and sewer use criteria to groundwater and Appendix M considers Table 1criteria in relation to the Don River. O.Reg 153 sets out conditions relevant to determining which site condition standards apply under what conditions, and the ministry notes that some landfill owners may have policies or ECA conditions relating to soil quality requirements for cover and in relation to groundwater monitoring programs.	The rationale for each set of soil and groundwater criteria is provided in the respective reports. The mitigation measures in each report note the applicable legislation and regulations governing soil and groundwater management in later design stages and during construction.	
		Approach to soil, groundwater, sediment contamination: The groundwater parameter selection and focus on general chemistry and nutrients in Appendix L does not support related efforts relating to potential off-site contaminating activities (i.e. Appendix M) and related landfill or industrial contaminants of concern unlike the approach taken to soils characterization at the same boreholes, as described in Appendix O.	Appendix L does focus on construction dewatering and discharge, as this will be of primary concern. The mitigations (primarily EASR registration for dewatering and excess soils management under O.Reg. 406/19) will be designed and then implemented during construction and will build upon the information provided in these various reports.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		Approach to soil, groundwater, sediment contamination: The approach to site characterization in appendix M is not consistent with the requirements of O.Reg 153 (Records of Site Condition) or O.Reg 406(Excess Soils) with multiple potentially contaminating activities (PCA) being grouped under a single area of potential environmental concern (APEC) – i.e. one APEC includes three separate landfills to the north and south of the ROW when the regulation requires each landfill be considered as a separate PCA and APEC. Similarly, multiple industrial operations on Rodinea Road and Teston Road are also grouped under single PCA/APEC. While the long/narrow configuration of the ROW will likely mean overlapping PCA/APEC, consideration of each is required to ensure appropriate site characterization and conservatism in reasonably establishing the potential maxima and extent of soil and groundwater impacts. This should also be considered in the approach to site specific work like the Phase One Environmental Site Assessments provided in Appendix N.	The Contamination Overview Study follows a typical format and is appropriate at the EA stage. The processes for land transfer (Phased ESA, under O.Reg. 153/04), excess soil management (hydrogeological assessment, under O.Reg. 409/16), and EASR registration for construction dewatering (under O.Reg. 63/16) are all to be completed at later stages of the project under the direction of appropriately Qualified Persons.	
		Approach to soil, groundwater, sediment contamination: With the Don River crossing, sediment characterization and quality requirements are also considerations that has not been included.	Text has been added to Section 5.3 of Appendix O.	
		Approach to soil, groundwater, sediment contamination: The use of non-potable standards under the excess soils regulation also requires notification to the Region of York, also under the same process as s.35 of O.Reg 153 as was flagged for future Records of Site Condition (RSC).	Text has been added to Section 5.3 of Appendix O.	
		Approach to soil, groundwater, sediment contamination: It is not clear when or why an RSC will be required as the future portions of ROW. The Teston Road extension represents a community use under O.Reg 153 and is of equivalent sensitivity to the adjacent commercial and industrial properties, and less sensitive than residential/institutional/parkland use.	Text has been added to Section 5.3 of Appendix O.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		Approach to soil, groundwater, sediment contamination: As noted in Appendix O, if wastes are encountered during ROW activities, this may require actions under the related waste ECA, and waste management activities are subject to O.Reg 347, which provides more detail than the main report which suggests excavation and management of wastes might be part of a soil management plan.	Text from Appendix O has been added to Section 10.6.10 of the main report.	
Government Review Team – MNR				
Jody Marks/Jody.Marks@ontario.ca MNR, Land Use Planning and Strategic Issues Section, Southern Region	January 28, 2026	Hi Meghan, Thank you for providing the Ministry of Natural Resources (MNR) with a response to our comments submitted December 2024, regarding the draft Individual Environmental Assessment Report for the Teston Road Area Transportation Improvements Individual Environmental Assessment (IEA).	Stantec replied via Email on February 19, 2026 Hi Jody, Thank you for providing these additional comments. At this time, the project team is not in a position to make further changes to the draft EA Report, as we will be issuing the Notice of Submission on February 27. The draft EA Report was circulated for agency review in November 2024; we have completed addressing comments received through that review process to finalize the EA Report. We can consider MNR's additional comments during the review period that will follow the Notice of Submission, as there will be an additional opportunity for revisions and future commitments based on comments during this upcoming review period. Thank you, Meghan	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		MNR has consistently raised significant concerns about the proposed Teston Road extension through the East Don River valley, a provincially designated Natural Core Area under the Oak Ridges Moraine Conservation Plan (ORMCP). As described, most of the road through the valley with the 45 or 50 or 80 metre free span bridge proposals will be on fill. The fill footprint will result in the loss of 18 hectares of significant woodlands and will impinge on the provincially significant wetland along the East Don River. The effective width of the wildlife corridor will be reduced from a 550-metre-wide corridor at ground level to one only 43.1 metre wide with the latest proposal, an increase of only 15.1 m from the original 25m wide wildlife corridor. This is a reduction in corridor width of 92%.	In response to concerns about the creation of barriers to wildlife movement, a wildlife passage culvert has been incorporated into the designs. Both the bridge and the wildlife passage will provide movement corridors for wildlife and fencing along the embankment will direct wildlife away from the roadway.	
		As indicated in Section 2.2.1 Terms of Reference Commitments of the Individual Environmental Assessment Report, the MECP approved Terms of Reference (ToR) requires the IEA to include a list of all commitments made during the ToR process and the IEA study to guide future environmental work, and effects and compliance monitoring. Within Table 2-1, Terms of Reference Table of Commitments, Section 4.2.1 commitment specifies "describe how the proposed project adheres to the policies and should any alternative be within the Oak Ridges Moraine Conservation Plan (ORMCP) a full analysis of the proposal shall be completed against all applicable policies in the ORMCP." The Table 2-1 indicates that this commitment has been address as part of Section 5.2 Planning Policy Context within the IEA.	The ORMCP acknowledges that "existing infrastructure must be maintained and new infrastructure will be needed to continue serving existing and permitted land uses" and that "major infrastructure serving national, provincial and inter regional needs traverses the Oak Ridges Moraine" (p7). Section 41 of the ORMCP outlines the policies that must be met to allow for transportation infrastructure to be located in Natural Core and Natural Linkage Areas. An analysis of the project against the policies of the ORMCP (Section 41) has been added to a new Section 10.4.1 in the IEA Report.	
		It is unclear how Section 5.2 of the IEA describes how the proposed project adheres to the policies of the ORMCP or analyzes the proposal against all application policies in the ORMCP. Should there be opportunity, MNR recommends the Region revise the draft IEA to include information to demonstrate the commitment described in ToR Section 4.2.1. It is recognized that the Region has undertaken extensive field studies and analysis to characterize the conditions within the study area and has committed through the EA to detailed additional studies and to mitigating the potential negative effects of the project.	An analysis of the project against the policies of the ORMCP (Section 41) has been added to a new Section 10.4.1 in the IEA Report.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
Government Review Team – MCM				
Dan Minkin/Dan.Minkin@ontario.ca MCM, Heritage Operations Branch	April 17, 2026	Dear Abdulrahim Mohamed: Thank you for providing the Ministry of Citizenship and Multiculturalism (MCM) with the Notice of Submission of Environmental Assessment for the above-referenced project. MCM's interest in this Environmental Assessment (EA) relates to its mandate of conserving Ontario's cultural heritage. Project Summary The Regional Municipality of York completed a Comprehensive EA Study in the City of Vaughan to identify road improvements in the Teston Road area from Highway 400 to Bathurst Street and from Major Mackenzie Drive West to Kirby Road. To address transportation challenges in the area, the study considered improvements for vehicles, pedestrians, cyclists and transit. Comments We have reviewed the Comprehensive EA Final Report dated December 2025, prepared by Stantec, and offer the following comments: On December 17, 2024, MCM provided comments on the draft EA Report dated August 15, 2024. Our comments have substantially been addressed in this final version. Previously, on September 9, 2020, MCM provided comments on the August 2020 draft of the *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment* prepared by ASI. Our comments were addressed in the version of that that was circulated as an appendix to the 2024 draft EA Report and is Appendix J to the final EA Report. We find, therefore, that the information in this EA Report covers cultural heritage matters at an appropriate level of detail, using our recommended methods to describe the environment, potential environmental effects and mitigation measures to reduce those effects. Therefore, implementation of the project as described in the report would comply with legislative and regulatory requirements under the MCM heritage mandate. We note that adequate monitoring and contingency plans, along with future reporting commitments, are specified.	No response required.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		Accordingly, we have no concerns with this EA Report. Our records indicate that the Stage 2 Archaeological Assessment Report carried out under Project Information Form number P1066-0310-2022 is under review at this time. Please note that archaeological concerns have not been fully addressed until reports have been entered into the Ontario Public Register of Archaeological Reports ('the Register'). Approval authorities and/or proponents should wait to receive MCM's written confirmation that the archaeological assessment report(s) has been entered into the Register before issuing a decision or proceeding with any ground disturbing activities. The letter will also indicate either that there are no further concerns for impacts to archaeological resources or articulate next steps to mitigate those concerns. Thank you for consulting MCM on this project. If you have any questions or any of the above requires clarification, please do not hesitate to contact me. Sincerely, Dan Minkin		
Government Review Team – TRCA				
Harsimrat Pruthi/ Harsimrat.Pruthi@trca.ca TRCA, Infrastructure Planning and Permits | Development and Engineering Services	February 26, 2026	Hi Billy and Meghan, The below Appendix 3 for Property 4 link on the website opens Appendix for Property 5 – could you please send us the appropriate document. • Appendix N3 - Phase I ESA Report - Property 4 - Appendix D Teston Road Area Improvements IEA Phase One ESA Property 5 Thank you.	York Region replied via Email on March 4, 2026 Hi Harsimrat, Thanks for flagging this. Please find attached the correct file. We will update the webpage accordingly. Thanks, Billy	
Harsimrat Pruthi/ Harsimrat.Pruthi@trca.ca TRCA, Infrastructure Planning and Permits | Development and Engineering Services	March 12, 2026	Hi Praveen and Billy, Please see attached TRCA response letter to NOC and Final Report for the above project. Should you have any questions or concerns, please do let me know. Thank you. Attached Document:	Noted.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		These comments respond to the Notice of Completion and Final Report for the Comprehensive Environmental Assessment (CEA) (previously referred to as an Individual EA) received by Toronto and Region Conservation Authority (TRCA) on February 25, 2026. Please note TRCA will provide comments to the Ministry of the Environment, Conservation and Parks by April 17, 2026, as per the Environmental Assessment Act (EAA). Staff provided comments on the Draft ESR on December 20, 2024, and met with York Region and their Consultants on June 23, 2025, to discuss draft responses to TRCA comments. TRCA also provided comments on November 7, 2025, on the Compliance with TRCA's Crossing Guideline for Valley and Stream Corridors letter received on September 18, 2025, the Fluvial Geomorphology Draft Report received on October 14, 2025, and the Model on October 22, 2025. OVERVIEW This project involves an analysis of a range of alternatives to address transportation capacity challenges within the study area bounded by Highway 400 to Bathurst Street, and Major Mackenzie Drive to Kirby Road including a link between Dufferin Street and Keele Street through the unopened road allowance. TRCA recognizes that the project needs were identified through the York Region Transportation Master Plan which proposes construction of a 4-lane missing link between Dufferin Street and Keele Street and associated Teston Road widening to 4-lanes. Staff understand that the study is recommending an extension to Teston Road across the unopened road allowance between Dufferin Street and Keele Street including a bridge over East Don River Tributary. The proposed improvements include 36.0 m right-of-way (RoW), 4-lanes, and 3.0 m multi-use path (MUP) with trail connection to Vaughan Super Trail. The project also proposes new pedestrian/cycling facilities, wildlife crossing culvert and transit service/routes along the corridor from Keele Street to Bathurst Street. At-Grade GO Rail Crossing is recommended as part of the improved Teston Road alignment. A listing of documents reviewed is included/provided in Appendix A: Documents Reviewed by TRCA.		

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		Staff have completed the review of this submission and have no objection in principle to the preferred alternative subject to comments related to the detailed design that will need to be addressed in the future. These are enclosed as Appendix B: TRCA Preliminary Detailed Design Comments.	Noted.	
		Specifically, staff note the following: As part of the final CEA, a 50m span bridge is proposed over East Don River Tributary. At this time, TRCA has not received the hydraulic model, the detailed engineering plan or analysis of the potential impacts to flooding and erosion for the currently proposed 50m span bridge. During detailed design, an analysis of impacts for a 50m span bridge will be undertaken and reviewed by TRCA. Please note that according to policy and regulation, TRCA staff will be able to approve permits where impacts to flooding and erosion have been addressed to our satisfaction.	Noted. The required plans and documents will be submitted during Detail Design.	
		Staff suggest a meeting during Design Brief to discuss the comments as enclosed in Appendix B and Appendix C.	Noted.	
		Permits in accordance with the Conservation Authorities Act are required from TRCA prior to project construction.	Noted. An application for permit under the Conservation Authorities Act will be submitted during Detail Design.	
		Staff have reviewed the study area associated with this project in accordance with the Conservation Authorities Act, including mandatory commenting on Planning Act and Environmental Assessment Act applications. TRCA undertakes review and commenting functions in accordance with The Living City Policies.	Noted.	
		The permit application(s), together with the appropriate plans and documents, should be submitted for review following guidelines on the TRCA website, including: Application Forms TRCA Planning and Development Procedural Manual & Technical Guidelines Technical Checklists and Guidelines for Infrastructure TRCA Digital Submission Requirements for Permit or Voluntary Project Review Applications	Noted. The required plans and documents will be submitted during Detail Design.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		Please be advised that this application is subject to a Service Level Agreement. As such, no fee is to be charged at this time.	Noted.	
City of Vaughan				
Walid Omar/ Walid.Omar@vaughan.ca City of Vaughan, Planning and Infrastructure Development	April 17, 2026	Thank you for your email. Please see attached for the City's comments along with the acknowledgement form, responses to the instructions for Attachment #1, and the attached PDF in support of comments #65 – 71. Please let me know if you have any questions.	Responses to the City of Vaughan comments are provided in a separate Excel table, attached to this table.	
City of Toronto				
Lynda Mulcahy/ Lynda.Mulcahy@toronto.ca City of Toronto, Solid Waste Management Services	April 24, 2026	Mr. Mohamed, I have reviewed the last communications/comments between Toronto and York Region. I have attached the last response letter from York Region to Toronto (dated September 26, 2025), addressing final comments as discussed in a meeting held by York Region and Toronto on September 16, 2025. There were no further edits to the final EA report, but many commitments were expressed by York Region. I am therefore attaching the letter received, for your records. Toronto requests respectfully for MECP to review these commitments and consider whether conditions in the EA would be supported/warranted. These commitments from York Region are vital to mitigate risk for the York Region Teston Road project, protection of Toronto's infrastructure, and ensuring ongoing compliance for our site Environmental Compliance Approval. Given the planned change in proponent, with City of Vaughan's request for downloading of the Teston Road project, it is important that York Region's commitments are documented for the next proponent during the subsequent project phases.	Noted.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
		Toronto appreciates the level of communication and consultation from York Region during this EA process. Our site issues seemed new to the project team and there were learnings through the process. We respectfully request to continue to be involved during the EA approval stage. We have a concern for the change in proponent, and continuity for commitments.		
Stakeholders				
Maurizio Rogato/ mrogato@blackthorncorp.ca	February 25, 2026	Thanks Meghan. Appreciate the Notice and Praveen, with the Preferred Designs not negating the lots at 1600 Teston, I believe the Holding Symbol can now be removed. I am copying Justin in Planning, just for awareness. Thanks,	Road ownership has been transferred to City of Vaughan. It is now the City's decision to maintain or remove the holding symbol, and the developer has been informed accordingly.	
Dav Cvitkovic/dav@plugndrive.ca	February 27, 2026	Please remove me from your list. thanks	Contact list was updated.	
Steven Del Duca/ Steven.DelDuca@vaughan.ca	March 9, 2026	Mayor's comment is in response to a public comment received on March 9, 2026. Thanks for including me in this email response, Rocco. I agree wholeheartedly with you regarding the Teston connection. Please know that this project is a priority for me and for Vaughan Council and staff, and we will do everything possible to advance and complete the work. Regards, Steven	No response required.	
Calvin Zhou/czhou@schaeffers.com	March 23, 2026	Good Afternoon Billy, I hope this E-Mail find you well. This is Calvin Zhou from Schaeffers. We are working with developers in the Block 27 area in City of Vaughan and would like to know if The Region has completed EA for Teston Road between Keele and Dufferin and can share it with us. Thanks in advance! Should you have any questions or concerns please do not hesitate to contact us. Regards,	York Region replied via Email on March 23, 2026: Hello Calvin, Thanks for reaching out. The Teston Road Area Improvement IEA has been submitted to MECP for review and a decision. The Study is currently in the 7 weeks public review period, which ends on April 17th. You can review the report and all related files on the project page at https://www.york.ca/TestonRoad.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comments
			Please do not hesitate to contact me if you have further inquiries. Regards, Billy	

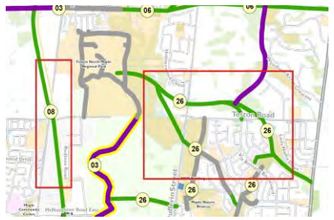
City of Vaughan Comment & Response Form
Teston Road Improvements Comprehensive Environmental Assessment

Submission: **Comprehensive Environmental Assessment**

Project Name: **Teston Road IEA Study**

Date of Response: **17-Apr-26**

Municipality: **City of Vaughan**

No.	Reviewer	Drawing No. or Page No.	Comment	Response	Reviewer's Response	Status (Open, Closed, Needs Discussion)
1	Becky T.	Appendix B1&B2 - Preferred Design	In addition to the existing trails shown on the plans, planned Long-Term Secondary Trail Network Segments No. 26 and 8 traverse the project area, as identified in the City of Vaughan Pedestrian and Bicycle Master Plan. 	Additional details from the updated City of Vaughan Pedestrian and Bicycle Master Plan (2020 and 2023) have been added to the EA Report (Sections 5.2.4.3 and 9.1.2 to 9.1.5) and to Appendix D.1 - Transportation System Technical Report #1.		
2	Becky T.	General	For reference, the North Maple Regional Park (NMRP) Master Plan provides additional information on the broader park vision and may be of interest for coordination, given the project's proximity to and interface with the park.  	Additional details from the 2026 North Maple Regional Park (NMRP) Master Plan have been added to the EA (Section 5.4.3.1).		

No.	Reviewer	Drawing No. or Page No.	Comment	Response	Reviewer's Response	Status (Open, Closed, Needs Discussion)
3	Hugo C.	Appendix B2 Preferred Design Plan, Pg 5 (sheet 9)	At west receiving leg of Dufferin/Teston, the 1st WBL storage lane is too close to the intersection and does not appear sufficiently long to accommodate one vehicle without fulling clearing the adjacent westbound thru lane. Consider removing this WBL movement to alleviate rear end collision risks. The 10500 Dufferin St Access closest to the intersection should be converted to right-in/right-out.	Further review of this location will be conducted at detail design with consideration given to removing the 1st WBL storage lane and converting the 10500 Dufferin Street access closest to the intersection to right-in / right-out. Consultation with the affected property owner will be undertaken, as required.		
4	Hugo C.	Appendix B2 Preferred Design Plan, Pg 5 (sheet 9)	At Dufferin/Teston, EB lanes does not fully align with the E leg receiving lane. Consider adjusting west leg approach lane markings so crossing the intersection when driving EB is more aligned. Consider adding dash guidelines within the intersection.	Further review of the Dufferin/Teston intersection design (and pavement marking details) will be made at detail design to consider enhancements to address the concern noted at left.		
5	Hugo C.	Appendix B2 Preferred Design Plan, Pg 5 (sheet 9)	10790 Dufferin St access should be relocated as far west as possible from the Dufferin/Teston intersection.	Further review of this location will be conducted at detail design with consideration given to shifting the 10790 access as far west as possible from the Dufferin/Teston intersection. Consultation with the affected property owner will be undertaken, as required.		
6	Hugo C.	Appendix B2 Preferred Design Plan, Pg 6 (Sheet LA-1)	Review the need to provide an access to the vacant lot at the NE corner of Keele/Teston. Remove if not needed.	Entrance is needed to access Water Facility.		
7	Hugo C.	Appendix B2 Preferred Design Plan, Pg 6 (Sheet LA-1)	The Keele/Teston traffic signal should have additional programming to stay green N-S when a train is crossing N-S at the east side at-grade crossing.	The signal design and associated programming to maintain a north–south green indication during train crossings at the adjacent at-grade crossing are not part of the preliminary design scope of work and will be addressed during the detailed design stage. A note has been added to Section 9.1.2 of the EA Report.		
8	Ben N.	Appendix B-2	The streetscape drawings or landscape drawings and details were part of Appendix B2 for review. Please submit landscape drawings for review and comments. Please include the description of Landscape Drawings within brackets.	Landscape drawings were included as part of Appendix B2.		

No.	Reviewer	Drawing No. or Page No.	Comment	Response	Reviewer's Response	Status (Open, Closed, Needs Discussion)
9	Ben N.	Appendix B1/Sheet 1	Sidewalk and Bike path and landscape boulevard profile as shown in Appendix V sections has not been shown on the plans (typ.). Please refer to Vaughan Complete Street Guide. Please provide an ultimate.	Appendix V provides the Draft Design Roadway Criteria based on York Region standards including typical (2%) cross-falls. The Appendix B1 and B2 preliminary design drawings show, respectively, the Recommended Design and Ultimate Design plan dimensions for sidewalks, cycle tracks, multi-use pathways and boulevards as well as the Teston Road Top of Pavement profile.		
10	Ben N.	Appendix B1/ Sheets 8 to 15	In addition to above mentioned comments - proposed street tree boulevard width appears to be inadequate. Please provide a minimum of 2.5 m excluding the kill strip is required on all plans.	Boulevards widths adjacent to the roadway are within the standard range for York Region roadways - but at the lower end to allow more space for planting on the roadway's outer side slopes. Further review/refinement can be made at detail design to accommodate adequate width for a street tree boulevard and planting zone adjacent to the roadway.		
11	Ben N.	Appendix B1/ Sheets 8 to 15	The sidewalk and bike path separation is inconsistent with the proposed street section. The plans are titled "Preliminary Design - Ultimate. What is the ultimate street section? The sft landscape width for street tree planting should be maximized, and current streetscape allowance does not contribute towards maximizing the street tree planting soil volume. Please specify the materials for the sidewalk and Bike tracks (Concrete/asphalt?) (typ.).	Appendix B1 Sheets 8 and 9 show, as part of the Recommended Design, a multi-use pathway on one or both sides of Teston Road west of Dufferin Street. In the long term, the EA Report notes that these multi-use pathways may be replaced with sidewalks and uni-direction cycle tracks on both sides of Teston Road as shown in Appendix B2 Sheets 8 and 9 as part of the Preliminary Design - Ultimate. Appendix B1 Sheets show sidewalks and uni-direction cycle tracks on both sides of Teston Road as part of the Recommended Design. Further review/refinement of the roadway cross sections can be made at detail design to accommodate adequate width for a street tree boulevard and planting zone adjacent to the roadway. Sidewalks are assumed to be concrete and cycle tracks are assumed to be asphalt.		

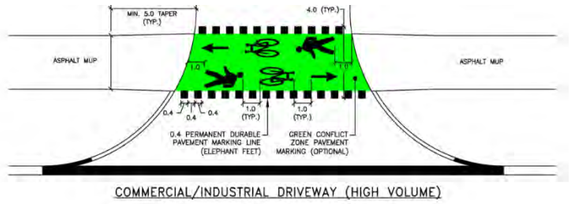
No.	Reviewer	Drawing No. or Page No.	Comment	Response	Reviewer's Response	Status (Open, Closed, Needs Discussion)
12	Ben N.	Appendix B1/ Sheets 8 to 15	Where cycle track closes driveways, special 'green" paving treatment is shown on some plans but not on all sheets. There needs to be consistency.	Full pavement marking details (including green paving treatments at driveways) will be developed at detail design. Appendix B1/ Sheets 8-12		
13	Ben N.	Appendix B1/ Sheets 8- 12	Boulevard grading on north and south boulevard shows the 3:1 slope towards the combined bike and pedestrian paths. There needs to be a swale between the slope and the paths. Sheet 8: The existing conditions should include a temporary retaining wall inside the sight triangle on the east side and internal sidewalk connections within this new development should be shown accurately. Please advise if the ROW on this sheet is the final width. And south side MUP or paths should be shown.	Details such as proposed grading swales and the existing temporary retaining wall and sidewalk connection details at the new 'Teston Sands' development will be added, as needed, at detail design. Appendix B1 Sheet 8 shows the ROW associated with the Recommended Design - which includes a north side multi-use pathway. Appendix B2 Sheet 8 shows a slightly wider ROW which may be required in the long term if sidewalks and cycle tracks are added on both sides of the roadway.		
14	Ben N.	General	The legend between Appendix B1 and Appendix B2 should be consistent. The colours of MUP, Sidewalk, Bike path and other should be the same. Include Trail and other relevant items in the legend. Same comments as noted on the Appendix B1 applies to B2 as well where applicable. Drainage should be directed away from sidewalk and bike paths.	Potential connections to trail location (by others) are labelled on the drawings and have not been added to the Legends (which are proposed to remain 'as is'). Agree that drainage should be directed away from sidewalks and bike paths - drainage swales to be added at detail design.		
15	Ben N.	Appendix B2/ Sheets 7	The Trail intersection should have signalized crossing and labelled as such. Tree preservation plan through wooded areas must be circulated to Vaughan Forestry for review.	The Potential Trail crossing of Teston Road shown on Sheet 7 would be a grade-separated crossing. Potential connections of the proposed Vaughan Super Trail to Teston Road are shown on Sheet 6 of Appendix B2. A note has been added to Section 9.1.3 of the EA Report to make note of the above and that consideration should be given to adding traffic control signals for any at-grade trail crossings of Teston Road. Tree preservation plans will be circulated to Vaughan Forestry for review at the detail design stage of the project.		

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16	Ben N.	Appendix B2/ Sheets 8	Please refer to B1 comments related to Future Street 'A'. The sight triangle east side of this street has a temp. retaining wall. The grading should be free and clear of any vertical structures within the sight triangle. Tree protection plan for this area and other wooded areas should be part of the drawings. There needs to be constant gap/flush curb between the bike path and sidewalk (City of Vaughan Complete Street Guide show 0.6m gap). The trail crossing should be signalized crossing.	Grading designs at detail design will account for any vertical structures within the sight triangle. Tree protection plans will be developed at the detail design stage of the project. The EA report (Executive Summary and Section 9) has been amended to note that minor changes to the proposed cross-section may be made at detail design. The proposed trail crossings on Sheet 8 are grade-separated.		
17	Ben N.	Appendix B-2/ Sheets LA1 to LA-9	Include existing and proposed grading on Streetscape plans.	Proposed grading will be added to the Streetscape plans at detail design.		
18	Ben N.	Appendix B2/ Sheets LA 1 to LA-10	The Street Trees as proposed are not consistent with the proposed street cross section. City of Vaughn emphasize on minimum 2.5m landscape strip for the street tree planting strip exclusive of any proposed asphalt kill strip. City recommends the Bike track and sidewalk alignment and street trees planting adhere to City of Vaughan Complete Street Guide for the similar Right of Way. The Street trees in this case are located not adjacent to the curb but closer to the street line which is not consistent with the section included in this submission. The Final landscape plans should include existing and proposed elevations and all existing conditions- streetscape elements. Demolition plans should be part of the submission showing what are being removed and what are retained including existing trees. Sheet LA-1 shows extensive work along Keel Street; the extend of the streetscape work limit is unclear on this plan. All driveways existing or proposed should have the green specialized pavement markings (Region of York). Many of the Landscape drawing sets do not show proposed trees, except sporadic tree planting in certain areas within the boulevard.	The EA report (Executive Summary and Section 9) has been amended to note that minor changes to the proposed cross-section may be made at detail design (e.g. to accommodate street tree planting zones adjacent to the roadway). Final landscape plans will include additional details as requested at left. Full pavement marking details (including green paving treatments at driveways) will be developed at detail design.		

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			Unit Paver on Granular base detail is included but no specific labels on the plan to show where they are. Tree protection Plans are not included in the set; they should be reviewed by our Forestry. Sheet LA-4 shows new bridge abutments; this should be a detailed plan showing the extent of grading, removal of existing trees, tree hoarding, existing creek/culvert profile and landscape mitigation measures; it also includes potential trails under the bridge- there should be additional details included in the next submission.			
19	Ben N.	Appendix V, Page 7	Please refer to City of Vaughan Complete Street guide, pages 206 & 207 for recommended boulevard widths, bike path and sidewalk information.	The EA report (Executive Summary and Section 9) has been amended to note that minor changes to the proposed cross-section may be made at detail design.		
20	Ben N.	Appendix V, Page 7 -8	Min. landscaped boulevard width of 2.5 required in all cases. Please provide 3.7m in all areas abutting natural areas.	The EA report (Executive Summary and Section 9) has been amended to note that minor changes to the proposed cross-section may be made at detail design.		
21	Dorothy K.	Page 28 - Executive Summary xxvi - Cross Section Alternatives	Can it be noted here that the boulevard elements can be reconfigured during detail design. For example, it may be considered to put the sidewalk and cycle track side by side, similar to Rutherford Road projects and the Dufferin Street EA. Similar to the note in section 8.3.1 on PDF page 377.	The EA report (Executive Summary and Section 9) has been amended to note that minor changes to the proposed cross-section may be made at detail design (e.g. to accommodate a street tree planting zones adjacent to the roadway; and/or, to adjust spacing between the proposed sidewalks and cycle tracks).		

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22	Dorothy K.	Page 34 and 35 - Executive Summary xxxi and xxxii	Section 1 includes the preliminary design for intersection improvements at Teston Road and Keele. Please note that this will include improvements for pedestrians and cyclists in the form of a protected intersection design, as well as accessibility (AODA) improvements.	Per the Ontario Traffic Council Protected Intersection Guide, there is no specific numerical warrant or threshold that mandates the use of a protected intersection. Rather, protected intersections are recommended where they provide meaningful safety and operational benefits for pedestrians and cyclists and support Vision Zero objectives. Given the planned cycling and pedestrian facilities, the signalized nature of the intersection, and York Region's commitment to improving safety and accessibility, a protected intersection design at Teston Road and Keele Street is considered appropriate and justified. The EA report (Executive Summary and Section 9.1.2) has been amended to include the proposed improvements noted at left.		
23	Dorothy K.	Page 35 - Executive Summary xxxii	re-write: "In the future, sidewalks and cycle tracks may be implemented on both the north and south sides of the roadway, although this is subject to decommissioning of the landfill monitoring infrastructure." to say: "Section 2 is planned to accommodate sidewalks and cycle tracks on both the north and south sides, subject to the decommissioning of the landfill monitoring infrastructure."	EA report (Executive Summary) has been revised to include the revised text shown at left.		
24	Dorothy K.	Page 36 - Executive Summary xxxiv	Since the bridge is being proposed to be constructed to its ultimate width, indicate that the pedestrian and cycling facilities should also be built at the time of initial construction.	EA report (Executive Summary) has been revised to include: "The bridge and bridge embankments will be built to their ultimate widths with space to accommodate a multi-use pathway on the north side and long-term provision for a sidewalk and cycle track on both the north and south sides."		
25	Dorothy K.	Page 36 - Executive Summary xxxiv and Section 9.1.4, PDF Page 419	References to "Super Trail" should be revised to "Vaughan Super Trail (VST)".	EA Report has been updated throughout to address the comment at left.		

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26	Dorothy K.	Page 379 - Section 8.2 - Section 2, Constrained Cross-section and Section 8.8.1	It is not clear how Section 2, Constrained Cross-section in Figure 8-9 showing sidewalk cycle track or MUP on both sides of the roadway, went to the preferred constrained cross-section with MUP only on north side. Please clarify in the report. It would be the City's preference to include active transportation on both sides of Teston Road in the interim and ultimate conditions. Section 8.8.1 states that the interim design will feature active transportation in the form of an MUP on the north side with no justification provided.	Section 8.8.2 of the EA Report notes that: "Upon further analysis of the constraints posed by various landfill infrastructure in the area, it was determined that in the initial condition, active transportation facilities would only be constructed on the north side of Teston Road in the form of a multiuse path." Clarification has been added to Section 8.8.1 of the EA Report to explain why a MUP has been recommended within Section 1.		
27	Dorothy K.	Appendix B1 - Sheets 1 & 2 for both interim (page 2 & 3) and ultimate designs (page 17 and 18)	Note that the north boulevard west of Keele Street will be coordinated with Block 27 development and that although a sidewalk is currently shown on the preliminary design, it is planned to have sidewalk and cycle track in accordance with the City's Pedestrian and Bicycle Master Plan and Vaughan Transportation Plan.	Section 9.1.2 of the EA Report has been modified to include the note at left.		
28	Dorothy K.	Appendix B1 - Sheet 2 for both interim (page 3) and ultimate designs (page 18)	South side boulevard west of Keele Street, should not be shown as a sidewalk. There is currently an MUP here and therefore, the design should show a 3.0m MUP matching to existing MUP, not sidewalk.	The EA Report (Section 9.1.2) has been modified to note that a realigned 3.0 MUP will be provided to match the existing MUP. Design drawings will be updated at detail design.		
29	Dorothy K.	Appendix B1 - Preliminary Design - Interim Design only - Sheets 2-4 on PDF Pages 3-	Note in the report and on the drawings that in detailed design, the project lead will work with businesses to consolidate driveways on north and south sides to improve pedestrian, cycling and micro-user safety.	The EA Report (Section 9.1.2) has been modified as noted at left.		
30	Dorothy K.	Appendix B1 - Preliminary Design - Interim Design only - Sheets 2-4 on PDF Pages 3-5	The interim condition should include an MUP on the south side between Keele Street and the development driveway at 7 Eaglet Court EVC 1+1956.95 to service the existing businesses and provide connectivity to the west.	An MUP on the south side of Teston Road has not been included as part of the recommended design between Keele Street and east of Rodinea Road but can be given further consideration at detail design.		
31	Dorothy K.	Appendix B1 - Preliminary Design - Interim Design	The Interim MUP width should be increased to 3.6-4m wide to accommodate shared use with micro-users	The EA report (Executive Summary and Section 9) has been amended to note that minor changes to the proposed cross-section may be made at detail design.		

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32	Dorothy K.	Appendix B1 - Preliminary Design - Interim Design only - various locations	For the interim condition, where multi-use pathways are being proposed between Keele Street and Dufferin Street, driveway pavement markings should be mixed cross-rides showing two-way travel for both pedestrians and cyclists as per York Region DS-415. This includes an arrow, bike and pedestrian stencil in each direction. See image below. The posted Preferred Design Plans currently show an arrow and bike stencil in one direction for the interim MUP. Please correct.  COMMERCIAL/INDUSTRIAL DRIVEWAY (HIGH VOLUME)	Full pavement marking details (including green paving treatments at driveways) will be developed at detail design.		
33	Dorothy K.	Appendix B1 - Preliminary Design - Interim Design	Stop interim condition (section 3) 250m west of Dufferin Street and work with development to deliver Teston Road ultimate condition 250m west of Dufferin Street to Dufferin Street as part of City of Vaughan Draft Plan of Subdivision 19T-17V009 (1600 Teston Road)/York Region Teston Sands Case File PL 180665. The following Conditions of Draft Plan of Subdivision were approved by City Council in 2022 that support this: • "The Owner shall agree in the Subdivision Agreement to revise the Plan to incorporate the recommendation of the approved Individual Environmental Assessment ('IEA') for Teston Road, if required, to the satisfaction of the City and York Region	Teston Road (curb to curb) from west of 'Street "A" to Dufferin Street will be built to the 'Ultimate' Plan design as part of the Recommended Design. A north side multiuse path is also included in the Recommended Design. Coordination will be undertaken at detail design with the development at Teston Sands as required. A note has been added to Section 9.2 of the EA Report regarding consideration at detailed design of a signalized intersection at Street "A" of the Teston Sands development.		

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			• The Owner acknowledges that the alignment of Street "A" from Teston Road to Street 'D' may change as a result of the outcome of the Individual Environmental Assessment ('IEA') for Teston Road. The Owner shall agree in the Subdivision Agreement to design and reconstruct Street "A", the cost shall be secured through a Letter of Credit based on cost estimate, to the satisfaction of the City • The Owner acknowledges that all infrastructure constructed along the temporary access road and along Street "A" from Teston Road to Street "D" may require relocation, replacement, decommissioning to accommodate the ultimate design for Teston Road. The Owner shall agree in the Subdivision Agreement to relocate the necessary infrastructure, the cost shall be secured through a Letter of Credit based on cost estimates, to the satisfaction of the City • York Region has commenced the Terms of Reference for the Individual Environmental Assessment (IEA) for Teston Road. Project construction delivery date is currently scheduled for 2026. Therefore, the Owner acknowledges and agrees to the following: The results of the Teston Road IEA have to be accommodated in the subdivision plan." A signalized intersection should be considered at Street A if not already done so through the Draft Plan of Subdivision.			
34	Dorothy K.	Appendix B1 - Sheet 8 (Page 9) and Appendix B2 - Sheet 8 (Page 4)	Bridge should show 1.0m buffer instead of 1.5 and increase the bridge MUPs to 4.5m each to accommodate physical separators on both sides of the MUP.	Section 9.4.2.1 of the EA Report has been revised to note that: "Further review/ refinement of these details and dimensions will take place during detail design."		

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35	Dorothy K.	Appendix B1 - Sheet 8 (Page 9) and Appendix B2 - Sheet 8 (Page 4)	At minimum, can the interim condition include an MUP between the bridge and the driveway just west of Dufferin Street to provide connectivity to the planned trail. Interim conditions often become longer term than anticipated, the connectivity would be beneficial.	The trails along the West Branch of the Don River are not anticipated to connect directly to Teston Road at the bridge. Therefore, there is no benefit to extending the south side MUP to the bridge. Further review of trail connectivity opportunities should be explored at detail design.		
36	Dorothy K.	Appendix B1 - Preliminary Design - Interim Design - various locations	Re-write references to "Proposed MUP" to "Proposed Interim MUP".	MECP has advised that York Region should be seeking approval for the recommended initial project and not for potential longer-term modifications. As such, the Region has replaced references to an "interim design" with "recommended design" and included references to an "ultimate design" for reference only.		
37	Dorothy K.	Teston Road Conceptual Landscape Plan	Trees should be shown in their ultimate locations. Please do not include trees on north boulevard west of Keele Street so as not to preclude future plans of implementation of sidewalk and cycle track. Note that this will be coordinated with Block 27 development.	The Conceptual Landscape Plan typically shows trees in their ultimate locations. Appendix B2 Sheet LA-1 has been modified to remove the proposed trees along the north boulevard of Teston Road west of Keele Street.		
38	Dorothy K.	Page 5 Executive Summary iii - Introduction; Page 28 ES xxvi Section 1; Section 8.2.5 Evaluation on PDF page 375; Section 8.6 Preliminary Preferred Design alternatives; Section 9 Project Description PDF Page 410; Section 9.1.2 PDF page 414	The IEA Report states that Property protection for an ultimate grade-separated GO Rail crossing on Teston Road east of Keele Street is also recommended with an initial at-grade rail crossing recommended until grade separation is warranted. Therefore, the IEA Report and design should recommend safety improvements of AT-Grade Go Rail Crossing for Pedestrians and Cyclists – recent fatality (October 2023). In Executive Summary Introduction, in setion 8.2.5 Evaluation on PDF page 375 and in section 8.6 Preliminary Preferred Design alternatives and Section 9 Project Description PDF Page 410, and Section 9.1.2 PDF Page 414 speak to improved at-grade GO Rail Crossing or Rail crossing sign or warning device as required by Transport Canada regulations.	Section 9.1.2 of the EA Report includes a statement that: "The GO Rail line at-grade crossing will require appropriate traffic control and safety features which will be assessed and developed at the detail design stage of the project" which has been expanded to include the references noted at left.		

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			A sidewalk, path or trail with a centre line more than 3.6 m from the centre of the vehicular warning device must have separate light units for each direction of travel for new crossings (refer to Transport Canada Grade Crossings Standards for details.) • A yellow dividing line should be applied to the multi-use path approaching the intersection to slow users • "Look both ways for trains" warning signage and/or 'RAIL X-ING' pavement markings • 'Railway Crossing Ahead' signage (Wc-4 – OTM) should be applied upstream of the crossing in accordance with OTM Book 6 requirements • Rubber (or similar) crossing pad to improve crossing surface extended 0.5 m or more beyond facility • Refer to: Canada's Grade Crossings Regulations and Grade Crossings Standards; OTM Book 6: Warning Signs; OTM Book 15: Pedestrian Crossings, Section 6.3.5.3 Railway Crossings; OTM Book 18: Cycling Facilities, Section 6.13 Railway Crossings; York Region Pedestrian and Cycling Planning and Design Guidelines, Section 5.5 Railway Crossings			
39	Kari S.H.	Arborist Report/TPP	Natural Woodland or Natural Feature trees must be reviewed by Vaughan's Policy Planning and Environmental Sustainability Department for comments.	Comment noted.		

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40	Kari S.H.	Arborist Report/TPP	City of Vaughan Forestry cannot comment on or speculate what each individual landowner would prefer regarding compensation planting on their privately owned lands. Ex: do they want a tree(s) replanted on their property? Or would they prefer it/them planted elsewhere? Forestry recommends that York Region contacts each individual landowner to inform them of the removal of their tree, and to confirm replanting preferences.	Comment noted. Property owners will be contacted at the detail design stage of the project to discuss/coordinate proposed landscaping/tree planting on their properties.		
41	Kari S.H.	Arborist Report/TPP	Forestry recommends York Region and Vaughan's Corporate & Strategic Communications collaborate on the development of a dedicated communications plan for forestry issues related to this project. Considerations for the communications plan should include: • Community stakeholder and Ward Councillor engagement • Notice provided to Service Vaughan team on how to best direct citizen inquiries to Infrastructure Delivery • Post tree removal messaging developed for consistent responses to citizen inquiries and possible inclusion as CRM Knowledge Article for Service Vaughan	York Region will engage with Vaughan's Corporate & Strategic Communications at the detail design stage of the project on development of a communications plan for forestry issued related to the project as noted in the comment at left.		
42	Kari S.H.	Arborist Report/TPP	Please update the City of Vaughan Tree Bylaw number to 177-2025 in the Arborist Report.	City of Vaughan Tree Bylaw number has been updated in the Arborist Report.		

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43	Kari S.H.	Arborist Report/TPP	Please indicate on the Tree Protection Plan which type of hoarding will be utilized for each tree that is to remain on the site and/or is within 6m of the property boundary. Areas of construction includes material/equipment storage areas and construction access areas. Tree protection distances should be included on the Tree Protection Plan for each tree to be protected. Both Heavy and Light Duty Tree Protection Hoarding details should be included in the TPP drawings. Please note that Light Duty Tree Protection Hoarding may only be used where traffic sight lines will be affected within the road allowance.	Additional details as requested in the comment at left will be added to the Tree Protection Plan at the detail design stage of the project, as appropriate.		
44	Kari S.H.	Arborist Report/TPP	Tree Protection Requirements (Hoarding) – 174 trees have been identified for retention - MLA 107A or ULA 110A Heavy Duty Tree protection fencing (plywood) is to be installed prior to construction and is to remain until construction is completed, as per By-Law 177-2025.	Additional details as requested in the comment at left will be added to the Tree Protection Plan at the detail design stage of the project, as appropriate.		
45	Kari S.H.	Arborist Report/TPP	MLA 107B or ULA 110B Light Duty Tree protection fencing (Snow Fence) may be used where traffic sight lines will be affected within the road allowance, as per By-Law 177-2025.	Additional details as requested in the comment at left will be added to the Tree Protection Plan at the detail design stage of the project, as appropriate.		
46	Kari S.H.	Arborist Report/TPP	No construction activity, grade changes, surface treatment, excavations of any kind or material storage is permitted within the Tree Protection Zone.	Additional details as requested in the comment at left will be added to the Tree Protection Plan at the detail design stage of the project, as appropriate.		
47	Kari S.H.	Arborist Report/TPP	Tree protection & preservation methods must be followed according to City of Vaughan's Tree Protection By-law 177-2025.	Additional details as requested in the comment at left will be added to the Tree Protection Plan at the detail design stage of the project, as appropriate.		
48	Kari S.H.	Arborist Report/TPP	Tree protection shall be installed as outlined in the arborist report/TPP prior to the commencement of any construction/demolition activities.	Additional details as requested in the comment at left will be added to the Tree Protection Plan at the detail design stage of the project, as appropriate.		

No.	Reviewer	Drawing No. or Page No.	Comment	Response	Reviewer's Response	Status (Open, Closed, Needs Discussion)
49	Kari S.H.	Arborist Report/TPP	The tree protection barriers shall be installed at their approved location and shall be maintained in their original location and condition until all construction activities within the site have ceased and all equipment is removed from the site. No equipment or material storage, flushing of fuel or washing of equipment is allowed within the TPZ. Any works within the TPZ area to be performed or supervised by a Certified Arborist.	Additional details as requested in the comment at left will be added to the Tree Protection Plan at the detail design stage of the project, as appropriate.		
50	Kari S.H.	Arborist Report/TPP	Applicant shall notify the Vaughan Forestry Department once the Tree Protection (Hoarding) has been installed, to allow Vaughan Forestry to inspect and approve according to By-law 177-2025 and/or in accordance with the City of Vaughan's Tree Protection Protocol (2025).	Additional details as requested in the comment at left will be added to the Tree Protection Plan at the detail design stage of the project, as appropriate.		
51	Kari S.H.	Arborist Report/TPP	Excavation and Root Pruning Practices - Please ensure that the below requirements are incorporated into the Arborist Report for any trees on Vaughan land that are to be injured (current Arborist Report identifies 30 trees for Injury).	Comment noted.		
52	Kari S.H.	Arborist Report/TPP	The use of hydro vacuuming for excavation is prohibited unless the hydro vacuuming is under 500psi. Please instead use air spading or air vacuuming.	Additional details as requested in the comment at left will be added to the Tree Protection Plan at the detail design stage of the project, as appropriate.		
53	Kari S.H.	Arborist Report/TPP	Exposed roots shall be pruned back to the face of trench wall to be retained (i.e., the back face of the trench). No roots greater than 5cm (2") in diameter shall be pruned without authorization of the Vaughan forestry division or its designate.	Additional details as requested in the comment at left will be added to the Tree Protection Plan at the detail design stage of the project, as appropriate.		
54	Kari S.H.	Arborist Report/TPP	All roots must be pruned with clean and sharp hand tools only. Shovels, picks, Maddox's, axes or other construction tools shall not be used to prune roots. Wound dressings or pruning paint shall not be used to cover the ends of any cut.	Additional details as requested in the comment at left will be added to the Tree Protection Plan at the detail design stage of the project, as appropriate.		

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55	Kari S.H.	Arborist Report/TPP	Roots shall be pruned in a similar fashion as branches, taking care to maintain the integrity of the root bark ridge, where present. Roots should be pruned back to a lateral root at least one third of the diameter; root stubs must not be left upon completion of root pruning. (Where Possible).	Additional details as requested in the comment at left will be added to the Tree Protection Plan at the detail design stage of the project, as appropriate.		
56	Kari S.H.	Arborist Report/TPP	Prolonged exposure of tree roots must be avoided. All pruned roots should be covered with soil or excavated trenches backfilled with native material as soon as possible following root pruning.	Additional details as requested in the comment at left will be added to the Tree Protection Plan at the detail design stage of the project, as appropriate.		
57	Kari S.H.	Arborist Report/TPP	If conventional excavation is not scheduled to occur immediately after root-sensitive excavation and root pruning, the trench shall be backfilled. The TPZ barrier shall be set to the limit of the trench to ensure that excavation does not extend beyond the limit of root pruning.	Additional details as requested in the comment at left will be added to the Tree Protection Plan at the detail design stage of the project, as appropriate.		
58	Kari S.H.	Arborist Report/TPP	Conventional excavation must not encroach beyond the back face of the trench and limit of root pruning to prevent further damage to pruned roots.	Additional details as requested in the comment at left will be added to the Tree Protection Plan at the detail design stage of the project, as appropriate.		
59	Kari S.H.	Arborist Report/TPP	No excavated material is to be stored within the new TPZ.	Additional details as requested in the comment at left will be added to the Tree Protection Plan at the detail design stage of the project, as appropriate.		

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60	Kari S.H.	Arborist Report/TPP	Work required to occur within a Tree Protection Zone (TPZ) shall conform to the following additional requirements: • Qualified Tree Professional must be present for all work within the identified tree protection zones. • Vaughan Forestry Staff shall be notified with 24hrs notice prior to working within the tree protections zones. • The Tree Protection barrier shall not be moved at any time during construction unless with the oversight of a qualified tree professional. • Root zone compaction protection provisions must be followed as prescribed by the accepted Arborist Report. • Root sensitive excavation provisions must be followed as prescribed by the accepted Arborist Report. • After the completion of construction, soil compaction and restoration provisions shall be followed when deemed necessary by Vaughan Forestry Staff.	Additional details as requested in the comment at left will be added to the Tree Protection Plan at the detail design stage of the project, as appropriate.		
61	Kari S.H.	Arborist Report/TPP	Currently 305 individual trees have been inventoried on Vaughan identified land, of those 101 trees have been identified for removal.	Comment noted.		
62	Kari S.H.	Arborist Report/TPP	Vaughan Forestry will reserve comments regarding compensation until an updated (current data was collected in 2022) more scoped Arborist Report is provided at the detailed design phase.	Comment noted.		

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<tr><th>No.</th><th>Reviewer</th><th>Drawing No. or Page No.</th><th>Comment</th><th>Response</th><th>Reviewer's Response</th><th>Status (Open, Closed, Needs Discussion)</th></tr>
<tr><td>63</td><td>Kari S.H.</td><td>Arborist Report/TPP</td><td>The table below will be used to determine the number of replacement trees required.
Tree compensation for Vaughan trees<table><tr><th>DBH of Tree to be Cut or Removed</th><th>Number of Replacement Trees Required</th></tr><tr><td>0 cm to 30 cm</td><td>1</td></tr><tr><td>31 cm to 40 cm</td><td>2</td></tr><tr><td>41 cm to 50 cm</td><td>3</td></tr><tr><td>51 cm or greater</td><td>4</td></tr></table></td><td>Additional details as requested in the comment at left will be added to the Tree Protection Plan at the detail design stage of the project, as appropriate.</td><td></td><td></td></tr>
<tr><td>64</td><td>Kari S.H.</td><td>Arborist Report/TPP</td><td>When available, please provide a detailed landscape plan indicating the location of trees being planted in the development area, the tree species, and size of trees (i.e., 50mm caliper for deciduous and 200cm in height for coniferous) as well as the quantity of each species to be planted in the development area.</td><td>Additional details as requested in the comment at left will be added to the Tree Protection Plan at the detail design stage of the project and circulated to City of Vaughan staff for review and comment, as appropriate.</td><td></td><td></td></tr>
<tr><td>65</td><td>Lee L.</td><td>General Comment</td><td>Refer to Comment Attachment pdf for further details with regard to comments below.</td><td>Comment noted.</td><td></td><td></td></tr>
<tr><td>66</td><td>Lee L.</td><td>Left Turn Design</td><td>There are four related and separate concerns regarding the wet approach and multiple left turn movements within this section. The left turn design is substandard, non-typical and queuing and proximity to Teston Road creates multiple sight line and safety concerns. This section of Teston Road should be reassessed. These aforementioned concerns and those repeated and illustrated and discussed in the Comment Attachment PDF focuses on the major left turn movement and does not include the minor turning movements to the driveway on the north side of Teston Road that is also concerning.</td><td>Further review of the Dufferin/Teston intersection and adjacent access design will be made at detail design with consideration given to extending/maximizing the eastbound left turn lane storage on Teston Road at Dufferin Street and allowing only right-in/ Proximity to Railway Crossing right-out movements at the 2 entrances to 10500 Dufferin Street and at the single entrance to 1500 Teston Road. Consultation with the affected property owners will be undertaken during detail design.</td><td></td><td></td></tr>
</table>

No.	Reviewer	Drawing No. or Page No.	Comment	Response	Reviewer's Response	Status (Open, Closed, Needs Discussion)
67	Lee L.	Proximity to Railway Crossing	There are two driveways located on the south side of Teston that are located east and west of the Barrie GO Subdivision. Left turn movements from these driveways generate concerns with conflict and impacts with their proximity to the railway crossing and each have alternative accesses. Further review is requested.	Further review will be made at detail design of allowing only right-in/right-out movements at the 2 south side entrances on Teston Road on either side of the GO Rail crossing (10721 Keele Street and 2175 Teston Road (west entrance) and at the north side entrance to the Vaughan Water Station just east of Keele Street. Consultation with the affected property owners will be undertaken during detail design.		
68	Lee L.	Traffic and Dual Left turns	The traffic volumes on some turning movements appears to be questionable. For locations where there are dual left turn lanes, have analysis been conducted to determine the intersection operation with single left turn lane operation on some or all of the proposed dual left turn locations.	Dual left-turn lanes were proposed at the identified intersections in accordance with The Regional Municipality of York design guidelines and based on the projected 20-year horizon (2041) traffic volumes. Consistent with York Region practice, dual left-turn lanes are typically considered where the projected peak hour left-turn demand exceeds approximately 300 vehicles per hour and where a single exclusive left-turn lane would not provide acceptable operations in terms of volume-to-capacity ratio, queue storage, and delay. The need for dual left-turn lanes was confirmed through the Synchro traffic operations analysis completed as part of this study using the forecast traffic volumes. Under these conditions, a single left-turn lane would result in excessive queueing and reduced intersection performance. Further review will be conducted at detail design.		
69	Lee L.	Ped/Cyclist Railway Crossing Treatment	Review the ped/cyclist treatment at the railway crossing and confirm if the design is sufficient to accommodate any crossing arm gates that would be required.	Section 9.1.2 of the EA Report includes a statement that: "The GO Rail line at-grade crossing will require appropriate traffic control and safety features which will be assessed and developed at the detail design stage of the project". The following text has been added: "Attention will be given to the pedestrian/cyclist crossings at the GO Rail line (i.e. crossing treatments, gates, chicane barriers to slow down cyclists)."		

No.	Reviewer	Drawing No. or Page No.	Comment	Response	Reviewer's Response	Status (Open, Closed, Needs Discussion)
70	Lee L.	Horizontal curve	Confirm that the 3.3m and the 3.5m lanes are sufficient to accommodate vehicle off-tracking for a WB-20 vehicle given the high probability of truck traffic in and around the industrial area for sections where there are horizontal curves.	Further review will be undertaken at detail design to ensure that lane widths are sufficient to accommodate potential vehicle off-tracking.		
71	Lee L.	Sight Lines	There is a significant vertical curve west of Dufferin Street. Please confirm if there is sufficient stopping sight distance and turning sight distance for eastbound traffic at Dufferin Street and for the private driveways on Teston Road.	Further review will be undertaken at detail design to ensure that there is sufficient stopping sight distance and turning sight distance for eastbound traffic at Dufferin Street and for the private driveways on Teston Road.		

Ministry of the Environment, Conservation and Parks

Environmental Assessment Branch

1st Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction des évaluations environnementales

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Téléc. : 416 314-8452

January 12, 2026

MEMORANDUM

TO: Meghan MacMillan
Senior Environmental Planner
Stantec
Meghan.MacMillan@stantec.com

FROM: Abdulrahim Mohamed, Project Officer
Environmental Assessment Service Section

RE: Environmental Assessment of the Teston Road Area Transportation Improvements

---

Thank you for the opportunity to review the final Environmental Assessment (final EA) for York Region's proposed Teston Road Area Transportation Improvements (project). The Ministry of the Environment, Conservation and Parks (the ministry) Environmental Assessment Services Section has conducted a review of the final EA taking into consideration the applicable requirements of the amended *Environmental Assessment Act* (EAA or the Act), the Code of Practice for Preparing and Reviewing Environmental Assessments in Ontario (EA Codes of Practice), Code of Practice for Consultation in Ontario Environmental Assessment Process and the approved Terms of Reference (ToR) for the project. In its review, the ministry has identified specific comments on the final EA that are detailed below.

Executive Summary

1. Under “Preliminary Cost Estimate” (pg. xlix), the section reference is incorrect. Please update to Section 9.11 instead of Section 9.10.

2. On pg. iv, the ministry is referred to as the “Ministry of the Environment.” Please update to MECP (formerly the Ministry of the Environment) for consistency, similar to section 10.4.4.

Main Report

3. Section 1.1 (pg. 2) references the 2023 York Region Growth and Development Review. The 2024 version is now available. Please update population figures to reflect 2024 data (e.g., population grew by 1.3% to 1,279,529).

4. Section 1.4 (pg. 6) refers to “Section 10 – Impact Assessment.” Please align terminology with provincial standards (e.g., “Environmental Effects, Mitigation Measures”) as shown in the Table of Contents.

5. Correct all references to TRCA’s regulation from O. Reg. 42/42 to O. Reg. 42/24 (e.g., pg. 81 and pg. 125).

6. Section 5.2.2.1 (pg. 94) cites PPS 2024 Section 3.3(3) for connectivity language. This should reference Section 3.2(3).

7. Section 5.2.5.2 (pg. 123) states construction completion for Teston Road EA (Pine Valley Drive to Weston Road) was anticipated in 2024. The project webpage shows completion in Fall 2025. Please update and ensure consistency with other references on the same page.

8. Page 123: Update Major Mackenzie Drive EA completion date to match pg. 124 (completed in 2024).

9. Page 123: Update or remove anticipated construction start date for North Maple Community Bridge EA if outdated.

10. Section 5.6.9.2 (pg. 209) mentions Highway 413 EA completion by end of 2022. Please update to align with section 5.2.5.4 (pg. 127), which states MTO is still confirming the preferred route.

11. Correct all references to O. Reg. 213 to O. Reg. 213/91 (e.g., section 10.6.2, pg. 445).

12. Page 340 (Public Open House No. 4) currently references COVID in late 2023 as

the reason for holding the session virtually. Please revise to align with Section 3.2.4 (page 30), which states that the open house was held virtually to ensure greater engagement and accessibility for a wider range of participants.

Cost Estimates

13. Appendix W (Detailed Cost Estimates), page 4 of 5 incorrectly lists Phase 1 – Dufferin Street to Bathurst Street. Please revise to correctly identify this as Phase 2 – Dufferin Street to Bathurst Street, consistent with the phasing outlined in Section 11 and the project description.

Previous Comments unaddressed

14. The ministry (Air Quality) previously recommended that a complaint response protocol be prepared that outlines the measures that will be implemented when dust and/or odour complaints are received during the construction phase of the project and should include local district office notification. It was noted that these recommendations would be considered during the design and construction phases of the project but that we would like to see these recommendations added to the final EA.

15. The following comment also from Air Quality was previously recommended to be added to the final EA after suggesting it would be considered during the design and construction phases of the project but also does not appear. “According to Appendix M Contamination Overview Study Report prepared by Morrison Hershfield and dated October 27, 2022, the location of the proposed Teston Road extension is situated between three landfills where soil contamination may have occurred. Additionally, the Phase 1 Environmental Site Assessments (ESAs) identified several areas of potential environmental concern (APEC) in the study area that have the potential to emit contaminants of concern as a part of fugitive dust. Therefore, when soil excavation activities occur during the construction phase, the ministry recommends:

1. when soil excavation activities occur during the construction phase, onsite ambient air monitoring takes place at the sensitive receptors identified in the AQA report for the site-specific contaminants identified within the APEC.

2. The proponent should consider notifying the ministry's York Durham District Office of any ambient air quality criteria exceedances of the contaminants of concern during the construction phase of this project.

3. Where possible, reduce soil excavation activities and ensure that adequate dust mitigation measures are in place during forecasted windy conditions.”

Indigenous Consultation

16. The EA identifies a “Métis Nation of Ontario Williams Treaty First Nation,” but no such entity exists. Please clarify who this refers to and confirm engagement details.

17. Table 3-15 (“Summary of Consultation with Indigenous Communities,” pg. 59) must

include all records—emails, meeting minutes, phone calls, notices—in the absence of a separate tracking log. I also noted there does not appear to be a Notice of Completion.

18. Appendix C.2 (“Indigenous Consultation Record”) contains the first reference to Kawartha Nishnawbe (KN), but the ESR does not mention KN. The record should include all materials (letters, meeting minutes, call logs, notices) organized by community and in chronological order, consistent with the tracking log.

19. The first record in Appendix C (“Correspondence”) is dated December 5, 2023, but the summary log begins in August 2020. Several entries prior to December 2023 appear to include emails that are missing from the record.

20. The last entry (September 4, 2025) is a reply to Alderville First Nation regarding their November 13, 2024 letter about filing fees. There is no indication of further follow-up from either party. Please clarify.

21. There appears to be no engagement or notification with Kawartha Nishnawbe. KN must be engaged/notified.

22. Additional Requirements: The consultation record must contain all records (emails, calls, notices, meeting minutes). Records should follow the same chronology as the summary/tracking log and be separated by community.

Interim vs Ultimate Construction Phasing

23. The EA indicates that approval is being sought for both interim and ultimate designs, with future phases (e.g., grade-separated Barrie GO rail crossing and full active transportation upgrades) anticipated well beyond the current 10-year capital plan. Section 11.6.1 outlines an amendment process for post-EA modifications. Please clarify:

    - How does the EA envision applying this amendment process to future works that are not part of the immediate construction schedule?
    - What criteria will be used to determine whether a future change is considered a minor or major amendment, and what level of documentation and consultation would be expected in each case?
    - Are there any commitments in the EA regarding triggers, timelines, (I only see recommendations for long-term property protection) for these ultimate design elements?

Next Steps

The ministry is available to meet with you to discuss any questions you may have and to support you in resolving any issues before the submission of the final EA. This approach is also recommended to address any outstanding comments from other government agencies in accordance with the ministry's EA Codes of Practice.

Should you have any questions or require further information, please contact the undersigned at 437-335-6352 or by email at abdulrahim.mohamed@ontario.ca.

Sincerely,

abdulrahim

Abdulrahim Mohamed

c: Solange Desautels

From:	MacMillan, Meghan
To:	Song, Min Seob
Subject:	FW: Teston Road EA – Species at Risk
Date:	Wednesday, April 8, 2026 2:19:20 PM
Attachments:	image001.png image002.png

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: Wednesday, April 8, 2026 2:16 PM
To: Cheung, Billy <billy.cheung@york.ca>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <Meghan.MacMillan@stantec.com>; Harkness, Andrew <Andrew.Harkness@stantec.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: RE: Teston Road EA – Species at Risk

Hi again team,

In relation to the comments from the Species at Risk branch, I am adding the following to my initial comments

- The Species Conservation Act, 2025 came into force on March 30, 2026. Please update the final EA to add reference to the new Act, and to remove reference to the Endangered Species Act, 2007, which was repealed on March 30th.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: April 7, 2026 10:52 AM
To: Cheung, Billy <billy.cheung@york.ca>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <meghan.macmillan@stantec.com>; Harkness, Andrew <andrew.harkness@stantec.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: Teston Road EA – Species at Risk

Hi team,

Comments from Species at Risk below.

I also wanted to mention in this email that the following MECP groups have no further comments on the final EA:

- Climate Change Policy Branch CCPB
- Adaptation and Resilience Branch ARB

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>
Sent: April 1, 2026 2:59 PM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: RE: Teston Road EA – Follow up

Hello,

I can confirm Jeff Andersen has retired.

I looked through the correspondence that Jeff had with the project team and it appears that it was related to Redside Dace. On March 30th the *Species Conservation Act, 2005* (SCA) came into force and Redside Dace is not protected under the SCA. I have no additional comments to add in relation to this species.

There may be other endangered or threatened species that could be impacted by the project and additional field work may be needed at detail design to determine whether there are any requirements under the SCA.

Kind regards,

Aurora McAllister (she/her) | Management Biologist – Species at Risk | Permissions | Species at Risk Branch | Ministry of the Environment, Conservation & Parks |

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: March 31, 2026 2:47 PM
To: Species at Risk (MECP) <SAROntario@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: Teston Road EA – Follow up
Importance: High

Hello SAR,

Following up on the below request. I believe Jeff Anderson who is no longer with SAR provided previous comments that I have attached. Please let me know if any other comments are pending for this final review.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: February 26, 2026 9:39 AM
To: Lemke, Monika (She/Her) (MECP) <Monika.Lemke@ontario.ca>; Fair, Jason (MECP) <Jason.Fair@ontario.ca>; Martella, Anthony (MECP) <Anthony.Martella@ontario.ca>; Aslanyan, Mihran (MECP) <Mihran.Aslanyan@ontario.ca>; Belayneh, Ted (MECP) <Ted.Belayneh@ontario.ca>; Averill, Jon (MECP) <Jon.Averill@ontario.ca>; Ajderian, Karin (MECP) <Karin.Ajderian@ontario.ca>; Des Rosiers, Louis (MECP) <Louis.DesRosiers@ontario.ca>; Brown, Andrea (MECP) <Andrea.J.Brown@ontario.ca>; Hall, Jennifer (MECP) <Jennifer.Hall@ontario.ca>; Batten, Steve (MECP) <Steve.Batten@ontario.ca>; Robles, Sarah (She/Her) (MECP) <Sarah.Robles@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>; Munasinghe, Ranjani (MECP) <Ranjani.Munasinghe@ontario.ca>; Fernando, Shehani (MECP) <Shehani.Fernando@ontario.ca>; Zeng, Rui (MECP) <Rui.Zeng@ontario.ca>; Shulyarenko, Alexander (MECP) <Alexander.Shulyarenko@ontario.ca>; Species at Risk (MECP) <SAROntario@ontario.ca>; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: RE: Teston Road EA – Final Submission Friday February 27, 2026
Importance: High

Hello Everyone,

The Teston Road Area Transportation Improvements Project Environmental Assessment (EA) has been submitted by the Regional Municipality of York (York Region) to the Minister of the Environment, Conservation and Parks for review under the Environmental Assessment Act (EAA). The EA is available for review online at: www.york.ca/TestonRoad.

York Region has undertaken the EA for proposed transportation related improvements in the Teston Road area, in the City of Vaughan (the project). The Teston Road area is bounded by Highway 400 to Bathurst Street and Major Mackenzie Drive to north of Kirby Road. If the EA is approved, the project will extend and widen Teston Road from Bathurst Street to Keele Street.

Please let me know if you can't access the reports, please note the appendices are uploaded

in sections due to file size limitations on the proponent's website. Reports that are of interest to our mandates are as follows:

- Teston Road IEA Report
- Appendix C2 – Indigenous Consultation
- Appendix E1/E2 – Natural Environmental Report
- Appendix F1/F2 – Arborist Report
- Appendix G1-4 – Noise Study
- Appendix H – Air Quality Study
- Appendix K1-6 – Drainage and SWM Report
- Appendix L – Hydrogeology Report
- Appendix M – Contamination Overview Report
- Appendix O – Soil Investigation Report
- Appendix P – Fluvial Geomorphology Report
- Appendix Q – Climate Change

I will be sending a separate request for Central Region Staff through ECHO. The Environmental Assessment Branch is requesting staff comments by **April 3rd, 2026.**

Please reach out if you have any questions.

Thank you,

Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
Environmental Assessment and Permission Division
Ministry of Environment, Conservation and Parks | Ontario Public Service
437-335-6352 | Abdulrahim.Mohamed@ontario.ca

Ontario

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: February 19, 2026 3:01 PM
To: Lemke, Monika (She/Her) (MECP) <Monika.Lemke@ontario.ca>; Fair, Jason (MECP) <Jason.Fair@ontario.ca>; Martella, Anthony (MECP) <Anthony.Martella@ontario.ca>; Aslanyan, Mihran (MECP) <Mihran.Aslanyan@ontario.ca>; Belayneh, Ted (MECP) <Ted.Belayneh@ontario.ca>; Averill, Jon (MECP) <Jon.Averill@ontario.ca>; Ajderian, Karin (MECP) <Karin.Ajderian@ontario.ca>; Des Rosiers, Louis (MECP) <Louis.DesRosiers@ontario.ca>; Brown, Andrea (MECP) <Andrea.J.Brown@ontario.ca>; Hall, Jennifer (MECP) <Jennifer.Hall@ontario.ca>; Batten, Steve (MECP) <Steve.Batten@ontario.ca>; Robles, Sarah (She/Her) (MECP) <Sarah.Robles@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>; Munasinghe, Ranjani (MECP) <Ranjani.Munasinghe@ontario.ca>; Fernando, Shehani (MECP) <Shehani.Fernando@ontario.ca>; Zeng, Rui (MECP) <Rui.Zeng@ontario.ca>; Shulyarenko, Alexander (MECP) <Alexander.Shulyarenko@ontario.ca>; Species at Risk (MECP) <SAROntario@ontario.ca>; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>

Subject: Teston Road EA – Final Submission Expected Friday February 27, 2026

Good afternoon everyone,

I hope you are all doing well. My name is Abdulrahim Mohamed, and I have taken over as the Project Officer for the Teston Road EA file, following Cindy's previous coordination on the draft EA circulation.

I'm reaching out with a quick update for awareness. The Region of York has confirmed that they expect to submit the final Environmental Assessment (EA) for the Teston Road Project on Friday, February 27, 2026.

Since many of you reviewed and provided comments on the draft EA, I wanted to give early notice that the final version will be available shortly. Once the EA is formally submitted and posted by the proponent, I will follow up next week with:

- the public webpage link to the final EA and supporting documentation, and
- ECHO requests for ministry reviewers, where applicable.

No action is required at this time this is simply to keep you informed ahead of the formal circulation.

Please feel free to reach out if you have any questions in the meantime.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
Environmental Assessment and Permission Division
Ministry of Environment, Conservation and Parks | Ontario Public Service
437-335-6352 | Abdulrahim.Mohamed@ontario.ca

Ontario

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From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: Monday, March 2, 2026 1:58 PM
To: MacMillan, Meghan
Cc: Cheung, Billy; John, Praveen; Harkness, Andrew; Mohamed, Abdulrahim (MECP)
Subject: Teston Road EA – Groundwater no further comments
Attachments: Teston_Rd_EA_Acknowledgement_Form_MA.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Hi team,

Groundwater has no further comments.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: Aslanyan, Mihran (MECP) <Mihran.Aslanyan@ontario.ca>
Sent: March 2, 2026 1:51 PM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>; Belayneh, Ted (MECP) <Ted.Belayneh@ontario.ca>; Shulyarenko, Alexander (MECP) <Alexander.Shulyarenko@ontario.ca>; Martin, Paul (MECP) <Paul.D.Martin@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: Teston Road EA – Final Submission Friday February 27, 2026

Hi Abdulrahim,

I have reviewed the final EA Report Documentation (October 2025). There are no changes in the Final EA documents related to groundwater from previous reports/conclusions.

I have no further comments.

Thank you
Mihran

Mihran Aslanyan, P. Geo. | Hydrogeologist | Water Resources Unit | Central Region
Ontario Ministry of the Environment, Conservation and Parks | 5775 Yonge St. 9th Floor | Toronto, ON | M2M 4J1 | **T: 437-248-4167**

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Ontario

Ministry of the Environment, Conservation and Parks

Environmental Assessment Branch

1st Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001

Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction des évaluations environnementales

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001

ACKNOWLEDGEMENT OF RECEIPT

Upon receipt, please complete this form and return by email:

Attn: Abdulrahim Mohamed

EMAIL: Abdulrahim.mohamed@ontario.ca

Proponent: Regional Municipality of York (York Region)

Title: Teston Road Area Transportation Improvements Project Environmental Assessment

EA File No.: EA-03-07
EAIMS No: 17011

Agency/Branch	Water Resources Unit, Central Region Technical Support, MECP
Reviewer	Mihran Aslanyan, P. Geo., Hydrogeologist
Telephone	437-248-4167
Email	Mihran.Aslanyan@ontario.ca

Please check the appropriate box:

☐ We will be able to provide comments to the Environmental Assessment Branch by: **April 3, 2026** (Comments received after this date may not be considered in the decision process.)

☑ We are satisfied with the Environmental Assessment, and we have no comments.

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: Monday, March 2, 2026 10:11 AM
To: MacMillan, Meghan
Cc: Cheung, Billy; John, Praveen; Harkness, Andrew
Subject: Teston Road EA – Air Quality comments
Attachments: Construction phase commitment.PNG; Comments on final EA review .png

Follow Up Flag: Follow up
Flag Status: Completed

Hi everyone,

I'm forwarding the note below from Air Quality for your awareness. Please note that I already included these same outstanding items in my January 12, 2026 comment letter (specifically Comments 14 and 15).

These do not need to be addressed separately from my comments—your responses to my January 12 submission will capture and resolve the Air Quality concern flagged below.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: Zeng, Rui (MECP) <Rui.Zeng@ontario.ca>
Sent: February 27, 2026 5:24 PM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Cc: Sones, Kristen (She/Her) (MECP) <Kristen.Sones@ontario.ca>; Martin, Paul (MECP) <Paul.D.Martin@ontario.ca>
Subject: RE: Teston Road EA – Final Submission Friday February 27, 2026

Hi Abdulrahim,

The proponent made the following commitment in the final draft EA comment response table that I reviewed in June, 2025. However, I did not see this commitment included in the current final EA: Appendix H - Air Quality Report.pdf

" If excavation of landfill waste is required consider conducting onsite ambient air monitoring at sensitive receptors for site-specific contaminants. Notify MECP's York Durham District Office of any ambient air quality criteria exceedances of the contaminants of the contaminants of concern during the construction phase of this project."

Please find attached a screenshot of the comment response table (see the Commitment to Future Works column) for your reference. I've also attached previous email correspondence with Cindy for your information.

I am not sure if the proponent has included this commitment elsewhere, but just wanted to flag it for your awareness.

Thank you,
Rui

Rui Zeng
Air Quality Analyst
Central Region Technical Support Section | Ministry of the Environment Conservation and Parks
5775 Yonge Street, 9th Floor, North York, ON M7A 2J5
437-213-9873 | rui.zeng@ontario.ca

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		stringent to apply of □hese and the criteria identified in Appendix G.		
ncreased dust □Ox and VOC may be emitted from :quipment during constlnuction 1ctivities)isturbance of sub-surface :ontaminants that my become air□ 1ome during construction.l	I	▪ Use of materia!! wetting or use of non-chlo:nide dust suppressants to red1.me dust, use of wind barriers, limiitingi exposed areas which may be a source of dt1st, and equipment washing_ ▪ Ensure Best Management practices are followed during construction.	NI	• JIf excavation o consider conduc monitoring at se specific contam Durham Distric quality criteria e contaminants o construction Rhc

IPti MORRISON HE.ASHFIELD "°" () stante,

ntial Environmental Effect(s)	Potential Significance	Recommended Mitigation Measures	Level of Significance Following Mitigation	Commitment to F
ıe potential for landfill (methane) 1as to be present and migrate alongj eferential pathways in th□ ;ubsurface resulting it in being 1resent in the transportation corridcif ight-of-way with associated potentia] 1ealth and safety hazards. Landfill 1as represents a hazard via :xplosions, asphyxiation, off-site ga s niaration, and vegetation stress_t	S	▪ Add membrane barriers (or similar mitigation measures) to prevent landfill gas migration into storm sewers. ▪ Add Operational Constraints to construction con..t r.. a ct t-□ address risk of landfill gas being encountered in trenches] and storm sewers and potential for pockets of waste to be encountered (which will have to be excavated / removed).	S	▪ Conduct additio detail design t,o waste gas **withi** ▪ □emove waste be (!reseno.r-
:Xtrerne lheat impacts to roadway	S	▪ Implement asset specific adaptation measures to iimprove		• Conduct further

Previous comments unaddressed

14. The ministry (Air Quallity) previously recommended that a compllaint response protocol be prepared that outlines the measures that wm be implem1ented when dust and/or odour complaints are received during the construction phase of t:he project and should include local district office notification. It was noted that these recommendations would be considered during1the design and construction phases of the project but that we would like to see these recommendations added to the final EA..

15. The following comment also from Air Quality was previously recommended to be added to the final EA after suggesting1it would be considered duriing the design and construction phases of the project but also does not appear. "Accarding1to Appendix IM Contamination Overview Study !Report prepared by Morrison Hershfielld and dated October 27, 2022, the location of the proposed Teston Road extension is situated between three landfills where soil contamination 1may have occurred. Additionally, the Phase 1 Environmental Site Assessments (ESAs) identified several areas of potential!environm1ental concern (APEC) in the study area that have the potential to emit contaminants of concern as a part of fugitiive dust. Therefore, when soil excavation activities occur during1the construction phase, the ministry recomm1ends:

1. when soil excavation activities occur during1the construction phase, onsite ambient air monitoring takes place at the sensitive receptors identified in the AQA report for the siite-specific contaminants identified within the APEC.

2. The proponent should consider notifying the ministry's York Durham District Office of any ambient air quality criteria exceedances of the contaminants of concern during the construction phase of this project.

3. Where possible, reduce soil excavation activities and ensure that adequate dust m1itigation measures are in place during forecasted windy conditions."

From:	MacMillan, Meghan
To:	Song, Min Seob
Subject:	FW: Teston Road EA – Final Submission Friday February 27, 2026
Date:	Wednesday, March 11, 2026 2:56:39 PM
Attachments:	image001.png image002.png

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: Wednesday, March 11, 2026 2:51 PM
To: MacMillan, Meghan <Meghan.MacMillan@stantec.com>; Cheung, Billy <billy.cheung@york.ca>
Cc: Harkness, Andrew <Andrew.Harkness@stantec.com>; John, Praveen <praveen.john@york.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: FW: Teston Road EA – Final Submission Friday February 27, 2026

Hello,

Surface Water is also satisfied with the final EA.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: Shulyarenko, Alexander (MECP) <Alexander.Shulyarenko@ontario.ca>
Sent: March 11, 2026 2:49 PM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: RE: Teston Road EA – Final Submission Friday February 27, 2026

Hello Abdulrahim,

I am satisfied with the final Environmental Assessment. There are no changes and I have no further comments.

Best regards,

Alexander Shulyarenko, Ph.D.
Surface Water Group Leader
Technical Support Section, Water Resources Unit
Central Region, Ministry of the Environment, Conservation and Parks
5775 Yonge St., 9th Floor, North York, ON M2M 4J1

E-mail: alexander.shulyarenko@ontario.ca
Phone: (437) 788-2746

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: March 11, 2026 1:43 PM
To: Shulyarenko, Alexander (MECP) <Alexander.Shulyarenko@ontario.ca>
Cc: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: FW: Teston Road EA – Final Submission Friday February 27, 2026

Hi Alexander,

Hope you are doing well. I've heard from Air and Groundwater (Rui & Mihran), just wanted to know if Surface water had any final comments?

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

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From:	MacMillan, Meghan
To:	Song, Min Seob
Subject:	FW: Teston Road EA – Final Submission Friday February 27, 2026
Date:	Tuesday, April 7, 2026 9:59:00 AM
Attachments:	image001.png image002.png

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: Tuesday, April 7, 2026 9:52 AM
To: Cheung, Billy <billy.cheung@york.ca>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <Meghan.MacMillan@stantec.com>; Harkness, Andrew <Andrew.Harkness@stantec.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: FW: Teston Road EA – Final Submission Friday February 27, 2026

Hi team,

No additional comments from Noise on the final EA.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: Martella, Anthony (MECP) <Anthony.Martella@ontario.ca>
Sent: April 2, 2026 5:17 PM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Cc: Hegazy, Sherif (MECP) <Sherif.Hegazy@ontario.ca>
Subject: RE: Teston Road EA – Final Submission Friday February 27, 2026

Good afternoon:

I have reviewed the noise/vibration-specific portions of the following documents related to the above noted EA file:

1. “Final Report York Region - Comprehensive Environmental Assessment for the Teston Road Area Transportation Improvements,” prepared by Stantec Consulting Ltd., dated December 2025.

2. “Environmental Noise Assessment Teston Road from Hwy 400 to Bathurst Street,”

prepared by SLR Consulting (Canada) Ltd., dated November 21, 2025 (Appendix G.1 to G.4 of the report listed in bullet point "1" above).

Based on the review of the relevant noise/vibration discussions in the above documents, there are no additional comments. Please let me know if you have any questions. Thank you.

Kind Regards,

Anthony Martella, M.Eng., P.Eng.
Senior Noise Engineer

Approvals Services Section| Environmental Permissions Branch | Ministry of the Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Floor
Toronto ON M4V 1P5
Tel: (437) 881-5466 Fax: (416) 314-8452
E-mail: anthony.martella@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.
Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: February 26, 2026 9:39 AM
To: Lemke, Monika (She/Her) (MECP) <Monika.Lemke@ontario.ca>; Fair, Jason (MECP) <Jason.Fair@ontario.ca>; Martella, Anthony (MECP) <Anthony.Martella@ontario.ca>; Aslanyan, Mihran (MECP) <Mihran.Aslanyan@ontario.ca>; Belayneh, Ted (MECP) <Ted.Belayneh@ontario.ca>; Averill, Jon (MECP) <Jon.Averill@ontario.ca>; Ajderian, Karin (MECP) <Karin.Ajderian@ontario.ca>; Des Rosiers, Louis (MECP) <Louis.DesRosiers@ontario.ca>; Brown, Andrea (MECP) <Andrea.J.Brown@ontario.ca>; Hall, Jennifer (MECP) <Jennifer.Hall@ontario.ca>; Batten, Steve (MECP) <Steve.Batten@ontario.ca>; Robles, Sarah (She/Her) (MECP) <Sarah.Robles@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>; Munasinghe, Ranjani (MECP) <Ranjani.Munasinghe@ontario.ca>; Fernando, Shehani (MECP) <Shehani.Fernando@ontario.ca>; Zeng, Rui (MECP) <Rui.Zeng@ontario.ca>; Shulyarenko, Alexander (MECP) <Alexander.Shulyarenko@ontario.ca>; Species at Risk (MECP) <SAROntario@ontario.ca>; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: RE: Teston Road EA – Final Submission Friday February 27, 2026
Importance: High

Hello Everyone,

The Teston Road Area Transportation Improvements Project Environmental Assessment (EA)

has been submitted by the Regional Municipality of York (York Region) to the Minister of the Environment, Conservation and Parks for review under the Environmental Assessment Act (EAA). The EA is available for review online at: www.york.ca/TestonRoad.

York Region has undertaken the EA for proposed transportation related improvements in the Teston Road area, in the City of Vaughan (the project). The Teston Road area is bounded by Highway 400 to Bathurst Street and Major Mackenzie Drive to north of Kirby Road. If the EA is approved, the project will extend and widen Teston Road from Bathurst Street to Keele Street.

Please let me know if you can't access the reports, please note the appendices are uploaded in sections due to file size limitations on the proponent's website. Reports that are of interest to our mandates are as follows:

- Teston Road IEA Report
- Appendix C2 – Indigenous Consultation
- Appendix E1/E2 – Natural Environmental Report
- Appendix F1/F2 – Arborist Report
- Appendix G1-4 – Noise Study
- Appendix H – Air Quality Study
- Appendix K1-6 – Drainage and SWM Report
- Appendix L – Hydrogeology Report
- Appendix M – Contamination Overview Report
- Appendix O – Soil Investigation Report
- Appendix P – Fluvial Geomorphology Report
- Appendix Q – Climate Change

I will be sending a separate request for Central Region Staff through ECHO. The Environmental Assessment Branch is requesting staff comments by **April 3rd, 2026.**

Please reach out if you have any questions.

Thank you,

Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
Environmental Assessment and Permission Division
Ministry of Environment, Conservation and Parks | Ontario Public Service
437-335-6352 | Abdulrahim.Mohamed@ontario.ca

Ontario

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: February 19, 2026 3:01 PM
To: Lemke, Monika (She/Her) (MECP) <Monika.Lemke@ontario.ca>; Fair, Jason (MECP)

<Jason.Fair@ontario.ca>; Martella, Anthony (MECP) <Anthony.Martella@ontario.ca>; Aslanyan, Mihran (MECP) <Mihran.Aslanyan@ontario.ca>; Belayneh, Ted (MECP) <Ted.Belayneh@ontario.ca>; Averill, Jon (MECP) <Jon.Averill@ontario.ca>; Ajderian, Karin (MECP) <Karin.Ajderian@ontario.ca>; Des Rosiers, Louis (MECP) <Louis.DesRosiers@ontario.ca>; Brown, Andrea (MECP) <Andrea.J.Brown@ontario.ca>; Hall, Jennifer (MECP) <Jennifer.Hall@ontario.ca>; Batten, Steve (MECP) <Steve.Batten@ontario.ca>; Robles, Sarah (She/Her) (MECP) <Sarah.Robles@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>; Munasinghe, Ranjani (MECP) <Ranjani.Munasinghe@ontario.ca>; Fernando, Shehani (MECP) <Shehani.Fernando@ontario.ca>; Zeng, Rui (MECP) <Rui.Zeng@ontario.ca>; Shulyarenko, Alexander (MECP) <Alexander.Shulyarenko@ontario.ca>; Species at Risk (MECP) <SAROntario@ontario.ca>; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: Teston Road EA – Final Submission Expected Friday February 27, 2026

Good afternoon everyone,

I hope you are all doing well. My name is Abdulrahim Mohamed, and I have taken over as the Project Officer for the Teston Road EA file, following Cindy's previous coordination on the draft EA circulation.

I'm reaching out with a quick update for awareness. The Region of York has confirmed that they expect to submit the final Environmental Assessment (EA) for the Teston Road Project on Friday, February 27, 2026.

Since many of you reviewed and provided comments on the draft EA, I wanted to give early notice that the final version will be available shortly. Once the EA is formally submitted and posted by the proponent, I will follow up next week with:

- the public webpage link to the final EA and supporting documentation, and
- ECHO requests for ministry reviewers, where applicable.

No action is required at this time this is simply to keep you informed ahead of the formal circulation.

Please feel free to reach out if you have any questions in the meantime.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
Environmental Assessment and Permission Division
Ministry of Environment, Conservation and Parks | Ontario Public Service
437-335-6352 | Abdulrahim.Mohamed@ontario.ca

Ontario

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From: MacMillan, Meghan
To: Song, Min Seob
Subject: FW: Teston Road EA – Species at Risk
Date: Wednesday, April 8, 2026 2:19:20 PM
Attachments: image001.png
image002.png

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: Wednesday, April 8, 2026 2:16 PM
To: Cheung, Billy <billy.cheung@york.ca>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <Meghan.MacMillan@stantec.com>; Harkness, Andrew <Andrew.Harkness@stantec.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: RE: Teston Road EA – Species at Risk

Hi again team,

In relation to the comments from the Species at Risk branch, I am adding the following to my initial comments

- The Species Conservation Act, 2025 came into force on March 30, 2026. Please update the final EA to add reference to the new Act, and to remove reference to the Endangered Species Act, 2007, which was repealed on March 30th.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: April 7, 2026 10:52 AM
To: Cheung, Billy <billy.cheung@york.ca>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <meghan.macmillan@stantec.com>; Harkness, Andrew <andrew.harkness@stantec.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: Teston Road EA – Species at Risk

Hi team,

Comments from Species at Risk below.

I also wanted to mention in this email that the following MECP groups have no further comments on the final EA:

- Climate Change Policy Branch CCPB
- Adaptation and Resilience Branch ARB

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>
Sent: April 1, 2026 2:59 PM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: RE: Teston Road EA – Follow up

Hello,

I can confirm Jeff Andersen has retired.

I looked through the correspondence that Jeff had with the project team and it appears that it was related to Redside Dace. On March 30th the *Species Conservation Act, 2005* (SCA) came into force and Redside Dace is not protected under the SCA. I have no additional comments to add in relation to this species.

There may be other endangered or threatened species that could be impacted by the project and additional field work may be needed at detail design to determine whether there are any requirements under the SCA.

Kind regards,

Aurora McAllister (she/her) | Management Biologist – Species at Risk | Permissions | Species at Risk Branch | Ministry of the Environment, Conservation & Parks |

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: March 31, 2026 2:47 PM
To: Species at Risk (MECP) <SAROntario@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: Teston Road EA – Follow up
Importance: High

Hello SAR,

Following up on the below request. I believe Jeff Anderson who is no longer with SAR provided previous comments that I have attached. Please let me know if any other comments are pending for this final review.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: February 26, 2026 9:39 AM
To: Lemke, Monika (She/Her) (MECP) <Monika.Lemke@ontario.ca>; Fair, Jason (MECP) <Jason.Fair@ontario.ca>; Martella, Anthony (MECP) <Anthony.Martella@ontario.ca>; Aslanyan, Mihran (MECP) <Mihran.Aslanyan@ontario.ca>; Belayneh, Ted (MECP) <Ted.Belayneh@ontario.ca>; Averill, Jon (MECP) <Jon.Averill@ontario.ca>; Ajderian, Karin (MECP) <Karin.Ajderian@ontario.ca>; Des Rosiers, Louis (MECP) <Louis.DesRosiers@ontario.ca>; Brown, Andrea (MECP) <Andrea.J.Brown@ontario.ca>; Hall, Jennifer (MECP) <Jennifer.Hall@ontario.ca>; Batten, Steve (MECP) <Steve.Batten@ontario.ca>; Robles, Sarah (She/Her) (MECP) <Sarah.Robles@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>; Munasinghe, Ranjani (MECP) <Ranjani.Munasinghe@ontario.ca>; Fernando, Shehani (MECP) <Shehani.Fernando@ontario.ca>; Zeng, Rui (MECP) <Rui.Zeng@ontario.ca>; Shulyarenko, Alexander (MECP) <Alexander.Shulyarenko@ontario.ca>; Species at Risk (MECP) <SAROntario@ontario.ca>; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: RE: Teston Road EA – Final Submission Friday February 27, 2026
Importance: High

Hello Everyone,

The Teston Road Area Transportation Improvements Project Environmental Assessment (EA) has been submitted by the Regional Municipality of York (York Region) to the Minister of the Environment, Conservation and Parks for review under the Environmental Assessment Act (EAA). The EA is available for review online at: www.york.ca/TestonRoad.

York Region has undertaken the EA for proposed transportation related improvements in the Teston Road area, in the City of Vaughan (the project). The Teston Road area is bounded by Highway 400 to Bathurst Street and Major Mackenzie Drive to north of Kirby Road. If the EA is approved, the project will extend and widen Teston Road from Bathurst Street to Keele Street.

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- Appendix L – Hydrogeology Report
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- Appendix O – Soil Investigation Report
- Appendix P – Fluvial Geomorphology Report
- Appendix Q – Climate Change

I will be sending a separate request for Central Region Staff through ECHO. The Environmental Assessment Branch is requesting staff comments by **April 3rd, 2026.**

Please reach out if you have any questions.

Thank you,

Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
Environmental Assessment and Permission Division
Ministry of Environment, Conservation and Parks | Ontario Public Service
437-335-6352 | Abdulrahim.Mohamed@ontario.ca

Ontario

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Sent: February 19, 2026 3:01 PM
To: Lemke, Monika (She/Her) (MECP) <Monika.Lemke@ontario.ca>; Fair, Jason (MECP) <Jason.Fair@ontario.ca>; Martella, Anthony (MECP) <Anthony.Martella@ontario.ca>; Aslanyan, Mihran (MECP) <Mihran.Aslanyan@ontario.ca>; Belayneh, Ted (MECP) <Ted.Belayneh@ontario.ca>; Averill, Jon (MECP) <Jon.Averill@ontario.ca>; Ajderian, Karin (MECP) <Karin.Ajderian@ontario.ca>; Des Rosiers, Louis (MECP) <Louis.DesRosiers@ontario.ca>; Brown, Andrea (MECP) <Andrea.J.Brown@ontario.ca>; Hall, Jennifer (MECP) <Jennifer.Hall@ontario.ca>; Batten, Steve (MECP) <Steve.Batten@ontario.ca>; Robles, Sarah (She/Her) (MECP) <Sarah.Robles@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>; Munasinghe, Ranjani (MECP) <Ranjani.Munasinghe@ontario.ca>; Fernando, Shehani (MECP) <Shehani.Fernando@ontario.ca>; Zeng, Rui (MECP) <Rui.Zeng@ontario.ca>; Shulyarenko, Alexander (MECP) <Alexander.Shulyarenko@ontario.ca>; Species at Risk (MECP) <SAROntario@ontario.ca>; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>

Subject: Teston Road EA – Final Submission Expected Friday February 27, 2026

Good afternoon everyone,

I hope you are all doing well. My name is Abdulrahim Mohamed, and I have taken over as the Project Officer for the Teston Road EA file, following Cindy's previous coordination on the draft EA circulation.

I'm reaching out with a quick update for awareness. The Region of York has confirmed that they expect to submit the final Environmental Assessment (EA) for the Teston Road Project on Friday, February 27, 2026.

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- the public webpage link to the final EA and supporting documentation, and
- ECHO requests for ministry reviewers, where applicable.

No action is required at this time this is simply to keep you informed ahead of the formal circulation.

Please feel free to reach out if you have any questions in the meantime.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
Environmental Assessment and Permission Division
Ministry of Environment, Conservation and Parks | Ontario Public Service
437-335-6352 | Abdulrahim.Mohamed@ontario.ca

Ontario

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Atención: Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

From:	MacMillan, Meghan
To:	Song, Min Seob
Subject:	FW: Teston Road EA – Follow-up
Date:	Wednesday, April 8, 2026 8:23:01 AM
Attachments:	image001.png EA - Teston Road Improvement Project.docx image002.png

---

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: Wednesday, April 8, 2026 8:05 AM
To: Cheung, Billy <billy.cheung@york.ca>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <Meghan.MacMillan@stantec.com>; Harkness, Andrew <Andrew.Harkness@stantec.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: FW: Teston Road EA – Follow-up

Hello,

Forwarding comments from our Source Protection Section within MECP.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>
Sent: April 7, 2026 4:11 PM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: Re: Teston Road EA – Follow-up

Hi Abdulrahim,

Please find attached the SPS comments on the draft EA for the Teston Road Improvement Project.

Feel free to reach out if you have any questions or would like to discuss them further

Regards,

Mohammed

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: Tuesday, March 31, 2026 2:36 PM
To: Lemke, Monika (She/Her) (MECP) <Monika.Lemke@ontario.ca>; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: Teston Road EA – Follow-up

Hi Monika,

You had previously commented on the below draft EA on behalf of the Source Protection Section. Please let me know if you will have any comments or are satisfied with the EA. Attaching your previous comments for reference.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: February 26, 2026 9:39 AM
To: Lemke, Monika (She/Her) (MECP) <Monika.Lemke@ontario.ca>; Fair, Jason (MECP) <Jason.Fair@ontario.ca>; Martella, Anthony (MECP) <Anthony.Martella@ontario.ca>; Aslanyan, Mihran (MECP) <Mihran.Aslanyan@ontario.ca>; Belayneh, Ted (MECP) <Ted.Belayneh@ontario.ca>; Averill, Jon (MECP) <Jon.Averill@ontario.ca>; Ajderian, Karin (MECP) <Karin.Ajderian@ontario.ca>; Des Rosiers, Louis (MECP) <Louis.DesRosiers@ontario.ca>; Brown, Andrea (MECP) <Andrea.J.Brown@ontario.ca>; Hall, Jennifer (MECP) <Jennifer.Hall@ontario.ca>; Batten, Steve (MECP) <Steve.Batten@ontario.ca>; Robles, Sarah (She/Her) (MECP) <Sarah.Robles@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>; Munasinghe, Ranjani (MECP) <Ranjani.Munasinghe@ontario.ca>; Fernando, Shehani (MECP) <Shehani.Fernando@ontario.ca>; Zeng, Rui (MECP) <Rui.Zeng@ontario.ca>; Shulyarenko, Alexander (MECP) <Alexander.Shulyarenko@ontario.ca>; Species at Risk (MECP) <SAROntario@ontario.ca>; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: RE: Teston Road EA – Final Submission Friday February 27, 2026
Importance: High

Hello Everyone,

The Teston Road Area Transportation Improvements Project Environmental Assessment (EA)

has been submitted by the Regional Municipality of York (York Region) to the Minister of the Environment, Conservation and Parks for review under the Environmental Assessment Act (EAA). The EA is available for review online at: www.york.ca/TestonRoad.

York Region has undertaken the EA for proposed transportation related improvements in the Teston Road area, in the City of Vaughan (the project). The Teston Road area is bounded by Highway 400 to Bathurst Street and Major Mackenzie Drive to north of Kirby Road. If the EA is approved, the project will extend and widen Teston Road from Bathurst Street to Keele Street.

Please let me know if you can't access the reports, please note the appendices are uploaded in sections due to file size limitations on the proponent's website. Reports that are of interest to our mandates are as follows:

- Teston Road IEA Report
- Appendix C2 – Indigenous Consultation
- Appendix E1/E2 – Natural Environmental Report
- Appendix F1/F2 – Arborist Report
- Appendix G1-4 – Noise Study
- Appendix H – Air Quality Study
- Appendix K1-6 – Drainage and SWM Report
- Appendix L – Hydrogeology Report
- Appendix M – Contamination Overview Report
- Appendix O – Soil Investigation Report
- Appendix P – Fluvial Geomorphology Report
- Appendix Q – Climate Change

I will be sending a separate request for Central Region Staff through ECHO. The Environmental Assessment Branch is requesting staff comments by **April 3rd, 2026.**

Please reach out if you have any questions.

Thank you,

Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
Environmental Assessment and Permission Division
Ministry of Environment, Conservation and Parks | Ontario Public Service
437-335-6352 | Abdulrahim.Mohamed@ontario.ca

Ontario

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: February 19, 2026 3:01 PM
To: Lemke, Monika (She/Her) (MECP) <Monika.Lemke@ontario.ca>; Fair, Jason (MECP)

<Jason.Fair@ontario.ca>; Martella, Anthony (MECP) <Anthony.Martella@ontario.ca>; Aslanyan, Mihran (MECP) <Mihran.Aslanyan@ontario.ca>; Belayneh, Ted (MECP) <Ted.Belayneh@ontario.ca>; Averill, Jon (MECP) <Jon.Averill@ontario.ca>; Ajderian, Karin (MECP) <Karin.Ajderian@ontario.ca>; Des Rosiers, Louis (MECP) <Louis.DesRosiers@ontario.ca>; Brown, Andrea (MECP) <Andrea.J.Brown@ontario.ca>; Hall, Jennifer (MECP) <Jennifer.Hall@ontario.ca>; Batten, Steve (MECP) <Steve.Batten@ontario.ca>; Robles, Sarah (She/Her) (MECP) <Sarah.Robles@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>; Munasinghe, Ranjani (MECP) <Ranjani.Munasinghe@ontario.ca>; Fernando, Shehani (MECP) <Shehani.Fernando@ontario.ca>; Zeng, Rui (MECP) <Rui.Zeng@ontario.ca>; Shulyarenko, Alexander (MECP) <Alexander.Shulyarenko@ontario.ca>; Species at Risk (MECP) <SAROntario@ontario.ca>; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: Teston Road EA – Final Submission Expected Friday February 27, 2026

Good afternoon everyone,

I hope you are all doing well. My name is Abdulrahim Mohamed, and I have taken over as the Project Officer for the Teston Road EA file, following Cindy's previous coordination on the draft EA circulation.

I'm reaching out with a quick update for awareness. The Region of York has confirmed that they expect to submit the final Environmental Assessment (EA) for the Teston Road Project on Friday, February 27, 2026.

Since many of you reviewed and provided comments on the draft EA, I wanted to give early notice that the final version will be available shortly. Once the EA is formally submitted and posted by the proponent, I will follow up next week with:

- the public webpage link to the final EA and supporting documentation, and
- ECHO requests for ministry reviewers, where applicable.

No action is required at this time this is simply to keep you informed ahead of the formal circulation.

Please feel free to reach out if you have any questions in the meantime.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
Environmental Assessment and Permission Division
Ministry of Environment, Conservation and Parks | Ontario Public Service
437-335-6352 | Abdulrahim.Mohamed@ontario.ca

Ontario

Caution: This email originated from outside of Stantec. Please take extra precaution.

Attention: Ce courriel provient de l'extérieur de Stantec. Veuillez prendre des précautions supplémentaires.

Atención: Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

Ministry of the Environment, Conservation and Parks

Conservation and Source Protection Branch

4th Floor
300 Water Street
Peterborough ON K9J 3C7

Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction de la protection de la nature et des sources

4e étage
300, Rue Water
Peterborough (Ontario) K9J 3C7

Ontario

April 07, 2026

MEMORANDUM

To: Abdulrahim Mohammed, Project Officer,
Environmental Assessment Branch

From: Mohammed Ahmed, Program Analyst
Conservation and Source Protection Branch

Re: CSPB Comments – A Comprehensive Environmental Assessment (CEA) study for transportation improvements in the Teston Road area.

In response to your request to review the CEA study for transportation improvements in the Teston Road area, the Conservation and Source Protection Branch (CSPB) offers the following comments.

Source Protection Requirements

The *Clean Water Act, 2006* (CWA), aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas are delineated around surface water intakes and wells for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as Wellhead Protection Areas (WHPAs), and surface water Intake Protection Zones (IPZs). Other vulnerable areas that can be delineated under the CWA for municipal drinking water systems include Significant Groundwater Recharge Areas (SGRAs) and Highly Vulnerable Aquifers (HVAs). In addition, event-based modelling areas (EBAs) and Issues Contributing Areas (ICAs) may also occur, overlapping with one of the four above-named vulnerable areas.

Projects subject to the Environmental Assessment Act that proceed under a Class Environmental Assessment (EA) or under applicable regulations may impact drinking water sources if they are located within designated vulnerable areas associated with municipal residential drinking water systems. In such cases, applicable source protection plan policies under the Clean Water Act, 2006 may apply and must be considered. Projects may also affect other at-risk drinking water systems (e.g., non-municipal systems), which, although not regulated by source protection plans, should be identified and addressed as part of the environmental assessment process.

Comprehensive Class Environmental Assessment (Class EA) projects may include activities that, if located within a vulnerable area, may be considered a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and could be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities or require implementing risk management measures for these activities. Municipal Official Plans, planning decisions, Waste Management Class EA projects (where a project includes a drinking water risk) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

Please note that where it has been determined that the project is within a vulnerable area, consideration of source protection must be clearly documented within the project file or environmental study report, as applicable. Specifically the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area. If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats. Where an activity poses a risk to drinking water, the proponent must document and discuss in the project file or environmental study report how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/ negative effects of alternatives, mitigation measures, evaluation of alternatives etc.

The local source protection authority can provide proponents with assistance in determining whether an activity associated with the construction or operation of the project may be considered to be a drinking water threat as per the CWA and will be able to help determine whether there are policies in the source protection plan that may apply. Please note that even if the project activities in a vulnerable area are deemed not to pose a risk to drinking water, other policies may still apply. Hence, consultation with the local source protection authority is important.

More Information

For more information on the CWA, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to Conservation Ontario's website where you will also find links to the local source protection plans and assessment reports.

A list of the prescribed drinking water threats can be found in section 1.1 of Ontario Regulation 287/07 made under the *Clean Water Act, 2006*. In addition to prescribed drinking water threats, some source protection plans may include

policies to address additional “local” threat activities, as approved by the Ministry of the Environment, Conservation, and Parks.

The source protection information atlas is publicly available and can be used to geolocate the vulnerable areas.
https://www.lioapplications.lrc.gov.on.ca/SourceWaterProtection/index.html?viewer=SourceWaterProtection.SWPViewer&locale=en-CA

A Comprehensive Environmental Assessment study for transportation improvements in the Teston Road area.

The Teston Road area is located in the Toronto Source Protection Area and is subject to the approved Credit Valley-Toronto and Region-Cental Lake Ontario (CTC) Source Protection Plan.

The project aims to generate solutions for transportation challenges and opportunities near Teston Road in the City of Vaughan. The project considered improvements for vehicles, pedestrians, cyclists and transit in the study area.

Given that the preferred alternative (i.e., solution) is not located within groundwater protection areas (WHPAs A–D) and is not located within surface water intake protection zones (IPZs 1–3 or WHPA-E), the activities associated with the project are not considered significant drinking water threats. The site is partially located within Highly Vulnerable Aquifers (HVAs) with a vulnerability score of 6 and Significant Groundwater Recharge Areas (SGRAs) (see Appendix A). This means threats can be moderate/low and select policies may still apply. In addition, within HVAs, there may be other kinds of drinking water systems present that are not explicitly addressed by the source protection plan and, the proponent should take these into consideration. EA projects should protect sensitive hydrologic features, including current or future sources of drinking water not explicitly addressed in source protection plans, such as private systems – individual or clusters, and designated facilities within the meaning of O. Reg. 170/03 under the *Safe Drinking Water Act* – i.e., camps, schools, health care facilities, seasonal users, etc.

In the Comprehensive EA study for transportation improvements in the Teston Road area, the proponent has addressed drinking water source protection in detail in Section 5.3.5.6.

There are **no** policies in the CTC Source Protection Plan that apply to this project or that the proponent is required to consider prior to development.

Thank you for considering the Conservation and Source Protection Branch’s comments on the Comprehensive Environmental Assessment study for

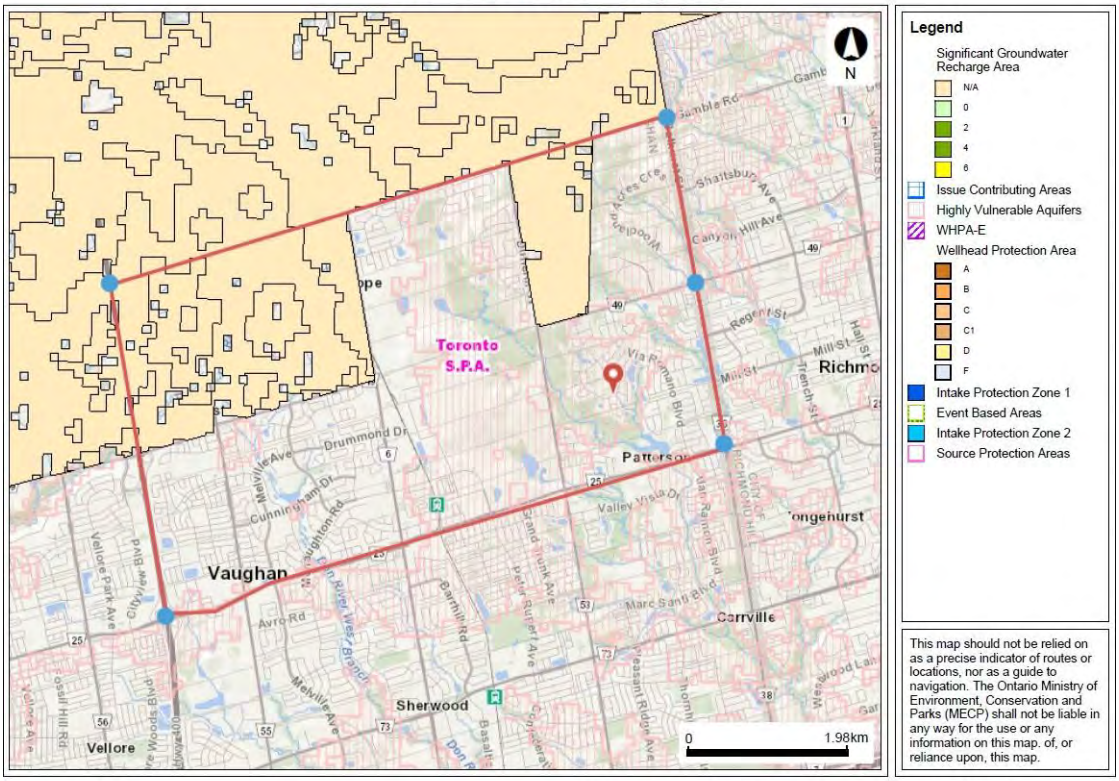
transportation improvements in the Teston Road area. If you have any questions or concerns about the above information, please do not hesitate to contact me.

Mohammed Ahmed
Program Analyst, Conservation and Source Protection Branch
416-123-1234
sourceprotectionscreening@ontario.ca

Cc: Wendy Lavender, Manager, Source Protection Section, CSPB
Susanne Edwards, Manager, Technical and Program Delivery Section, CSPB

Appendix A – SPIA Map of the Teston Road study area

The Teston Road study area



Ontario © King's Printer for Ontario and its licensors, 2026
May Not be Reproduced without Permission. THIS IS NOT A PLAN OF SURVEY.
Map Created: 3/31/2026
Map Center: 43.87217 N, -79.50583 W

From:	MacMillan, Meghan
To:	Song, Min Seob
Subject:	FW: Teston Road EA – Final Submission Friday February 27, 2026
Date:	Thursday, April 9, 2026 8:03:50 AM
Attachments:	image001.png image002.png

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: Thursday, April 9, 2026 7:53 AM
To: Cheung, Billy <billy.cheung@york.ca>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <Meghan.MacMillan@stantec.com>; Harkness, Andrew <Andrew.Harkness@stantec.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: FW: Teston Road EA – Final Submission Friday February 27, 2026

Hello,

Please find below the York Durham District Office comments on the final EA.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: Brown, Andrea (MECP) <Andrea.J.Brown@ontario.ca>
Sent: April 8, 2026 3:44 PM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Cc: Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>; Robles, Sarah (She/Her) (MECP) <Sarah.Robles@ontario.ca>; French, Dustin (MECP) <Dustin.French@ontario.ca>
Subject: RE: Teston Road EA – Final Submission Friday February 27, 2026

My apologies Abdulrahim for the delay, but please find below district comments on the December 2025 “Final Report - York Region - Comprehensive Environmental Assessment for the Teston Road Area Transportation Improvements”. . In general, my comments have focused on the issues relating to the 3 large landfills on either side of the proposed alignment (segment 2) and for segments 103, the approach York has proposed in relation to site characterization, contamination and soil and waste management and these comments relate to my review of the main report and appendices L, M, N and O. Please let me know if you’d

prefer comments provided in a memo or letter or require any clarification.

1. **Transition conditions to expand the constrained to full road cross section through section 2 (landfill) portion of Teston Road Right-of-Way(ROW)**

a. In recognition of the significant landfill related infrastructure along the ROW, a constrained cross section is proposed, which will be 9m narrower on both the north (Vaughan landfill site (VLFS) and Testonview landfill site (TLFS)) and south (Keele Valley landfill site KVLS) with expansion to the full 36m ROW at some future date. The main report indicates this can occur when landfill gas (LFG) and leachate controls are no longer required and decommissioned with no timeline provided. The District agree with not providing a specific target date as the 3 landfills each have very different levels of engineered controls and potential contaminating lifespans and recommend that a condition be considered to amend or update to ensure adequate consultation and review of the potential ROW expansion.

2. **Responsibility for landfill related impacts, mitigation, and management**

a. There is a lack of clarity about the intended approach to the proposed ROW alignment and encroachment onto the three existing landfill sites. Table 9-4 presents temporary construction easements and permanent property acquisitions(KVLS: 980m2 (temporary), 1315m2(permanent), VLFS: 6950m2(temporary), 9400m2(permanent), TLFS 500m2(temporary), 540m2(permanent)), however there discussion of whether the intent is to sever these properties from the associated landfills which will require an application by the landfill owners with supporting information to demonstrate that the lands are not required for long-term landfill operations. Alternatively, York may acquire the lands and be added to the Environmental Compliance Approval (ECA) *[noting this was how the extension of Rossland Road eventually managed Durham's acquisition of a portion of Toronto's Brock West Landfill, with Durham adding the municipality to the landfill ECA identifying their ownership and responsibilities in relation to the portion of the site they acquired for the road]*

b. The responsibility for detailed design of specific changes to existing landfill infrastructure, operations, maintenance, monitoring, and contingencies is not clearly explained, nor are priorities explicitly defined. Section 11.3.5 indicates 'improvements and modifications' to the landfills can be incorporated in the project or coordinated with landfill owners and total redesign considering longer term development goals. While there are general statements about landfill owners requiring continued access to sites and infrastructure, and controlling public access, the performance of landfill infrastructure to meet specific legal requirements relating to environmental and public protection is not explicitly stated and must be considered in the roadway design (and will be a main consideration in the MECP's future review of related landfill ECA amendments).

c. Related to comment 2b) statements about the history and volume of monitoring data for the landfills is not a valid reason to consider monitoring program reductions, either through the removal of wells in the ROW or reductions in monitoring frequency. The current monitoring programs assess the effectiveness of engineered landfill systems and will likely provide a valuable indicator of the impact of the roadway construction and use on area groundwater and landfill gas conditions.

d. The shifting language in the main report language does not consistently specify which activities are proposed as part of this project, or will be expected from the adjacent landfill owners , with section 10.6.8 committing to communicate conflicts to landfill owners, and 11.3.5 indicates landfill owners are responsible for preparing amendments with input from York.

e. Section 11.3.5 states that landfill owners cannot proactively or voluntarily amend ECAs and it is unclear what is meant by that. Applications to amend an ECA can be made by the owner at any time, approval by the MECP will depend on the quality of the submission in supporting the proposed actions and demonstration that regulatory requirements can be met.

f. The reference to landfill ECAs and requirements appears to only include the initial site approvals in the 1970s and 80s and one recent amendment. In the case of the KVLS there are well over 100 notices to the original 1983 ECA and while efforts are underway to consolidate these, all conditions remain in force. Similarly, TLFS and VLFS also have a number of amendment notices not referenced and coordination with the landfill owners is recommended to ensure these requirements are considered (additional but not a complete list of ECA amendments are part of Appendix L)

g. While the report references the significant volume of monitoring data as a potential justification to reduce monitoring, it does not appear that current data has been reviewed with reference to 2001 landfill monitoring in Appendix N4.

3. **Landfill gas(LFG) risks, receptors, and mitigation concerns**

a. The risks of LFG are not consistently reflected in the main report and are better articulated in Appendix O, though still not entirely capturing the potential pathways and receptors that may be impacted by landfill gas during road construction, future road maintenance and by future road use (i.e. pedestrians). The main issue has been identified as LFG migration into utilities, and particularly storm sewers. Appendix O does also consider risks to construction workers and future road workers recommending monitoring and future permitting to flag potential LFG risks. In addition to these two pathways, creation of potential preferential pathways should be considered, and within the landfills is most addressed with ECA conditions requiring use of trench plugs to limit combustible LFG migration via the more permeable backfill often used around utilities.

Any enclosed structure or confined space also presents a potential risk and LFG monitoring, and alarms may be appropriate to temporary structures such as construction trailers or other buildings, or these are raised/ventilated to mitigate LFG risks.

b. Future ROW users should be considered to ensure LFG related infrastructure is tamper proof, and any venting or exhausts are appropriate designed to minimize impacts to the public using the ROW. The sealing of stormwater utilities also compliments the objective of minimizing infiltration of road runoff which could contribute chloride and other contaminants to areas already impacted by landfill plumes.

c. LFG intrusion into storm sewers and potential and migration to catch basins is an identified risk with mitigation proposed to limit potential migration through sewer sealing, and passive systems though the venting of such a system is likely to require approval for air emissions and consideration may be given to coordination with either of the adjacent active landfill gas collection systems with their flares for the destruction of LFG.

d. Climate change considerations set out in table 10-5 include LFG collection system functions as a potential risk to air quality and later mitigation discussions propose coordinating 'standard operating procedures' with landfill operators. Although this may relate to the role York intends to take with the adjacent landfills and their ECAs, landfill gas emissions from the ROW during the construction phase, and in the long-term from the potential passive system may be more appropriate considerations of greenhouse gases directly controlled by York through their activities and infrastructure on the ROW property.

4. **Approach to soil, groundwater, sediment contamination**

a. Appendix L describes the ROW hydrogeology without a clear focus. Five monitoring wells were constructed along the ROW, though depths and construction information was not part of the appendix (the information was part of Appendix O), and appears to focus on relatively shallow groundwater, and very general water quality parameters. The use of Provincial Water Quality Objectives (PWQOs) and York sewer use criteria suggests the focus is on future dewatering and discharge to the Don River or area sewers. With limited water level sampling it is unclear why dewatering is considered unlikely, with water levels at or above surface around the future bridge at or above ground surface.

b. There are inconsistencies in the selection of soil and groundwater criteria and it should be clarified why Table 1 is considered for soil in the vicinity of segment 2 (landfills) in relation to excess soils management while Table 2.1 or Table 3.1 applies elsewhere, while Appendix L applies PWQO and sewer use criteria to groundwater and Appendix M considers Table 1criteria in relation to the Don River. O.Reg 153 sets out conditions relevant to determining which site condition standards apply under what conditions, and

the ministry notes that some landfill owners may have policies or ECA conditions relating to soil quality requirements for cover and in relation to groundwater monitoring programs.

c. The groundwater parameter selection and focus on general chemistry and nutrients in Appendix L does not support related efforts relating to potential off-site contaminating activities (i.e. Appendix M) and related landfill or industrial contaminants of concern unlike the approach taken to soils characterization at the same boreholes, as described in Appendix O.

d. The approach to site characterization in appendix M is not consistent with the requirements of O.Reg 153(Records of Site Condition) or O.Reg 406(Excess Soils) with multiple potentially contaminating activities(PCA) being grouped under a single area of potential environmental concern(APEC) – i.e. one APEC includes three separate landfills to the north and south of the ROW when the regulation requires each landfill be considered as a separate PCA and APEC. Similarly, multiple industrial operations on Rodinea Road and Teston Road are also grouped under single PCA/APEC. While the long/narrow configuration of the ROW will likely mean overlapping PCA/APEC, consideration of each is required to ensure appropriate site characterization and conservatism in reasonably establishing the potential maxima and extent of soil and groundwater impacts. This should also be considered in the approach to site specific work like the Phase One Environmental Site Assessments provided in Appendix N.

e. With the Don River crossing, sediment characterization and quality requirements are also considerations that has not been included.

f. The use of non-potable standards under the excess soils regulation also requires notification to the Region of York, also under the same process as s.35 of O.Reg 153 as was flagged for future Records of Site Condition(RSC).

g. It is not clear when or why an RSC will be required as the future portions of ROW. The Teston Road extension represents a community use under O.Reg 153 and is of equivalent sensitivity to the adjacent commercial and industrial properties, and less sensitive than residential/institutional/parkland use.

h. As noted in Appendix O, if wastes are encountered during ROW activities, this may require actions under the related waste ECA, and waste management activities are subject to O.Reg 347, which provides more detail than the main report which suggests excavation and management of wastes might be part of a soil management plan.

Regards

Andrea

Andrea J. Brown, P.Eng
District Engineer - York Durham District
Ministry of the Environment, Conservation & Parks
230 Westney Road South, 5th Floor, Ajax
Phone Number: (905) 426-0079
fax: (905) 427-5602
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We want to hear from you. How was my service? You can provide feedback at 1-888-745-8888

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Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: RE: Teston Road EA – Final Submission Friday February 27, 2026
Importance: High

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in sections due to file size limitations on the proponent's website. Reports that are of interest to our mandates are as follows:

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I will be sending a separate request for Central Region Staff through ECHO. The Environmental Assessment Branch is requesting staff comments by **April 3rd, 2026.**

Please reach out if you have any questions.

Thank you,

Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
Environmental Assessment and Permission Division
Ministry of Environment, Conservation and Parks | Ontario Public Service
437-335-6352 | Abdulrahim.Mohamed@ontario.ca

Ontario

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: February 19, 2026 3:01 PM
To: Lemke, Monika (She/Her) (MECP) <Monika.Lemke@ontario.ca>; Fair, Jason (MECP) <Jason.Fair@ontario.ca>; Martella, Anthony (MECP) <Anthony.Martella@ontario.ca>; Aslanyan, Mihran (MECP) <Mihran.Aslanyan@ontario.ca>; Belayneh, Ted (MECP) <Ted.Belayneh@ontario.ca>; Averill, Jon (MECP) <Jon.Averill@ontario.ca>; Ajderian, Karin (MECP) <Karin.Ajderian@ontario.ca>; Des Rosiers, Louis (MECP) <Louis.DesRosiers@ontario.ca>; Brown, Andrea (MECP) <Andrea.J.Brown@ontario.ca>; Hall, Jennifer (MECP) <Jennifer.Hall@ontario.ca>; Batten, Steve (MECP) <Steve.Batten@ontario.ca>; Robles, Sarah (She/Her) (MECP) <Sarah.Robles@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>; Munasinghe, Ranjani (MECP) <Ranjani.Munasinghe@ontario.ca>; Fernando, Shehani (MECP) <Shehani.Fernando@ontario.ca>; Zeng, Rui (MECP) <Rui.Zeng@ontario.ca>; Shulyarenko, Alexander (MECP) <Alexander.Shulyarenko@ontario.ca>; Species at Risk (MECP) <SAROntario@ontario.ca>; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>

Subject: Teston Road EA – Final Submission Expected Friday February 27, 2026

Good afternoon everyone,

I hope you are all doing well. My name is Abdulrahim Mohamed, and I have taken over as the Project Officer for the Teston Road EA file, following Cindy's previous coordination on the draft EA circulation.

I'm reaching out with a quick update for awareness. The Region of York has confirmed that they expect to submit the final Environmental Assessment (EA) for the Teston Road Project on Friday, February 27, 2026.

Since many of you reviewed and provided comments on the draft EA, I wanted to give early notice that the final version will be available shortly. Once the EA is formally submitted and posted by the proponent, I will follow up next week with:

- the public webpage link to the final EA and supporting documentation, and
- ECHO requests for ministry reviewers, where applicable.

No action is required at this time this is simply to keep you informed ahead of the formal circulation.

Please feel free to reach out if you have any questions in the meantime.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
Environmental Assessment and Permission Division
Ministry of Environment, Conservation and Parks | Ontario Public Service
437-335-6352 | Abdulrahim.Mohamed@ontario.ca

Ontario

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From:	MacMillan, Meghan
To:	Song, Min Seob
Subject:	FW: Teston Road Individual Environmental Assessment: Project Update Discussions with MNR
Date:	Wednesday, April 8, 2026 1:55:29 PM
Attachments:	image001.png image002.png image003.png

Please log this in the GRT tracker.

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: MacMillan, Meghan
Sent: Thursday, February 19, 2026 9:25 AM
To: Marks, Jody (MNR) <jody.marks@ontario.ca>
Cc: Ross, Kelly (MNR) <kelly.ross2@ontario.ca>; Harkness, Andrew <Andrew.Harkness@stantec.com>; Cheung, Billy <billy.cheung@york.ca>
Subject: RE: Teston Road Individual Environmental Assessment: Project Update Discussions with MNR

Hi Jody,

Thank you for providing these additional comments.

At this time, the project team is not in a position to make further changes to the draft EA Report, as we will be issuing the Notice of Submission on February 27. The draft EA Report was circulated for agency review in November 2024; we have completed addressing comments received through that review process to finalize the EA Report.

We can consider MNR's additional comments during the review period that will follow the Notice of Submission, as there will be an additional opportunity for revisions and future commitments based on comments during this upcoming review period.

Thank you,
Meghan

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Marks, Jody (MNR) <Jody.Marks@ontario.ca>
Sent: Wednesday, January 28, 2026 11:58 AM
To: MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Cc: Ross, Kelly (MNR) <Kelly.Ross2@ontario.ca>
Subject: RE: Teston Road Individual Environmental Assessment: Project Update Discussions with MNR

Hi Meghan,

Thank you for providing the Ministry of Natural Resources (MNR) with a response to our comments submitted December 2024, regarding the draft Individual Environmental Assessment Report for the Teston Road Area Transportation Improvements Individual

Environmental Assessment (IEA).

MNR has consistently raised significant concerns about the proposed Teston Road extension through the East Don River valley, a provincially designated Natural Core Area under the Oak Ridges Moraine Conservation Plan (ORMCP). As described, most of the road through the valley with the 45 or 50 or 80 metre free span bridge proposals will be on fill. The fill footprint will result in the loss of 18 hectares of significant woodlands and will impinge on the provincially significant wetland along the East Don River. The effective width of the wildlife corridor will be reduced from a 550-metre-wide corridor at ground level to one only 43.1 metre wide with the latest proposal, an increase of only 15.1 m from the original 25m wide wildlife corridor. This is a reduction in corridor width of 92%.

As indicated in Section 2.2.1 Terms of Reference Commitments of the Individual Environmental Assessment Report, the MECP approved Terms of Reference (ToR) requires the IEA to include a list of all commitments made during the ToR process and the IEA study to guide future environmental work, and effects and compliance monitoring. Within Table 2-1, Terms of Reference Table of Commitments, Section 4.2.1 commitment specifies “describe how the proposed project adheres to the policies and should any alternative be within the Oak Ridges Moraine Conservation Plan (ORMCP) a full analysis of the proposal shall be completed against all applicable policies in the ORMCP.” The Table 2-1 indicates that this commitment has been address as part of Section 5.2 Planning Policy Context within the IEA.

It is unclear how Section 5.2 of the IEA describes how the proposed project adheres to the policies of the ORMCP or analyzes the proposal against all application policies in the ORMCP. Should there be opportunity, MNR recommends the Region revise the draft IEA to include information to demonstrate the commitment described in ToR Section 4.2.1. It is recognized that the Region has undertaken extensive field studies and analysis to characterize the conditions within the study area and has committed through the EA to detailed additional studies and to mitigating the potential negative effects of the project.

We appreciate your engagement with the MNR on this project.

Thank you,

Jody Marks *(she/her)*
Regional Planner | Land Use Planning and Strategic Issues Section, Southern Region
Ministry of Natural Resources | Ontario Public Service
jody.marks@ontario.ca

Ontario

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Please note: As part of providing accessible customer service, if you have any accommodation needs, require communication supports, or alternate formats please let me know.

From: MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Sent: January 8, 2026 1:16 PM

To: Marks, Jody (MNR) <Jody.Marks@ontario.ca>
Cc: Ross, Kelly (MNR) <Kelly.Ross2@ontario.ca>
Subject: RE: Teston Road Individual Environmental Assessment: Project Update Discussions with MNR

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Thank you, Jody – I will update the contact list accordingly so you will receive the Notice of Submission.

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Marks, Jody (MNR) <Jody.Marks@ontario.ca>
Sent: Thursday, January 8, 2026 10:18 AM
To: MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Cc: Ross, Kelly (MNR) <Kelly.Ross2@ontario.ca>
Subject: RE: Teston Road Individual Environmental Assessment: Project Update Discussions with MNR

Hi Meghan,

Thank you for sharing the comment/response document to MNR for the Teston Road Individual EA. Kim Harris has accepted a new position with MECP and unfortunately is no longer with our team. I will be the new Region Planner contact for this EA.

I will let you know if we have any follow-up questions to the information shared as soon as possible.

Thank you,

Jody Marks *(she/her)*
Regional Planner | Land Use Planning and Strategic Issues Section, Southern Region
Ministry of Natural Resources | Ontario Public Service
jody.marks@ontario.ca

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From: MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Sent: December 18, 2025 4:06 PM
To: Harris, Kim (MNR) <Kim.Harris@ontario.ca>
Cc: John, Praveen <praveen.john@york.ca>; Ross, Kelly (MNR) <Kelly.Ross2@ontario.ca>; Harkness, Andrew <Andrew.Harkness@stantec.com>; Cheung, Billy <billy.cheung@york.ca>
Subject: RE: Teston Road Individual Environmental Assessment: Project Update Discussions with MNR

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Hi Kim,

On behalf of the project team, please find attached responses to MNR's comments on the Teston Road Individual EA study that had not previously been responded to.

If you have any further questions, please let us know.

Thank you,
Meghan

Meghan MacMillan RPP, MCIP
Senior Environmental Planner

Direct: +1 613-703-6916
Mobile: +1 343-996-9967
Meghan.MacMillan@stantec.com

Stantec
300-1331 Clyde Avenue
Ottawa ON K2C 3G4

Vacation Notice: December 24 – January 2



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From: Harkness, Andrew <Andrew.Harkness@stantec.com>
Sent: Friday, October 17, 2025 9:08 AM
To: Harris, Kim (MNR) <Kim.Harris@ontario.ca>; Cheung, Billy <billy.cheung@york.ca>
Cc: John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <Meghan.MacMillan@stantec.com>; Ross, Kelly (MNR) <Kelly.Ross2@ontario.ca>
Subject: RE: Teston Road Individual Environmental Assessment: Project Update Discussions with MNR

Good morning, Kim,

Thanks for this – we will review and provide a response.

Best regards,

Andrew

Andrew Harkness, P.Eng., IRP
Consultant Project Manager
Direct: 613 739-3258
Mobile: 613 894-2784
Andrew.Harkness@stantec.com
Stantec

From: Harris, Kim (MNR) <Kim.Harris@ontario.ca>
Sent: Friday, October 17, 2025 8:59 AM
To: Harkness, Andrew <Andrew.Harkness@stantec.com>; Cheung, Billy <billy.cheung@york.ca>
Cc: John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <Meghan.MacMillan@stantec.com>; Ross, Kelly (MNR) <Kelly.Ross2@ontario.ca>

Subject: RE: Teston Road Individual Environmental Assessment: Project Update Discussions with MNR

> You don't often get email from kim.harris@ontario.ca. Learn why this is important

Good morning, Andrew,

Attached is the Notice of Public Review for the Teston Road Area Transportation Improvements Individual Environmental Assessment that MNR received and the comments that were provided in December 2024 on the associated draft Individual Environmental Assessment Report.

We appreciate that you are looking into this.

Thank you,

Kim

From: Harkness, Andrew <Andrew.Harkness@stantec.com>
Sent: October 17, 2025 8:15 AM
To: Harris, Kim (MNR) <Kim.Harris@ontario.ca>
Cc: Ross, Kelly (MNR) <Kelly.Ross2@ontario.ca>; Cheung, Billy <billy.cheung@york.ca>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Subject: RE: Teston Road Individual Environmental Assessment: Project Update Discussions with MNR

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Good morning, Kim,

Thank you for your email and comments below.

Can you please send me a copy of MNR's comments of December 20, 2024 (including the original email) and we will review and provide a response to it and to this email.

Please note that we have had some changes in our consultant project team in that Nick Crockford is no longer with Stantec (previously Morrison Hershfield). Please direct correspondence to me and to York Region's Project Manager, Billy Cheung, with CC's to Praveen John from York Region and Meghan MacMillan from Stantec,

Thank you and best regards,

Andrew

Andrew Harkness, P.Eng., IRP
Consultant Project Manager
Direct: 613 739-3258
Mobile: 613 894-2784
Andrew.Harkness@stantec.com
Stantec

From: Harris, Kim (MNR) <Kim.Harris@ontario.ca>
Sent: Friday, October 3, 2025 2:40 PM
To: Harkness, Andrew <Andrew.Harkness@stantec.com>
Cc: Ross, Kelly (MNR) <Kelly.Ross2@ontario.ca>
Subject: RE: Teston Road Individual Environmental Assessment: Project Update Discussions with MNR

You don't often get email from kim.harris@ontario.ca. Learn why this is important

Good afternoon, Andrew,

Thank you for providing the Ministry of Natural Resources (MNR) with a response to our comments submitted on September 29, 2023, regarding the Preliminary Design for the Teston Road Area Improvements Individual Environmental Assessment Study.

In 2023 MNR raised significant concerns about the proposed Teston Road extension through the East Don River valley, a provincially designated Natural Core Area under the Oak Ridges Moraine Conservation Plan (ORMCP), including:

- Significant impacts to the Natural Core Area that supports both a Life Science and Earth Science Area of Natural and Scientific Interest, significant forests, a sensitive groundwater-fed Provincially Significant Wetland, a cold-water fishery, key natural heritage features, and is one of only two valley corridors for the Don River watershed providing for wildlife movement.
- The proposed infrastructure conflicts with ORMCP policies, particularly Section 41, which limit infrastructure development in Natural Core Areas, key natural heritage features, and key hydrologic features.

MNR strongly recommended a full-span bridge rather than the proposed 40 m or 80 m bridge options, which would result in extensive fill, habitat loss, and a drastic reduction in wildlife corridor width—up to 95%.

Mapping inaccuracies, the use of outdated vegetation data and errors and inconsistencies in the impact tables were noted by MNR. Additionally, the Preliminary Design documentation indicated that the impacts were considered temporary, whereas MNR identified that recovery is unlikely, and recommended these be reclassified as permanent impacts.

We would like to note that MNR also provided comments on the Teston Road Area Improvements Individual Environmental Assessment Report (EA) on December 20, 2024, which expressed similar concerns regarding impacts to significant ecological features and functions, and conformity with Section 41 of the ORMCP. For reference, our case number for the comments provided in December 2024 is 3986539. These comments were based on the recommended alternative outlined in the EA, which proposed the construction of a new 40 m span single-lane bridge over the Don River East Branch.

With respect to York Region responses to MNR's 2023 comments, it appears that York Region is now proposing to increase the span of the Teston Road bridge from approximately 45 m to 50 m, with the clear span increasing from 40 m to 45 m. Additionally, the unconstrained ground-level opening, and available meander belt width would increase from 25 m to approximately 43.1 m. These changes were not identified in the EA that was reviewed in 2024.

We are seeking clarification as to why we have received a response to our 2023 comments on the Preliminary Design, but not to those submitted in 2024 on the EA.

Could you please confirm:

1. Whether the revised design described in the responses to MNR's 2023 comments is the one York Region intends to proceed with (i.e. bridge span of 50m with clear span of 45m, and available meander belt width of 43.1m).
2. Whether MNR should expect a separate response to our 2024 comments, or if this response is intended to address both submissions.

Please direct a reply to SR.Planning@ontario.ca with a CC to Kim.harris@ontario.ca.

We appreciate your continued engagement with the MNR on this project.

Best regards,

Kimberly Harris (She/her)
Regional Planner | Land Use Planning and Strategic Issues Section
Southern Region | Regional Operations Division
Ontario Ministry of Natural Resources | Ontario Public Service
705-313-2562 | Kim.harris@ontario.ca

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Please note: As part of providing accessible customer service, if you have any accommodation needs, require communication supports, or alternate formats please let me know.

From: Harkness, Andrew <Andrew.Harkness@stantec.com>
Sent: September 12, 2025 3:14 PM
To: Warren, Catherine (She/Her) (MNR) <Catherine.Warren@ontario.ca>; Varga, Steve (MNR) <steve.varga@ontario.ca>
Cc: Ingraldi, Aldo (He/Him) (MMAH) <Aldo.Ingraldi@ontario.ca>; Cheung, Billy <billy.cheung@york.ca>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Subject: RE: Teston Road Individual Environmental Assessment: Project Update Discussions with MNR

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Good afternoon, Catherine and Steve,

With apologies for the delayed reply, we are providing a response to your emailed comments below of Sept. 29, 2023 – please see attached.

Of note, in response to MNR's and TRCA's concerns, York Region now proposes to increase the proposed span of the Teston Road bridge over the Don River East Branch from approximately 45 m to 50 m (with the clear span to increase from 40 m to 45 m) and to modify the provisions for active transportation trail facilities below the bridge and the footing scour protection to increase the unconstrained ground level opening and available meander belt width from 25 m to approximately 43.1 m.

Also as noted in the attached, York Region commits to continue to adhere to the requirements of Sections 41 (4) and (5) of the Provincial Oak Ridges Moraine (ORM) Conservation Plan during the detailed design phase of this project.

As you will be aware the Draft EA Report was filed for public and agency review late last year and the Region is targeting submission of the Final EA Report to MECP later this year.

If you have any questions about the attached or would like to meet to discuss, please let us know.

FYI – Billy Cheung is now York Region's PM and Meghan MacMillan from Stantec has replaced Nick Crockford as the Senior Environmental Planner on the consultant team. (Morrison Hershfield is now part of Stantec.)

Thank you and best regards,

Andrew

Andrew Harkness, P.Eng., IRP

Consultant Project Manager
Direct: 613 739-3258
Mobile: 613 894-2784
Andrew.Harkness@stantec.com
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From:	MacMillan, Meghan
To:	Song, Min Seob
Subject:	FW: MCM Comments - Teston Road Area Transportation Improvements Project EA
Date:	Friday, April 17, 2026 8:42:13 AM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png 2026-04-16_TestonRdArea_MCMcomments.pdf

---

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: Friday, April 17, 2026 7:34 AM
To: Cheung, Billy <billy.cheung@york.ca>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <Meghan.MacMillan@stantec.com>; Harkness, Andrew <Andrew.Harkness@stantec.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: MCM Comments - Teston Road Area Transportation Improvements Project EA

Hi,

Comments from MCM attached.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: Minkin, Dan (MCM) <Dan.Minkin@ontario.ca>
Sent: April 16, 2026 9:20 PM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>; Hamilton, James (MCM) <James.Hamilton@ontario.ca>
Subject: RE: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Submission

Hi Abdulrahim,
Please see our comments attached.

Dan Minkin

Heritage Planner | Heritage Operations Branch
Ministry of Citizenship and Multiculturalism | Ontario Public Service
416-786-7553 | dan.minkin@ontario.ca

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From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: April 15, 2026 10:25 AM
To: Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Minkin, Dan (MCM) <Dan.Minkin@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: RE: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Submission

Hi Dan and Karla,

Just a reminder the comment period closes this Friday April 17.

Thank you,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>
Sent: March 12, 2026 8:41 AM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Minkin, Dan (MCM) <Dan.Minkin@ontario.ca>
Subject: RE: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Submission

Good morning Abdulrahim,

Please find attached MCM's acknowledgement form for the Teston Road area IEA.

In the meantime, let us know if you have any questions.

Kind regards,
Karla

Karla Barboza, MCIP, RPP, CAHP (she/her)

Team Lead, Heritage | Heritage Operations Branch | Citizenship, Inclusion and Heritage Division
Ministry of Citizenship and Multiculturalism | Ontario Public Service
416-660-1027 | karla.barboza@ontario.ca

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From: MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Sent: February 25, 2026 1:19 PM
To: MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Cc: Cheung, Billy <billy.cheung@york.ca>; Harkness, Andrew <Andrew.Harkness@stantec.com>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>; John, Praveen <praveen.john@york.ca>
Subject: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Submission

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Good afternoon,

The Teston Road Area Transportation Improvements Project Environmental Assessment (EA) has been submitted by the Regional Municipality of York (York Region) to the Minister of the Environment, Conservation and Parks for review under the *Environmental Assessment Act* (EAA). The EA is available for review online at: www.york.ca/TestonRoad.

York Region has undertaken the EA for proposed transportation related improvements in the Teston Road area, in the City of Vaughan (the project). The Teston Road area is bounded by Highway 400 to Bathurst Street and Major Mackenzie Drive to north of Kirby Road. If the EA is approved, the project will extend and widen Teston Road from Bathurst Street to Keele Street.

Please refer to the attached memo detailing the Notice of Submission and review process.

Thank you,

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Direct: (613) 703-6916
Mobile: (343) 996-9967
meghan.macmillan@stantec.com

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Ministry of Citizenship and Multiculturalism

Heritage Planning Unit
Heritage Operations Branch
Citizenship, Inclusion and Heritage Division
16th Flr, 56 Wellesley St. W.
Toronto, ON M5S 2S3
Tel.: 416-786-7553

Ministère des Affaires civiques et du Multiculturalisme

Planification relative au patrimoine
Opérations relatives au patrimoine
Division des affaires civiques, de l'inclusion et du patrimoine
16e étage, 56, rue Wellesley Ouest
Toronto, ON M5S 2S3
Tél.: 416-786-7553

Ontario

April 16, 2025 EMAIL ONLY

Abdulrahim Mohamed
Project Officer
Ministry of the Environment, Conservation and Parks
Environmental Assessment Branch
135 St. Clair Avenue West, 1st Floor
Toronto, Ontario M4V 1P5
Abdulrahim.Mohamed@ontario.ca

MCM File	**:**	**0006139**
Proponent	**:**	**Regional Municipal of York (York Region)**
Subject	**:**	**Comprehensive Environmental Assessment – Notice of Submission of Environmental Assessment**
Project	**:**	**Teston Road Area Transportation Improvements – from Highway 400 to Bathurst Street and from Major Mackenzie Drive West to Kirby Road**
Location	**:**	**City of Vaughan, York Region, Ontario**

Dear Abdulrahim Mohamed:

Thank you for providing the Ministry of Citizenship and Multiculturalism (MCM) with the Notice of Submission of Environmental Assessment for the above-referenced project.

MCM's interest in this Environmental Assessment (EA) relates to its mandate of conserving Ontario's cultural heritage.

Project Summary

The Regional Municipality of York completed a Comprehensive EA Study in the City of Vaughan to identify road improvements in the Teston Road area from Highway 400 to Bathurst Street and from Major Mackenzie Drive West to Kirby Road. To address transportation challenges in the area, the study considered improvements for vehicles, pedestrians, cyclists and transit.

Comments

We have reviewed the Comprehensive EA Final Report dated December 2025, prepared by Stantec, and offer the following comments:

On December 17, 2024, MCM provided comments on the draft EA Report dated August 15, 2024. Our comments have substantially been addressed in this final version. Previously, on September 9, 2020, MCM provided comments on the August 2020 draft of the *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment* prepared by ASI. Our comments were addressed in the version of that that was circulated as an appendix to the 2024 draft EA Report, and is Appendix J to the final EA Report.

We find, therefore, that the information in this EA Report covers cultural heritage matters at an appropriate level of detail, using our recommended methods to describe the environment, potential environmental effects and mitigation measures to reduce those effects. Therefore, implementation of the project as described in the report would comply with legislative and regulatory requirements under the MCM heritage mandate. We note that adequate monitoring and contingency plans, along with future reporting commitments, are specified.

Accordingly, we have no concerns with this EA Report.

Our records indicate that the Stage 2 Archaeological Assessment Report carried out under Project Information Form number P1066-0310-2022 is under review at this time. Please note that archaeological concerns have not been fully addressed until reports have been entered into the Ontario Public Register of Archaeological Reports (‘the Register’). Approval authorities and/or proponents should wait to receive MCM’s written confirmation that the archaeological assessment report(s) has been entered into the Register before issuing a decision or proceeding with any ground disturbing activities. The letter will also indicate either that there are no further concerns for impacts to archaeological resources or articulate next steps to mitigate those concerns.

Thank you for consulting MCM on this project. If you have any questions or any of the above requires clarification, please do not hesitate to contact me.

Sincerely,

Dan Minkin
Heritage Planner
dan.minkin@ontario.ca

c. Solange Desautels, Supervisor, Project Coordination Unit, Environmental Assessment Branch, MECP
James Hamilton, Manager, Heritage Planning Unit, MCM
Karla Barboza, Team Lead, Heritage Planning Unit, MCM

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. The Ministry of Citizenship and Multiculturalism (MCM) makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MCM be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with *Ontario Regulation 30/11* the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery and Procurement, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

From: Harsimrat Pruthi <Harsimrat.Pruthi@trca.ca>
Sent: Thursday, February 26, 2026 11:26 AM
To: MacMillan, Meghan; MacMillan, Meghan; Cheung, Billy
Cc: Harkness, Andrew; Mohamed, Abdulrahim (MECP); John, Praveen
Subject: RE: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Submission

Hi Billy and Meghan,

- The below Appendix 3 for Property 4 link on the website opens Appendix for Property 5 – could you please send us the appropriate document.

- Appendix N3 - Phase I ESA Report - Property 4 - Appendix D

Teston Road Area Improvements IEA
Phase One ESA
Property 5

Thank you.

Harsimrat Pruthi, M.A., M.Pl. (she, her, hers)
Senior Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2424
C: (416) 628-7745
E: harsimrat.pruthi@trca.ca
A: 5 Shoreham Drive, Toronto, ON, M3N 1S4 | trca.ca

Toronto and Region Conservation Authority

From: MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Sent: February 25, 2026 1:19 PM
To: meghan.macmillan@stantec.com
Cc: Cheung, Billy <billy.cheung@york.ca>; Harkness, Andrew <andrew.harkness@stantec.com>; Mohamed, Abdulrahim (MECP) <abdulrahim.mohamed@ontario.ca>; John, Praveen <praveen.john@york.ca>
Subject: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Submission

EXTERNAL SENDER
Good afternoon,

The Teston Road Area Transportation Improvements Project Environmental Assessment (EA) has been submitted by the Regional Municipality of York (York Region) to the Minister of the Environment, Conservation and Parks for review under the *Environmental Assessment Act* (EAA). The EA is available for review online at: www.york.ca/TestonRoad**.**

York Region has undertaken the EA for proposed transportation related improvements in the Teston Road area, in the City of Vaughan (the project). The Teston Road area is bounded by Highway 400 to Bathurst Street and Major Mackenzie Drive to north of Kirby Road. If the EA is approved, the project will extend and widen Teston Road from Bathurst Street to Keele Street.

Please refer to the attached memo detailing the Notice of Submission and review process.

Thank you,

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Direct: (613) 703-6916
Mobile: (343) 996-9967
meghan.macmillan@stantec.com

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From: Cheung, Billy <Billy.Cheung@york.ca>
Sent: Wednesday, March 4, 2026 2:01 PM
To: Harsimrat Pruthi; MacMillan, Meghan
Cc: Harkness, Andrew; Mohamed, Abdulrahim (MECP); John, Praveen
Subject: RE: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Submission
Attachments: AppN3_Phase I ESA Rpt_Property4_AppD_ERIS.pdf

Hi Harsimrat,

Thanks for flagging this. Please find attached the correct file. We will update the webpage accordingly.

Thanks,
Billy

Our working hours may be different. Please do not feel obligated to reply outside of your scheduled working hours. Let's work together to help foster healthy work-life boundaries.

Billy Cheung, M.A.Sc., P.Eng. (he/him) | Project Manager
Capital Delivery - Transportation, Capital Infrastructure Services, Public Works

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
O: 1-877-464-9675 ext. 76046 | **C:** 905-716-5632 | billy.cheung@york.ca | york.ca
Our Mission: **Working together to serve our thriving communities – today and tomorrow**

From: Harsimrat Pruthi <Harsimrat.Pruthi@trca.ca>
Sent: Thursday, February 26, 2026 11:26 AM
To: meghan.macmillan@stantec.com; meghan.macmillan@stantec.com; Cheung, Billy <Billy.Cheung@york.ca>
Cc: Harkness, Andrew <andrew.harkness@stantec.com>; Mohamed, Abdulrahim (MECP) <abdulrahim.mohamed@ontario.ca>; John, Praveen <praveen.john@york.ca>
Subject: RE: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Submission

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Teston Road Area Improvements IEA
Phase One ESA
Property 5

Thank you.

Harsimrat Pruthi, M.A., M.Pl. (she, her, hers)
Senior Planner
Infrastructure Planning and Permits | Development and Engineering Services

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Toronto and Region Conservation Authority

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Please refer to the attached memo detailing the Notice of Submission and review process.

Thank you,

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Direct: (613) 703-6916
Mobile: (343) 996-9967
meghan.macmillan@stantec.com

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From:	MacMillan, Meghan
To:	Song, Min Seob
Subject:	FW: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Completion and Final Report
Date:	Thursday, March 12, 2026 4:26:06 PM
Attachments:	image005.png image006.png image007.png image008.png image009.png CFN 57571 - TRCA Response to NOC and Final Report - Teston Road CEA - March 12, 2026.pdf CFN 57571 - Appendix B - March 12, 2025.docx

---

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Cheung, Billy <Billy.Cheung@york.ca>
Sent: Thursday, March 12, 2026 4:24 PM
To: MacMillan, Meghan <Meghan.MacMillan@stantec.com>; Harkness, Andrew <Andrew.Harkness@stantec.com>
Cc: John, Praveen <praveen.john@york.ca>
Subject: FW: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Completion and Final Report

Hello Meghan,

Please see attached the TRCA comments for documentation. Thanks!

Our working hours may be different. Please do not feel obligated to reply outside of your scheduled working hours. Let's work together to help foster healthy work-life boundaries.

Billy Cheung, M.A.Sc., P.Eng. **(he/him)** | Project Manager
Capital Delivery - Transportation, Capital Infrastructure Services, Public Works
---
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O: 1-877-464-9675 ext. 76046 | **C:** 905-716-5632 | billy.cheung@york.ca | york.ca
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From: Harsimrat Pruthi <Harsimrat.Pruthi@trca.ca>
Sent: Thursday, March 12, 2026 4:07 PM
To: Cheung, Billy <Billy.Cheung@york.ca>; John, Praveen <praveen.john@york.ca>
Cc: Smith, Joel <Joel.Smith@york.ca>; Crockford, Nick <nick.crockford@Stantec.com>; Suzanne Bevan <Suzanne.Bevan@trca.ca>

Subject: RE: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Completion and Final Report

STOP! External Email: Are you expecting this email from this sender? Does the message include a QR Code? If the message seems out of the ordinary or requests your credentials, forward it to isitsafe@york.ca

Hi Praveen and Billy,

Please see attached TRCA response letter to NOC and Final Report for the above project.

Should you have any questions or concerns, please do let me know.

Thank you.

Harsimrat Pruthi, M.A., M.Pl. (she, her, hers)
Senior Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2424
C: (416) 628-7745
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A: 5 Shoreham Drive, Toronto, ON, M3N 1S4 | trca.ca

Toronto and Region Conservation Authority

GREATER TORONTO'S TOP 2026 EMPLOYERS

2025 CANADA'S GREENEST EMPLOYERS

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Sent: February 25, 2026 1:19 PM
To: meghan.macmillan@stantec.com
Cc: Cheung, Billy <billy.cheung@york.ca>; Harkness, Andrew <andrew.harkness@stantec.com>; Mohamed, Abdulrahim (MECP) <abdulrahim.mohamed@ontario.ca>; John, Praveen <praveen.john@york.ca>
Subject: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Submission

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Please refer to the attached memo detailing the Notice of Submission and review process.

Thank you,

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

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March 12, 2026 CFN 57571

BY E-MAIL ONLY (praveen.john@trca.ca)

Praveen John
The Regional Municipality of York
17250 Yonge Street
Newmarket, Ontario
L3Y 6 Z1

Dear Praveen John,

Re: Notice of Completion and Final Report
Teston Road Area Improvements – Highway 400 to Bathurst Street
Comprehensive Environmental Assessment (CEA)

These comments respond to the Notice of Completion and Final Report for the Comprehensive Environmental Assessment (CEA) (previously referred to as an Individual EA) received by Toronto and Region Conservation Authority (TRCA) on February 25, 2026. Please note TRCA will provide comments to the Ministry of the Environment, Conservation and Parks by April 17, 2026 as per the Environmental Assessment Act (EAA).

Staff provided comments on the Draft ESR on December 20, 2024 and met with York Region and their Consultants on June 23, 2025 to discuss draft responses to TRCA comments. TRCA also provided comments on November 7, 2025 on the Compliance with TRCA's Crossing Guideline for Valley and Stream Corridors letter received on September 18, 2025, the Fluvial Geomorphology Draft Report received on October 14, 2025 and the Model on October 22, 2025.

OVERVIEW

This project involves an analysis of a range of alternatives to address transportation capacity challenges within the study area bounded by Highway 400 to Bathurst Street, and Major Mackenzie Drive to Kirby Road including a link between Dufferin Street and Keele Street through the unopened road allowance. TRCA recognizes that the project needs were identified through the York Region Transportation Master Plan which proposes construction of a 4-lane missing link between Dufferin Street and Keele Street and associated Teston Road widening to 4-lanes.

Staff understand that the study is recommending an extension to Teston Road across the unopened road allowance between Dufferin Street and Keele Street including a bridge over East Don River Tributary. The proposed improvements include 36.0 m right-of-way (RoW), 4-lanes, and 3.0 m multi-use path (MUP) with trail connection to Vaughan Super Trail. The project also proposes new pedestrian/cycling facilities, wildlife crossing culvert and transit service/routes along the corridor from Keele Street to Bathurst Street. At-Grade GO Rail Crossing is recommended as part of the improved Teston Road alignment.

A listing of documents reviewed is included/provided in Appendix A: Documents Reviewed by TRCA.

TRCA REVIEW

1. Staff have completed the review of this submission and have no objection in principle to the preferred alternative subject to comments related to the detailed design that will need to be addressed in the future. These are enclosed as Appendix B: TRCA Preliminary Detailed Design Comments.
2. Specifically, staff note the following:

   As part of the final CEA, a 50m span bridge is proposed over East Don River Tributary. At this time, TRCA has not received the hydraulic model, the detailed engineering plan or analysis of the potential impacts to flooding and erosion for the currently proposed 50m span bridge. During detailed design, an analysis of impacts for a 50m span bridge will be undertaken and reviewed by TRCA. Please note that according to policy and regulation, TRCA staff will be able to approve permits where impacts to flooding and erosion have been addressed to our satisfaction.
3. Staff suggest a meeting during Design Brief to discuss the comments as enclosed in Appendix B and Appendix C.

4. Permits in accordance with the Conservation Authorities Act are required from TRCA prior to project construction.

DETAILED DESIGN SUBMISSION REQUIREMENTS

1. Staff have reviewed the study area associated with this project in accordance with the Conservation Authorities Act, including mandatory commenting on Planning Act and Environmental Assessment Act applications. TRCA undertakes review and commenting functions in accordance with The Living City Policies.

2. The permit application(s), together with the appropriate plans and documents, should be submitted for review following guidelines on the TRCA website, including:

   - Application Forms
   - TRCA Planning and Development Procedural Manual & Technical Guidelines

- Technical Checklists and Guidelines for Infrastructure
- TRCA Digital Submission Requirements for Permit or Voluntary Project Review Applications

3. Please be advised that this application is subject to a Service Level Agreement. As such, no fee is to be charged at this time.

Should you have any questions or comments, please contact the undersigned.

Regards,



Harsimrat Pruthi
Senior Planner
Infrastructure Planning and Permits I Development and Engineering Services
Telephone: (437) 880-2424
Email: harsimrat.pruthi@trca.ca.
/HP

Attached: Appendix A: Documents Reviewed by TRCA
Appendix B: TRCA Preliminary Detailed Design Comments
Appendix C: TRCA Correspondence
Enclosed: Appendix B: TRCA Preliminary Detailed Design Comments WORD digital file

BY E-MAIL

cc: York Region: Joel Smith, Environmental Specialist
MH: Nick Crockford, Environmental Planner
TRCA: Suzanne Bevan, Senior Manager

APPENDIX A: DOCUMENTS REVIEWED BY TRCA

DOCUMENTS REVIEWED

1. Notice of Submission of Environmental Assessment Teston Road Area IEA City of Vaughan; prepared by York Region; received by TRCA on February 25, 2025;
2. York Region - Comprehensive Environmental Assessment for the Teston Road Area
3. Transportation Improvements – Final Report; dated December, 2025; prepared by Stantec; received by TRCA on February 25, 2025;
4. Appendix A – Terms of Reference; dated June 2018 as Amended October 2018; prepared by WSP; received by TRCA on February 26, 2026;
5. Appendix B.1 – Preferred Design Plans; dated May 28; 2025; prepared by Stantec; received by TRCA on February 25, 2026;
6. Appendix B.2 – Preferred Design Plans; not dated; 2025; prepared by Stantec; received by TRCA on February 25, 2026;
7. Appendix C1.1 to C1.8 – Consultation Record; Teston Road Area IEA; prepared by Stantec; received by TRCA on February 25, 2026;
8. Appendix C2 – Indigenous Consultation Record; Teston Road Area IEA; prepared by Stantec; received by TRCA on February 25, 2026;
9. Appendix D.1 – Transportation Memos - Report 1; dated February 12, 2021; prepared by Morrison Hershfield; received by TRCA on February 25, 2026
10. Appendix D.2 – Transportation Memos – Report 2; dated October 18, 2024; prepared by Morrison Hershfield; received by TRCA on February 25, 2026;
11. Appendix D.3 – Transportation Memos – Report 3; dated October 18, 2024; prepared by Morrison Hershfield; received by TRCA on February 25, 2026;
12. Appendix E.1 – Natural Environmental Report - Final; dated July 2024; prepared by Stantec; received by TRCA on February 25, 2026;
13. Appendix E.2 – Natural Environmental Report - Appendices; dated July 2024; prepared by Stantec; received by TRCA on February 25, 2026;
14. Appendix F.1 – Arborist Report; dated March 14, 2023; prepared by Stantec; received by TRCA on February 25, 2026;
15. Appendix F.2 – Arborist Report - Appendices; prepared by Stantec; received by TRCA on February 25, 2026;
16. Appendices K.1 to K.6 – Drainage & Stormwater Management Report and Appendices; dated November 2025; prepared by Stantec; received by TRCA on February 25, 2026;
17. Appendix L – Hydrogeology Report; dated October 22, 2025; prepared by Stantec; received by TRCA on February 25, 2026;
18. Appendix M – Contamination Overview Study and Appendix C; dated October 29, 2025; prepared by Stantec; received by TRCA on February 25, 2026;
19. Appendices N.1 to N.7 and Appendix D- N.1 to N.7 (Properties 1 to 8) - Phase One Environmental Site Assessment, dated October 11, 2023; prepared by Morrison Hershfield; received by TRCA on February 25, 2026;
20. Appendix O – Soil, Waste and Landfill Gas Study Report; dated October 24, 2025; prepared by Stantec; received by TRCA on February 25, 2026;

21. Appendix P – Fluvial Erosion Hazard Study Report - Draft; dated June 16, 2023; prepared by GeoProcess; received by TRCA on February 25, 2026;
22. Appendix Q – Climate Change Report; dated August 1, 2024; prepared by WSP; received by TRCA on February 25, 2026;
23. Appendix R2 – Pavement Design Report; dated September 25, 2023; prepared by WSP; received by TRCA on February 25, 2026;
24. Appendix S – Structural Design Report; dated June 30, 2024; prepared by Stantec; received by TRCA on February 25, 2026;
25. Appendix T - Teston Road Area Improvements IEA - Evaluation of Alternatives to the Undertaking; dated May 17, 2021; prepared by Morrison Hershfield; received by TRCA on February 25, 2026;
26. Appendix U – Evaluation for Alternative Designs; dated February 2022; prepared by Morrison Hershfield; received by TRCA on February 25, 2026;
27. Appendix V – Design Criteria - Draft; dated April 21, 2017; prepared by York Region; received by TRCA on February 25, 2026;
28. Appendix W – Preliminary Cost Estimate; prepared by Stantec; received by TRCA on February 25, 2026.

APPENDIX B: TRCA PRELIMINARY DETAILED DESIGN COMMENTS

ITEM	DISCIPLINE	TRCA COMMENTS (December 20, 2024)	TRCA COMMENTS (March 12, 2026)
1.	General	Note that section 5.2.5.3, and any other sections that reference TRCA's previous regulation (O. Reg. 166/06), should be updated to reference O. Reg. 42/24.	Addressed.
2.	Planning	Staff recommends exploring options for the proposed bridge to be appropriately sized to better address TRCA comments, and to avoid or minimise any impacts from the proposed grading and fill in the valley and hardening of watercourse banks.	No further comments.
3.	Planning Ecology	As discussed previously, for the proposed crossing, staff would like to note that the proposed 40 m bridge span does not seem appropriate for this valley due to the substantial width at 556m and a wetland throughout the valley and within the road alignment. Provide a memo outlining how the proposed bridge span meets TRCA's Stream Crossing Guideline would be helpful. The memo to also provide a comparison between the preferred 40 m span, a larger span (with piers, as appropriate) mentioned in Comment #2 and the evaluated option of 80 m span with piers.	No further comments.
4.	Planning Ecology	It also appears that the proposed 40 m span would require a channel realignment and further in-water works, which might be avoided through a much larger bridge span (refer Comment #3) and does not appear to meet TRCA's Stream Crossing Guidelines.	No further comments.
5.	Planning Ecology	Staff notes that the permanent habitat losses associated with the limit of the fill in the valley and the road embankment slopes is unclear. Provide a memo outlining the types and amounts of habitat losses, especially in the wetland, associated with the proposed works. While the L ranks of the	No further comments.

		community losses have been provided; however, also provide the types of habitats. This also to be completed as part of the memo referred in Comment #3.	
6.	Water Resources	Note that Table 5: Summary of Peak Flows at Crossings (Existing) in the Drainage and Stormwater Management Report has incorrect flows for crossing ED01. Further, the HecRAS cross-sections have different numbering than TRCA's current hydraulic model, so it appears that the most recent version of the modelling has not been used. This is particularly important as the current Regional flow in the location of ED01 is 41.74 cms which is larger than the 36.87 cms. Contact TRCA for the most recent version of the modelling and add the proposed crossing to demonstrate there are no negative impacts to flooding.	At Design Brief and Detailed Design stage, provide an updated SWM Report.
7.	Water Resources	Provide a digital version of the HecRAS modelling (once the current modelling has been updated) for review.	At Design Brief and Detailed Design stage, provide an updated Hydraulic Model.
8.	Water Resources	Table 14: Stormwater Management Detention and Retention Requirements in the Drainage and Stormwater Management Report provides some details surrounding the required storage volumes needed, however, further details are required to demonstrate what the proposed release rates are, how they compare to the UFR and post-to-pre targets and demonstrate that required volumes can be feasibly provided in the space available.	At Design Brief and Detailed Design stage, provide an updated SWM Report.
9.	Water Resources	Include the hydrology modelling for the 2 yr storm to demonstrate the target release rates are being achieved.	At Design Brief and Detailed Design stage, provide an updated SWM Report and hydrology modelling.
10.	Water Resources	The fluvial geomorphological study notes that the meander belt width is 43.1 m and the proposed bridge span was 80 m. As the proposed span for ED01 is now 40 m, provide an opinion on the proposed span by the Fluvial Geomorphologist. Further, consideration should be given to the trails and wildlife crossings at this location and if a larger	At Design Brief and Detailed Design stage, provide an updated SWM Report and hydrology modelling.

		bridge would be more appropriate to allow for all proposed uses of this structure.	
11.	Geotechnical Engineering	As per the grading plan (Appendix B- Preferred Design Plan), staff understands that portions of the slopes/areas north and south of Teston Road will be regraded. The proposed grades (and regraded slope inclinations) are not shown on any of the plans. Ensure in the final plans that the regraded slope inclinations are clearly depicted. Further, include cross-sections that illustrate the proposed grades with respect to the existing grades. Submit the final grading plans.	At Design Brief and Detailed Design stage, provide the grading plans.
12.	Geotechnical Engineering	As per the preliminary foundation report (Appendix R2), it is understood that global stability analyses were carried out for conceptual RSS walls. As stated in the report, the global stability will be re-evaluated once the design is finalized. Submit the final foundation report and ensure the global stability reassessment is included in the final report.	At Design Brief and Detailed Design stage, submit the final foundation report and the global stability reassessment.
13.	Geotechnical Engineering	Submit the final engineering drawings of the proposed trails, multi-use pathways, proposed bridge, MSE walls, culverts, (and any other proposed structures). Note that the engineering drawings should be signed and sealed by a licensed Professional Engineer.	At Design Brief and Detailed Design stage, submit the signed and stamped engineering drawings.
14.	Hydrogeology	Figure 7: Approximate Locations of Landfill Monitoring Systems and Chloride Plume Extent shows three aquifers (i.e., Upper Aquifer, Intermediate Aquifer, and Lower Aquifer) from which groundwater samples were collected. However, Section 3.4 Hydrogeology in the Hydrogeology Study did not provide any description of these three aquifer systems and their regional and site-specific spatial and vertical extents. The aquifer systems at the project area need to be presented in more detail with regional and site-specific extents and stratigraphic cross-sections, site-specific lithology and stratigraphic heterogeneity and borehole logs, aquifer types,	No further comments.

		connections within the aquifers, presence of regional and site-specific aquitards, local and regional production aquifers, water level distributions, seasonal variations of water levels, interactions with nearby surface water features, and extent of chloride plumes in the aquifer systems. A discussion is also required to highlight the portions of the aquifer systems, which are vulnerable and can be easily impacted due to the proposed infrastructure development and associated activities.	
15.	Hydrogeology	Based on the sensitivity of the project, the hydrogeological report should have provided detailed dewatering information regarding the area where dewatering is required, dewatering methods, the invert depth, the required drawdown for dry working condition, dewatering rate/volume, dewatering time frame, the aquifer to be dewatered, zone of influence due to dewatering, dewatering discharge options, dewatering impact on the water resources including the PSW, unevaluated wetlands, Don River Tributary and landfill monitoring programs and other water users, possible impact on chloride plumes (and VOCs plumes) distributed within the groundwater in the project area. The hydrogeological report needs to provide a discussion regarding the additional hydrogeological assessment, if required, and monitoring requirement/contingency plan that will ensure that the sensitive receptors will not be impacted due to dewatering activities. Groundwater monitoring is also required to ensure that the dewatering does not affect the existing landfill monitoring, purging and management activities and ensure that the existing chloride plumes in these three landfills will not impact clean aquifers due to migration of impacted plumes during dewatering.	No further comments.

		Also clarify how the protections of the permit to take water (PTTW) or environmental activity site registry (EASR) system are sufficient to mitigate potential impacts on the sensitive receptors described above. As the dewatering volume and associated dewatering impacts are unknown and based on site sensitivity, MECP may require a Category 3 PTTW permit, which requires detailed hydrogeologic investigations and impact assessments.	
16.	Hydrogeology	It is noted that “the entire study area falls within the WHPA-Q1 (for the York-Durham Municipal wells, Map 3.4 in the SPP). Other than minor and temporary water taking that may be required for construction dewatering, the proposed work is not an activity that may take water without returning it to the same source. As such, none of the SPP policies that would be triggered by WHPA-Q1 (specifically, DEM-1, DEM-2, DEM-3, DEM-4, DEM-9, and DEM-10, see the Section 10 of the SPP) result in any EA commitments”. Staff notes that dewatering requirements, dewatering rates and associated impacts due to dewatering on sensitive receptors are not evaluated or known; therefore, the proposed dewatering cannot be regarded as minor dewatering. Similarly, it is not known whether the actual dewatered volume of groundwater will be returned to the same source aquifer. Due to the poor groundwater quality as described in Section 3.6.3 Water Inspection and Sampling, it is unknown whether the extracted groundwater during dewatering, if any, can be returned to the same source. A discussion of possible dewatering discharge plan is required.	Deferred to Detailed Design stage.
17.	Hydrogeology	The shallow groundwater levels at or above ground surface as per Section 3.4.2 Groundwater and Section 3.6.1 Groundwater Monitoring are not consistent with the	Deferred to Detailed Design stage.

		distribution of water level data provided in Section 3.4.2. Figure 7 that shows potentiometric contours ranging in elevation from 260 masl on the north to 235 masl on the south/southeast with a difference in water level of 25 m. The water table across the entire project area is shown in Cross Section AA' on Figure 6 in Appendix A. However, it is not known when and from which aquifers these water level data were collected. No information is provided regarding the aquifer, which represents these potentiometric contours in Figure 7. No borehole logs were provided to understand the screen intervals and location of screens (i.e., A22-2 and C1) within the aquifer systems. Revise the appropriate reports to include the details.	
18.	Hydrogeology	Section 3.4.3.1 Wellhead Protection Area notes the entire study area falls within the WHPA-Q2 (also for the York-Durham Municipal wells, Map 3.4 in the SPP). It notes that the only SPP policy triggered by WHPA-Q2 is REC-1, which is to be implemented by the Planning Approval Authority. As noted in the report, the most applicable part of the policy that applies will be for applications under the Planning Act within the Tier 3 Water Budget WHPA-Q2. Section 5.5 notes that the project will not result in an application under the Planning Act, and, as such, the above policy is not applicable. It is noted, however, that the project will incorporate "best management practices such as low impact development (LID)". Caution is required to ensure that any infiltration of potentially salt-impacted road runoff does not interfere with the monitoring of the landfills in the area". However, the best management practice in LID requires pre and post development water balance study. Based on the project area sensitivities, a more detailed hydrogeologic impact assessment compared to those limited scope water	Deferred to Detailed Design stage.

		balance required for LID is required, where evaluation of groundwater recharge and changes in groundwater levels, interaction between groundwater and surface water, changes in discharge/seepage to sensitive water features, if any, may be an important part of the hydrogeologic impact assessment.	
19.	Hydrogeology	As noted in Section 4.2.3 Natural Environment in the approved Terms of Reference, dated June 2018, amended October 2018, provide details of wetland and the possible impacts of the proposed works.	Deferred to Detailed Design stage.

APPENDIX C: TRCA CORRESPONDENCE

December 20, 2024 CFN 57571

BY E-MAIL ONLY (praveen.john@trca.ca)

Praveen John
The Regional Municipality of York
17250 Yonge Street
Newmarket, Ontario
L3Y 6 Z1

Dear Praveen John,

Re: Draft Environmental Study Report (ESR)
Teston Road Area Improvements – Highway 400 to Bathurst Street
Individual Environmental Assessment (IEA)

These comments respond to the Draft Environmental Study Report (ESR) received by Toronto and Region Conservation Authority (TRCA) on November 8, 2024.

OVERVIEW

This project involves an analysis of a range of alternatives to address transportation capacity challenges within the study area bounded by Highway 400 to Bathurst Street, and Major Mackenzie Drive to Kirby Road including a link between Dufferin Street and Keele Street through the unopened road allowance. TRCA recognizes that the project needs were identified through the York Region Transportation Master Plan which proposes construction of a 4-lane missing link between Dufferin Street and Keele Street and associated Teston Road widening to 4-lanes.

Staff understands that the study is recommending an extension to Teston Road across the unopened road allowance between Dufferin Street and Keele Street including a bridge over East Don River Tributary. The proposed improvements include 36.0 m right-of-way (RoW), 4-lanes, and 3.0 m multi-use path (MUP) with trail connection to Vaughan Super Trail. New pedestrian/cycling facilities, wildlife crossing culvert and transit service/routes along the corridor from Keele Street to Bathurst Street are also proposed. At-Grade GO Rail Crossing is recommended as part of the improved Teston Road alignment.

As noted in the draft IEA, the Block 27 Secondary Plan is within the Teston Road IEA study area. TRCA has reviewed the Upper West Don Subwatershed/Block 27 Secondary Plan finalized in 2018. TRCA reviewed the MESP and provided comments

on April 12, 2024. TRCA has also been involved in reviewing the Block 27 Collector Roads Municipal Class Environmental Assessment (MCEA).

A listing of documents reviewed is included/provided in Appendix A: Documents Reviewed by TRCA.

TRCA REVIEW

Staff have completed the review of this submission and have several comments that will need to be addressed. Staff suggests a meeting to discuss the comments as enclosed in Appendix B: TRCA Comments and Proponent Responses.

RESUBMISSION REQUIREMENTS

Follow the TRCA Digital Submission Requirements for Environmental Assessment Documents to ensure all required information is provided in future submissions.

Should you have any questions or comments, please contact the undersigned.

Regards,



Harsimrat Pruthi
Senior Planner
Infrastructure Planning and Permits I Development and Engineering Services
Telephone:
Email: harsimrat.pruthi@trca.ca.
/HP

Attached: Appendix A: Documents Reviewed by TRCA
Appendix B: TRCA Comments and Proponent Responses
Enclosed: Appendix B: TRCA Comments and Proponent Responses WORD digital file for consultant/proponent response purposes

BY E-MAIL

cc: York Region: Joel Smith, Environmental Specialist
MH: Nick Crockford, Environmental Planner
TRCA: Suzanne Bevan, Senior Manager

APPENDIX A: DOCUMENTS REVIEWED BY TRCA

DOCUMENTS REVIEWED

1. Notice of Public Review Teston Road Area IEA City of Vaughan; prepared by York Region; received by TRCA November 8, 2024;
2. Individual Environmental Assessment for the Teston Road Area, Transportation Improvements, Highway 400 & Bathurst Street – Draft Report (360 Pages); dated August 15, 2024; prepared by Stantec; received by TRCA November 8, 2024;
3. Appendix A – Terms of Reference; Teston Road Area Transportation Improvements – Individual Environmental Assessment Terms of Reference; dated June 2018 as Amended October 2018; prepared by WSP; received by TRCA November 8, 2024;
4. Appendix B – Preferred Design Plans (Interim & Ultimate) Including Interim Landscape Design (33 Pages); Teston Road Reconstruction from Keel Street to Bathurst Street; prepared by Stantec; received by TRCA November 8, 2024;
5. Appendix C .1 to C.7 – Consultation Record and Appendix C.8 – Indigenous Consultation Record; Teston Road Area IEA; prepared by Stantec; received by TRCA November 8, 2024;
6. Appendix D – Transportation Memos No. 1; Teston Road Area Transportation Improvements Individual Environmental Assessment - Transportation System Technical Report # 1; dated February 12, 2021; prepared by Morrison Hershfield; received by TRCA November 8, 2024;
7. Appendix D – Transportation Memos No. 2; Teston Road Area Transportation Improvements Individual Environmental Assessment - Transportation System Technical Report # 2; dated October 18, 2024; prepared by Morrison Hershfield; received by TRCA November 8, 2024;
8. Appendix D – Transportation Memos No. 3; Teston Road Area Transportation Improvements Individual Environmental Assessment - Transportation System Technical Report # 1; dated February 12, 2021; prepared by Morrison Hershfield; received by TRCA November 8, 2024;
9. Appendix E - Part 1 and 2 – Draft - Natural Environment Report : Individual Environmental Assessment for Teston Road Area (Y.R. between Highway 400 and Bathurst Street (Y.R.38); dated July 2024; prepared by Stantec; received by TRCA November 8, 2024;
10. Appendix F – Part 1 to 4; Arborist Report - Individual Environmental Assessment of the Teston Road Area (Y.R.49) between Highway 400 and Bathurst Street (Y.R.38); dated March 14, 2023; prepared by Stantec; received by TRCA November 8, 2024;
11. Appendix I - Stage 2 Archaeological Assessment Report - Teston Road - Highway 400 to Bathurst Street Individual Environmental Assessment; dated March 11, 2024; prepared by ASI; received by TRCA November 8, 2024;
12. Appendix J – Cultural Heritage Assessment Report – Final Report: Existing Condition and Preliminary Impact Assessments – Teston Road from Highway 400 to Bathurst Street; dated August 2020 (updated May and July 2024); prepared by ASI; received by TRCA November 8, 2024;

13. Appendix K – Part 1 to 5; Teston Road Area Transportation Improvements Individual Environmental Assessment - Drainage and Stormwater Management Report; dated July 5, 2024; prepared by Stantec; received by TRCA November 8, 2024;
14. Appendix L – Hydrogeology Report - Teston Road Area Transportation Improvements Individual Environmental Assessment; dated April 8, 2024; prepared by Stantec; received by TRCA November 8, 2024;
15. Appendix M - Part 1 to 6; Contamination Overview Study - Teston Road Area Transportation Improvements Individual Environmental Assessment; dated October 22, 2024; prepared by Morrison Hershfield; received by TRCA November 13, 2024;
16. Appendix N Parts 1 to 8; Phase 1 Environmental Assessment Reports; received by TRCA November 13, 2024;
17. Appendix O – Soil Investigation Report - Teston Road Area Transportation Improvements Individual Environmental Assessment; dated April 8, 2024; prepared by Stantec; received by TRCA November 8, 2024;
18. Appendix P – Fluvial Geomorphology Report - Teston Road Extension IEA Fluvial Erosion Hazard Study – Draft Report; dated June 16, 2023; prepared by Geo Process Research Associates; received by TRCA November 8, 2024;
19. Appendix Q – Climate Change Report - Climate Change Assessment Report Individual Environmental Assessment for Teston Road Area – Draft - Improvements (Highway 400 to Bathurst Street); dated August 13, 2024; prepared by Stantec; received by TRCA November 8, 2024;
20. Appendix R.1 and R.2 – Pavement Design Report - Teston Road from Keele Street to Bathurst Street – Final Report; dated September 25, 2023; prepared by WSP; received by TRCA November 8, 2024;
21. Appendix S – Structural Design Report – East Don River Tributary Crossing – 40 m Span Bridge - Individual Environmental Assessment for Teston Road Area (Y.R. 49) between Highway 400 and Bathurst Street (Y.R. 38); dated June 30, 2024; prepared by Stantec; received by TRCA November 8, 2024;
22. Appendix T – Evaluation Table for Alternative Methods - York Region - Teston Road Area Improvements IEA - Evaluation of Alternatives to the Undertaking; dated May 17, 2021; prepared by Morrison Hershfield; received by TRCA November 8, 2024;
23. Appendix U – Evaluation for Alternative Designs - York Region Teston Road Area Improvements IEA -Evaluation of Alternative Methods Section 1 – Teston Road / Keele Street Intersection and Teston Road / GO Rail Crossing; dated February, 2022; prepared by Morrison Hershfield; received by TRCA November 8, 2024;
24. Appendix V – Design Criteria for Transportation Projects; dated November 22, 2021; prepared by York Region; received by TRCA November 8, 2024.

APPENDIX B: TRCA COMMENTS AND PROPONENT RESPONSES

ITEM	DISCIPLINE	TRCA COMMENTS (December 20, 2024)	PROPONENT RESPONSES
1.	General	Note that section 5.2.5.3, and any other sections that reference TRCA's previous regulation (O. Reg. 166/06), should be updated to reference O. Reg. 42/24.	
2.	Planning	Staff recommends exploring options for the proposed bridge to be appropriately sized to better address TRCA comments, and to avoid or minimise any impacts from the proposed grading and fill in the valley and hardening of watercourse banks.	
3.	Planning Ecology	As discussed previously, for the proposed crossing, staff would like to note that the proposed 40 m bridge span does not seem appropriate for this valley due to the substantial width at 556m and a wetland throughout the valley and within the road alignment. Provide a memo outlining how the proposed bridge span meets TRCA's Stream Crossing Guideline would be helpful. The memo to also provide a comparison between the preferred 40 m span, a larger span (with piers, as appropriate) mentioned in Comment #2 and the evaluated option of 80 m span with piers.	
4.	Planning Ecology	It also appears that the proposed 40 m span would require a channel realignment and further in-water works, which might be avoided through a much larger bridge span (refer Comment #3) and does not appear to meet TRCA's Stream Crossing Guidelines.	
5.	Planning Ecology	Staff notes that the permanent habitat losses associated with the limit of the fill in the valley and the road embankment slopes is unclear. Provide a memo outlining the types and amounts of habitat losses, especially in the wetland, associated with the proposed works. While the L ranks of the community losses have been provided; however, also provide the types of habitats. This also to be completed as part of the memo referred in Comment #3.	
6.	Water Resources	Note that Table 5: Summary of Peak Flows at Crossings (Existing) in the Drainage and Stormwater Management Report has incorrect flows for crossing ED01. Further, the HecRAS cross-sections have different numbering than	

		TRCA's current hydraulic model, so it appears that the most recent version of the modelling has not been used. This is particularly important as the current Regional flow in the location of ED01 is 41.74 cms which is larger than the 36.87 cms. Contact TRCA for the most recent version of the modelling and add the proposed crossing to demonstrate there are no negative impacts to flooding.	
7.	Water Resources	Provide a digital version of the HecRAS modelling (once the current modelling has been updated) for review.	
8.	Water Resources	Table 14: Stormwater Management Detention and Retention Requirements in the Drainage and Stormwater Management Report provides some details surrounding the required storage volumes needed, however, further details are required to demonstrate what the proposed release rates are, how they compare to the UFR and post-to-pre targets and demonstrate that required volumes can be feasibly provided in the space available.	
9.	Water Resources	Include the hydrology modelling for the 2 yr storm to demonstrate the target release rates are being achieved.	
10.	Water Resources	The fluvial geomorphological study notes that the meander belt width is 43.1 m and the proposed bridge span was 80 m. As the proposed span for ED01 is now 40 m, provide an opinion on the proposed span by the Fluvial Geomorphologist. Further, consideration should be given to the trails and wildlife crossings at this location and if a larger bridge would be more appropriate to allow for all proposed uses of this structure.	
11.	Geotechnical Engineering	As per the grading plan (Appendix B- Preferred Design Plan), staff understands that portions of the slopes/areas north and south of Teston Road will be regraded. The proposed grades (and regraded slope inclinations) are not shown on any of the plans. Ensure in the final plans that the regraded slope inclinations are clearly depicted. Further, include cross-sections that illustrate the proposed grades with respect to the existing grades. Submit the final grading plans.	
12.	Geotechnical Engineering	As per the preliminary foundation report (Appendix R2), it is understood that global stability analyses were carried out for conceptual RSS walls. As stated in the report, the global stability will be re-evaluated once the design is	

		finalized. Submit the final foundation report and ensure the global stability reassessment is included in the final report.	
13.	Geotechnical Engineering	Submit the final engineering drawings of the proposed trails, multi-use pathways, proposed bridge, MSE walls, culverts, (and any other proposed structures). Note that the engineering drawings should be signed and sealed by a licensed Professional Engineer.	
14.	Hydrogeology	Figure 7: Approximate Locations of Landfill Monitoring Systems and Chloride Plume Extent shows three aquifers (i.e., Upper Aquifer, Intermediate Aquifer, and Lower Aquifer) from which groundwater samples were collected. However, Section 3.4 Hydrogeology in the Hydrogeology Study did not provide any description of these three aquifer systems and their regional and site-specific spatial and vertical extents. The aquifer systems at the project area need to be presented in more detail with regional and site-specific extents and stratigraphic cross-sections, site-specific lithology and stratigraphic heterogeneity and borehole logs, aquifer types, connections within the aquifers, presence of regional and site-specific aquitards, local and regional production aquifers, water level distributions, seasonal variations of water levels, interactions with nearby surface water features, and extent of chloride plumes in the aquifer systems. A discussion is also required to highlight the portions of the aquifer systems, which are vulnerable and can be easily impacted due to the proposed infrastructure development and associated activities.	
15.	Hydrogeology	Based on the sensitivity of the project, the hydrogeological report should have provided detailed dewatering information regarding the area where dewatering is required, dewatering methods, the invert depth, the required drawdown for dry working condition, dewatering rate/volume, dewatering time frame, the aquifer to be dewatered, zone of influence due to dewatering, dewatering discharge options, dewatering impact on the water resources including the PSW, unevaluated wetlands, Don River Tributary and landfill monitoring programs and other water users, possible impact on chloride plumes (and VOCs plumes) distributed within the groundwater in the project area.	

		The hydrogeological report needs to provide a discussion regarding the additional hydrogeological assessment, if required, and monitoring requirement/contingency plan that will ensure that the sensitive receptors will not be impacted due to dewatering activities. Groundwater monitoring is also required to ensure that the dewatering does not affect the existing landfill monitoring, purging and management activities and ensure that the existing chloride plumes in these three landfills will not impact clean aquifers due to migration of impacted plumes during dewatering. Also clarify how the protections of the permit to take water (PTTW) or environmental activity site registry (EASR) system are sufficient to mitigate potential impacts on the sensitive receptors described above. As the dewatering volume and associated dewatering impacts are unknown and based on site sensitivity, MECP may require a Category 3 PTTW permit, which requires detailed hydrogeologic investigations and impact assessments.	
16.	Hydrogeology	It is noted that "the entire study area falls within the WHPA-Q1 (for the York-Durham Municipal wells, Map 3.4 in the SPP). Other than minor and temporary water taking that may be required for construction dewatering, the proposed work is not an activity that may take water without returning it to the same source. As such, none of the SPP policies that would be triggered by WHPA-Q1 (specifically, DEM-1, DEM-2, DEM-3, DEM-4, DEM-9, and DEM-10, see the Section 10 of the SPP) result in any EA commitments". Staff notes that dewatering requirements, dewatering rates and associated impacts due to dewatering on sensitive receptors are not evaluated or known; therefore, the proposed dewatering cannot be regarded as minor dewatering. Similarly, it is not known whether the actual dewatered volume of groundwater will be returned to the same source aquifer. Due to the poor groundwater quality as described in Section 3.6.3 Water Inspection and Sampling, it is unknown whether the extracted groundwater during dewatering, if any, can be returned to the same source. A discussion of possible dewatering discharge plan is required.	
17.	Hydrogeology	The shallow groundwater levels at or above ground surface as per Section 3.4.2 Groundwater and Section 3.6.1 Groundwater Monitoring are not	

		consistent with the distribution of water level data provided in Section 3.4.2. Figure 7 that shows potentiometric contours ranging in elevation from 260 masl on the north to 235 masl on the south/southeast with a difference in water level of 25 m. The water table across the entire project area is shown in Cross Section AA' on Figure 6 in Appendix A. However, it is not known when and from which aquifers these water level data were collected. No information is provided regarding the aquifer, which represents these potentiometric contours in Figure 7. No borehole logs were provided to understand the screen intervals and location of screens (i.e., A22-2 and C1) within the aquifer systems. Revise the appropriate reports to include the details.	
18.	Hydrogeology	Section 3.4.3.1 Wellhead Protection Area notes the entire study area falls within the WHPA-Q2 (also for the York-Durham Municipal wells, Map 3.4 in the SPP). It notes that the only SPP policy triggered by WHPA-Q2 is REC-1, which is to be implemented by the Planning Approval Authority. As noted in the report, the most applicable part of the policy that applies will be for applications under the Planning Act within the Tier 3 Water Budget WHPA-Q2. Section 5.5 notes that the project will not result in an application under the Planning Act, and, as such, the above policy is not applicable. It is noted, however, that the project will incorporate "best management practices such as low impact development (LID)". Caution is required to ensure that any infiltration of potentially salt-impacted road runoff does not interfere with the monitoring of the landfills in the area". However, the best management practice in LID requires pre and post development water balance study. Based on the project area sensitivities, a more detailed hydrogeologic impact assessment compared to those limited scope water balance required for LID is required, where evaluation of groundwater recharge and changes in groundwater levels, interaction between groundwater and surface water, changes in discharge/seepage to sensitive water features, if any, may be an important part of the hydrogeologic impact assessment.	

19.	Hydrogeology	As noted in Section 4.2.3 Natural Environment in the approved Terms of Reference, dated June 2018, amended October 2018, provide details of wetland and the possible impacts of the proposed works.	

November 7, 2025 CFN 57571

BY E-MAIL ONLY (billy.cheung@trca.ca)

Billy Cheung
The Regional Municipality of York
17250 Yonge Street
Newmarket, Ontario
L3Y 6 Z1

Dear Billy Cheung,

Re: TRCA's Crossing Guideline for Valley and Stream Corridors
Teston Road Area Improvements – Highway 400 to Bathurst Street
Individual Environmental Assessment (IEA)

These comments respond to the Compliance with TRCA's Crossing Guideline for Valley and Stream Corridors letter received by Toronto and Region Conservation Authority (TRCA) on September 18, 2025. TRCA also received the Fluvial Geomorphology Draft Report on October 14, 2025 and Model on October 22, 2025.

OVERVIEW

Staff understand that the Compliance with TRCA's Crossing Guideline for Valley and Stream Corridors letter is to demonstrate how the proposed Don River West Branch Teston Road bridge design meets the TRCA's Crossing Guideline for Valley and Stream Corridors.

Staff also notes that as part of the above noted IEA, hydraulic assessment has been undertaken to assess flooding impacts from the proposed 40m vs 80m span bridges as submitted on October 22, 2025. At this time, TRCA has not received the hydraulic model, the detailed engineering plan or analysis of the potential impacts to flooding and erosion for the currently proposed 50m span bridge.

A listing of documents reviewed is included in Appendix A: Documents Reviewed by TRCA.

COMMENTING ROLE

Staff have reviewed the study area associated with this project in accordance with the Conservation Authorities Act, including mandatory commenting on Planning Act and Environmental Assessment Act applications. TRCA undertakes review and commenting functions in accordance with The Living City Policies.

TRCA REVIEW

1. Staff have completed the review of this submission and have comments which are enclosed as Appendix B: TRCA Comments and Proponent Responses. These should be addressed at detailed design.
2. Ensure a commitment to undertaking Design Brief is included in the final ESR. See Appendix B, Comment #1.

SUBMISSION REQUIREMENTS

1. Follow the TRCA Digital Submission Requirements for Environmental Assessment Documents to ensure all required information is provided in future submissions.

Should you have any questions or comments, please contact the undersigned.

Regards,



Harsimrat Pruthi
Senior Planner
Infrastructure Planning and Permits I Development and Engineering Services
Telephone: (416) 628-7745
Email: harsimrat.pruthi@trca.ca.

/HP

Attached: Appendix A: Documents Reviewed by TRCA
Appendix B: TRCA Comments and Proponent Responses
Enclosed: Appendix B: TRCA Comments and Proponent Responses, WORD digital file for consultant/proponent response purposes

BY E-MAIL

cc: York Region: Praveen John, Manager of Engineering
Joel Smith, Environmental Specialist
Stantec: Andrew Harkness, Consultant Project Manager
Meghan MacMillan, Consultant Senior Environmental Planner
TRCA: Suzanne Bevan, Senior Manager

APPENDIX A: DOCUMENTS REVIEWED BY TRCA

DOCUMENTS REVIEWED

1. Letter: Compliance with TRCA's Crossing Guideline for Valley and Stream Corridors; York Region Teston Road Area Comprehensive Environmental Assessment (EA); prepared by York Region; received by TRCA September 18, 2025;
2. Teston Road Extension IEA Fluvial Erosion Hazard Study Draft Report; dated June 16, 2023; prepared by GeoProcess Research Associates; received by TRCA October 14, 2025;
3. Model; received by TRCA October 22, 2025.

APPENDIX B: TRCA COMMENTS AND PROPONENT RESPONSES

ITEM	DISCIPLINE	TRCA COMMENTS (December 20, 2024)	TRCA COMMENTS (November 7, 2025)
1.	Planning		**Design Brief and Detailed Design** It is recognized that the floodplain analysis completed to inform the environmental assessment phase of this project was completed for a 45m span bridge, and that mitigation of identified impacts was not fully discussed. During detailed design, an analysis of impacts for a 50m span bridge to the to confirm issues and identify mitigation opportunities is required. According to policy, TRCA staff are unable to approve permits where impacts to flooding and erosion have not been addressed to our satisfaction. Recognizing that this is a public infrastructure project required to ensure broader city building goals and objectives can be met, TRCA staff is open to working with the Region and its consultants to brainstorm mitigation of flood and erosion risks should there be any when the new modeling is completed.
2.	Water Resources	Note that Table 5: Summary of Peak Flows at Crossings (Existing) in the Drainage and Stormwater Management Report has incorrect flows for crossing ED01. Further, the HecRAS cross-sections have different numbering than TRCA's current hydraulic model, so it appears that the most recent version of the modelling has not been used. This is particularly important as the current Regional flow in the location of ED01 is 41.74 cms which is larger than the 36.87 cms. Contact TRCA for the most recent version of the modelling and add the proposed crossing to demonstrate there are no negative impacts to flooding.	At Design Brief and Detailed Design stage, provide an updated SWM Report.

3.	Water Resources	Provide a digital version of the HecRAS modelling (once the current modelling has been updated) for review.	At Design Brief and Detailed Design stage, provide an updated updated Hydraulic Model.
4.	Water Resources	Table 14: Stormwater Management Detention and Retention Requirements in the Drainage and Stormwater Management Report provides some details surrounding the required storage volumes needed, however, further details are required to demonstrate what the proposed release rates are, how they compare to the UFR and post-to-pre targets and demonstrate that required volumes can be feasibly provided in the space available.	At Design Brief and Detailed Design stage, provide an updated SWM Report.
5.	Water Resources	Include the hydrology modelling for the 2 yr storm to demonstrate the target release rates are being achieved.	At Design Brief and Detailed Design stage, provide an updated SWM Report and hydrology modelling.
6.	Water Resources	The fluvial geomorphological study notes that the meander belt width is 43.1 m and the proposed bridge span was 80 m. As the proposed span for ED01 is now 40 m, provide an opinion on the proposed span by the Fluvial Geomorphologist. Further, consideration should be given to the trails and wildlife crossings at this location and if a larger bridge would be more appropriate to allow for all proposed uses of this structure.	At Design Brief and Detailed Design stage, provide an updated SWM Report and hydrology modelling.

From:	MacMillan, Meghan
To:	Song, Min Seob
Subject:	FW: [External] Teston Road Area Improvements EA – City of Vaughan Comments
Date:	Monday, April 20, 2026 9:16:27 AM
Attachments:	image002.png image003.png image004.png image005.png image006.png image007.png Teston_Rd_EA_Acknowledgement_Form.pdf City of Vaughan Response - GRT Instructions for EA Distribution.pdf Teston Road IEA - Comment Form.xlsx Teston Road IEA - April 2026 Comments 65-71.pdf

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Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Walid Omar <Walid.Omar@vaughan.ca>
Sent: Friday, April 17, 2026 3:31 PM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Christopher Tam <Christopher.Tam@vaughan.ca>; Hilda Esedebe <Hilda.Esedebe@vaughan.ca>; MacMillan, Meghan <Meghan.MacMillan@stantec.com>; Cheung, Billy <billy.cheung@york.ca>; Harkness, Andrew <Andrew.Harkness@stantec.com>; John, Praveen <praveen.john@york.ca>
Subject: RE: [External] Teston Road Area Improvements EA – City of Vaughan Comments

Hi Abdulrahim,

Thank you for your email.

Please see attached for the City's comments along with the acknowledgement form, responses to the instructions for Attachment #1, and the attached PDF in support of comments #65 – 71.

Please let me know if you have any questions.

Thank you.
Best regards,

Walid Omar, P.Eng.
Project Manager, Transportation
Infrastructure Planning and Corporate Asset Management
Office: 905-832-8585, Ext. 8049 | Walid.Omar@vaughan.ca

City of Vaughan I Planning and Infrastructure Development
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1
vaughan.ca

From: Hilda Esedebe <Hilda.Esedebe@vaughan.ca>
Sent: Thursday, April 16, 2026 2:31 PM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Walid Omar <Walid.Omar@vaughan.ca>; Christopher Tam <Christopher.Tam@vaughan.ca>
Subject: RE: [External] Teston Road Area Improvements EA – City of Vaughan Comments

Hi Mohammed,

I am forwarding this request to Walid Omar and Chris Tam who will review and respond to this request.

Regards,

Hilda Esedebe, P.Eng., MBA, M.Sc.
Acting Program Manager, Special Projects
Office of the Deputy City Manager, Planning and Infrastructure Development
905-832-8585, ext. 8484 | hilda.esedebe@vaughan.ca

City of Vaughan I Planning and Infrastructure Development
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1
vaughan.ca

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: Thursday, April 16, 2026 2:04 PM
To: Hilda Esedebe <Hilda.Esedebe@vaughan.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: [External] Teston Road Area Improvements EA – City of Vaughan Comments

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Hi Hilda,

I hope you are doing well.

I'm writing to check whether the City of Vaughan anticipates submitting final comments on the Teston Road Area Improvements Environmental Assessment. The comment period is scheduled to close tomorrow, and I wanted to confirm the City's intentions.

I understand that the City has been engaged throughout the review process, including during the draft EA phase. If additional comments are anticipated but may be submitted after the close of the comment period, please let me know as well.

Thank you, and I look forward to your response.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Sent: February 25, 2026 1:19 PM
To: MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Cc: Cheung, Billy <billy.cheung@york.ca>; Harkness, Andrew <Andrew.Harkness@stantec.com>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>; John, Praveen <praveen.john@york.ca>
Subject: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Submission

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon,

The Teston Road Area Transportation Improvements Project Environmental Assessment (EA) has been submitted by the Regional Municipality of York (York Region) to the Minister of the Environment, Conservation and Parks for review under the *Environmental Assessment Act* (EAA). The EA is available for review online at: www.york.ca/TestonRoad**.**

York Region has undertaken the EA for proposed transportation related improvements in the Teston Road area, in the City of Vaughan (the project). The Teston Road area is bounded by Highway 400 to Bathurst Street and Major Mackenzie Drive to north of Kirby Road. If the EA is approved, the project will extend and widen Teston Road from Bathurst Street to Keele Street.

Please refer to the attached memo detailing the Notice of Submission and review process.

Thank you,

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Direct: (613) 703-6916
Mobile: (343) 996-9967

meghan.macmillan@stantec.com

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TESTON ROAD EA REVIEW

CoV IPCAM Comments

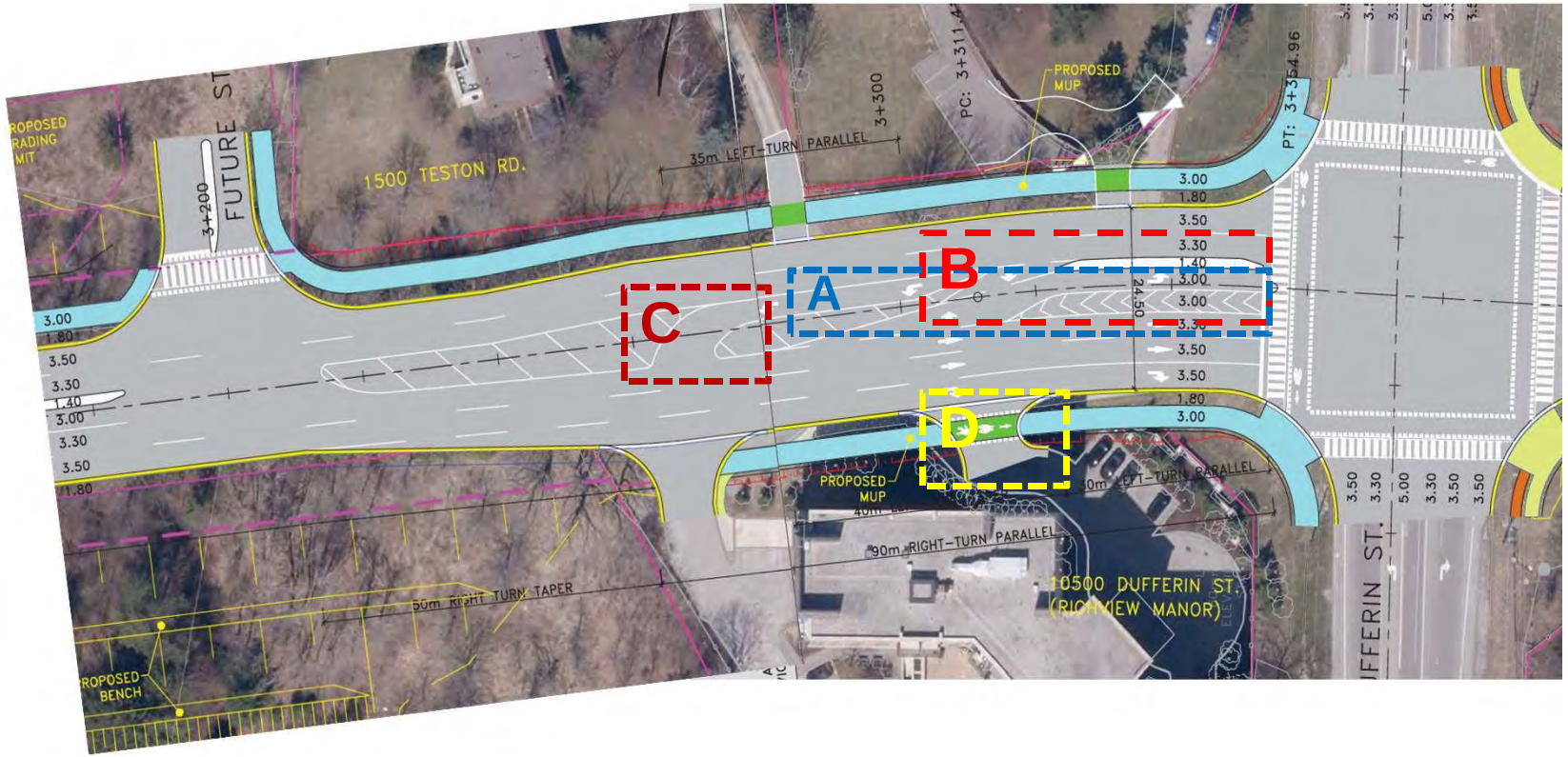
April 15, 2026


Teston Road Area Transportation Improvements Individual Environmental Assessment

Transportation System Technical Report # 3


APPENDIX B.2 - Preferred Design Plans

LEFT TURN DESIGN CONCERNS



CONCERN A – Eastbound Left Turn Storage

- There is only 30m in left turn storage parallel with the centre median island and approximately additional 15m +/- along the path.
- Synchro analysis indicates that the demand will way exceed (95th percentile =379m) the available storage and spillback will reduce eastbound thru to one lane only

	Movements	Delay (s)	Avg. Queue (m)	95th Queue (m)	Max. Queue (m)	Available Storage (m)
Teston / Bathurst (Signalized)	EBL	529	227	379	302	120
	EBT	42	202	497	420	180
	EBR	29	22	45	56	120
	Dual WBL	83	19	38	46	30
	WBT	66	75	104	107	275
	WBR	25	34	64	85	125
	Dual NBL	734	217	351	321	85
	NBT	26	175	433	485	270
	NBR	10	4	48	76	40
	Dual SBL	336	217	437	325	60
	SBT	360	1.2km	2.1km	1.7km	500
	SBR	282	287	447	325	80
	Overall	**234**		-		

CONCERN B – Westbound Left Turn Operations

- The design for this left turn is unconventional as vehicles must make a shape left manuever after the centre median island to be positioned in the left turn lane.
- Left turn vehicles may not position their vehicles properly and may extend portions of the vehicle into the westbound lane created rear end and sideswipe collision concerns.
- Due to the eastbound left turn queue in Concern A, westbound left turn drivers and the position the vehicle is in would have to cross a wide EB left turn followed by 3 addition lanes. There are sight line concerns with the EB left turn queues and oncoming vehicles due to the vehicles position.

CONCERN C – Westbound Left Turn Sight Lines

- Concern A identifies that the eastbound left turn queues at Dufferin would extend west pass this location.
- The subject left turn vehicle's alignment would be in a crossing thru movement position, and thus the driver would be setback further than a typical left turn resulting in sight line concerns due to the potential for vehicles in the eastbound left turn queue to block sight lines of oncoming eastbound thru vehicles.

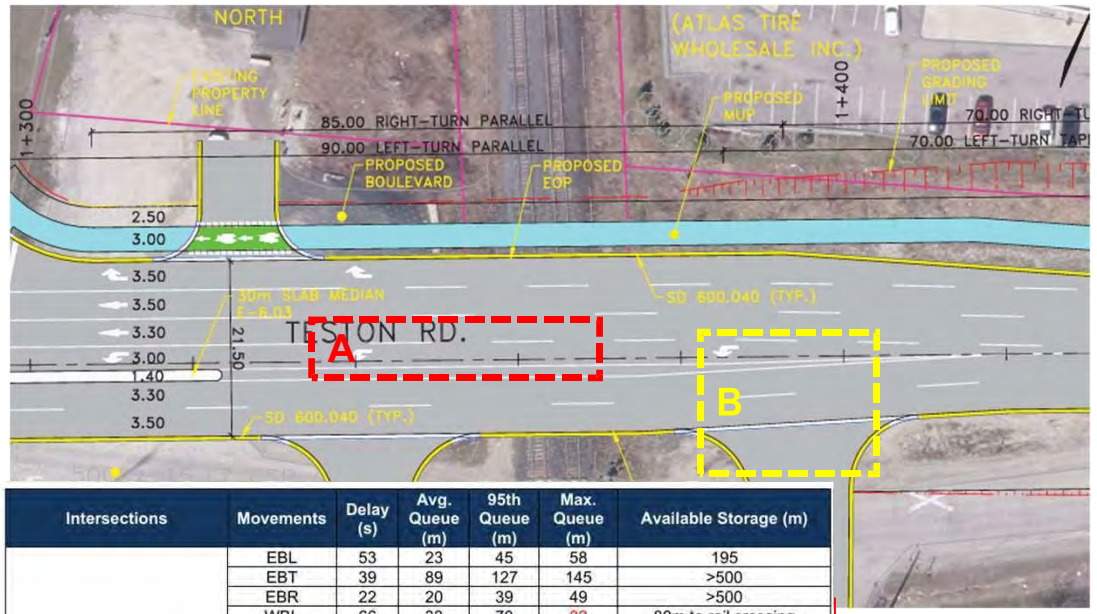
CONCERN D – Northbound Left Turns

- Northbound left turn vehicles from the driveway would need to cross 5-lanes to be in the westbound thru lane
- Vehicles may have difficulty finding gaps across the traffic as well as contending with the 2 westbound left turn movements in the middle of the road.
- Given the close proximity to the intersection and the length of eastbound queues, there would be sight light issues.

	Movements	Delay (s)	Avg. Queue (m)	95th Queue (m)	Max. Queue (m)	Available Storage (m)
Teston / Bathurst (Signalized)	EBL	529	227	379	302	120
	EBT	42	202	497	420	180
	EBR	29	22	45	56	120
	Dual WBL	65	19	36	46	30
	WBT	66	75	104	107	275
	WBR	25	34	64	85	125
	Dual NBL	734	217	351	321	85
	NBT	26	175	433	485	270
	NBR	10	4	48	76	40
	Dual SBL	336	217	437	325	60
	SBT	360	1.2km	2.1km	1.7km	500
	SBR	282	287	447	325	80
	Overall	**234**		-		

CONCERN – Proximity to Rail Crossing

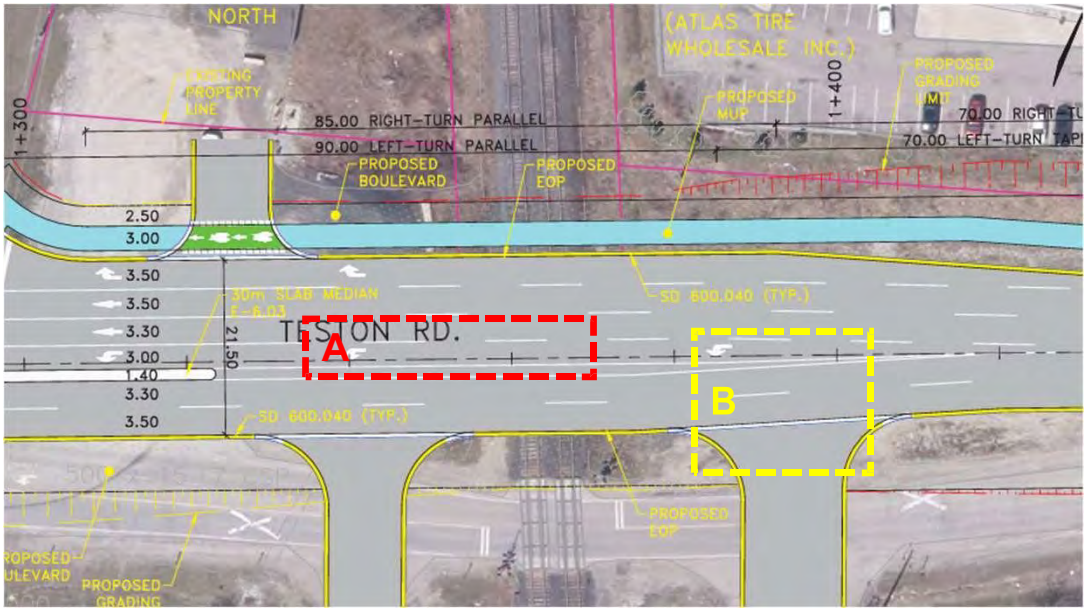
- **Item A** – Given increased potential for traffic from the east, turning movements including trucks making WB left turn may be higher. Concern with sudden and unexpected left turns into driveway will result in following vehicles being stuck within the railway crossing.



Intersections	Movements	Delay (s)	Avg. Queue (m)	95th Queue (m)	Max. Queue (m)	Available Storage (m)
Teston / Keele (Signalized)	EBL	53	23	45	58	195
	EBT	39	89	127	145	>500
	EBR	22	20	39	49	>500
	WBL	66	33	70	82	80m to rail crossing
	WBT	39	120	163	178	80m to rail crossing
	WBR	15	34	64	78	80m to rail crossing
	NBL	476	23	54	54	120
	NBTR	29	34	57	64	>500
	SBL	124	116	356	325	115
	SBT	221	458	817	789	>900
	SBR	104	211	451	325	80
	Overall	**95**	-	-	-	-

CONCERN – Proximity to Rail Crossing

- **Item B** – Given the site on the south side has two driveways, review the potential need to restrict left turn movements at this driveway

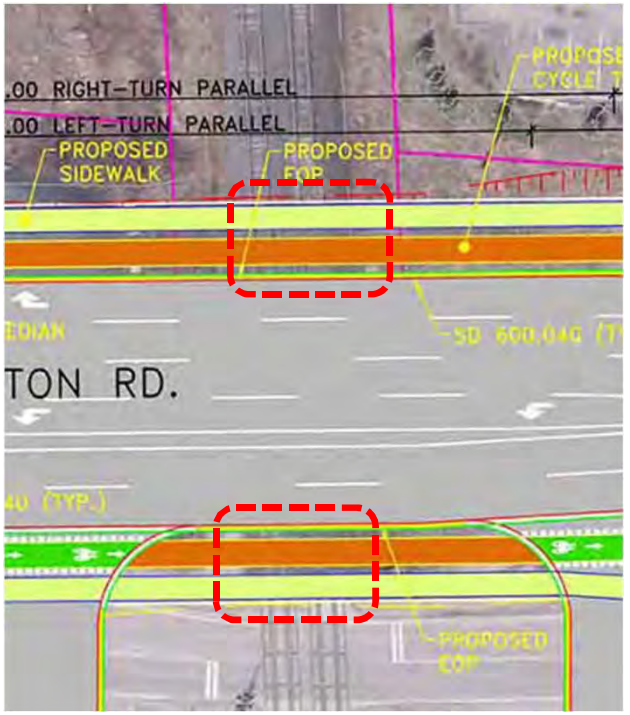


TRAFFIC VOLUMES & DUAL LEFT TURN LANES

- Some forecasted volumes appear to be higher than anticipated and minor intersections east of Dufferin leading to mature lands seem to show increases to and from the east.
- The implementation of dual left turns on three of the four Teston/Dufferin approaches is extreme. Has analysis been conducted with single left turns with protected/permissive phasing to confirm if dual lefts are required on all approaches?

PED/CYCLIST/RAILWAY CROSSING TREATMENT

- Show pedestrian & cyclist crossing treatment/gates required at the Barrie Subdivision crossings.
- Chicane barriers should be included to show down cyclists.
- Is there sufficient space in the boulevard between the curb and cycle track for the regular crossing gates for vehicle traffic and one for vulnerable users?

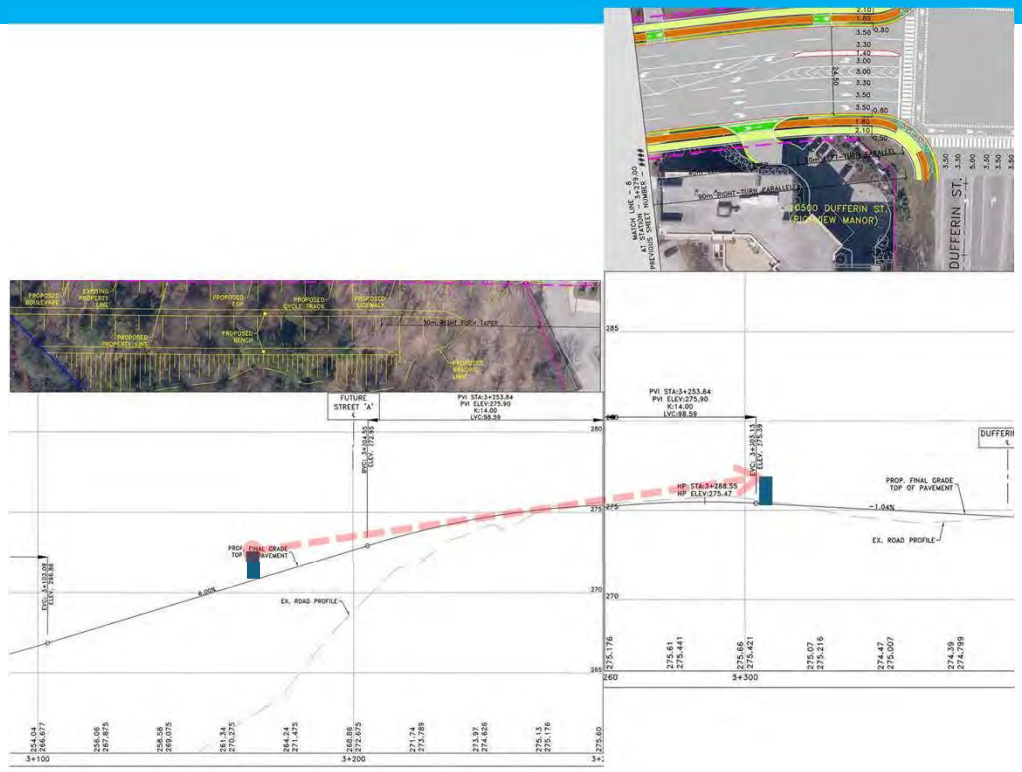


HORIZONTAL CURVATURE

- Given that the area to the south of Teston Road around Rodinea Drive is primarily industrial, there would likely be a high volume of truck traffic using Teston Road
- The design shows the inner lane at 3.3m width
- What are the horizontal curve radius being provided in the design and has that been confirmed that pavement/lane widening is required or not along the horizontal curves to mitigate vehicle off-tracking?

SIGHT LINE CONCERNS

- Confirm eastbound stopping and turning vertical sight lines for the Dufferin intersection and the private driveways on Teston Road.



From:	MacMillan, Meghan
To:	Song, Min Seob
Subject:	FW: Teston Rd EA - Final comments from City of Toronto
Date:	Monday, April 27, 2026 9:03:39 AM
Attachments:	image001.png COT response letter Teston rd IEA final combined April 24 2026.pdf image002.png

---

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: Monday, April 27, 2026 9:00 AM
To: Cheung, Billy <billy.cheung@york.ca>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <Meghan.MacMillan@stantec.com>; Harkness, Andrew <Andrew.Harkness@stantec.com>
Cc: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: Teston Rd EA - Final comments from City of Toronto

Hello,

Final comments from the City of Toronto.

Best,

Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
Environmental Assessment and Permission Division
Ministry of Environment, Conservation and Parks | Ontario Public Service
437-335-6352 | Abdulrahim.Mohamed@ontario.ca

Ontario

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Lynda Mulcahy
Manager Closed Landfill Operations
Transfer Station and Landfill Operations
Solid Waste Management Services

Matt Keliher
General Manager

Nadine Kerr
Director

Solid Waste Management Services
Closed Landfill Operations
7 Eaglet Court,
Vaughan, ON L6A 4E2

Tel: 905-303-4017
Fax: 905-832-4944
Lynda.Mulcahy@toronto.ca

Date: April 24, 2026

via email: abdulrahim.mohamed@ontario.ca

To: Abdulrahim Mohamed,
Project Officer, Environmental Assessment Branch

From: Lynda Mulcahy, Manager Closed Landfill Operations, City of Toronto

Re: Teston Road IEA final comments

Mr. Mohamed,

I have reviewed the last communications/comments between Toronto and York Region.

I have attached the last response letter from York Region to Toronto (dated September 26, 2025), addressing final comments as discussed in a meeting held by York Region and Toronto on September 16, 2025.

There were no further edits to the final EA report, but many commitments were expressed by York Region. I am therefore attaching the letter received, for your records.

Toronto requests respectfully for MECP to review these commitments and consider whether conditions in the EA would be supported/warranted.

These commitments from York Region are vital to mitigate risk for the York Region Teston Road project, protection of Toronto's infrastructure, and ensuring ongoing compliance for our site Environmental Compliance Approval.

Given the planned change in proponent, with City of Vaughan's request for downloading of the Teston Road project, it is important that York Region's commitments are documented for the next proponent during the subsequent project phases.

Toronto appreciates the level of communication and consultation from York Region during this EA process. Our site issues seemed new to the project team and there were learnings through the process.

We respectfully request to continue to be involved during the EA approval stage. We have a concern for the change in proponent, and continuity for commitments.

Yours truly,



Lynda Mulcahy
Manager, Closed Landfill Operations
Solid Waste Management Services

Attachment:
Letter dated September 26 2025 from Billy Cheung, York Region, to Lynda Mulcahy, City of Toronto

LM/lm

Copy: Tracy Meldrum, WSP
Solange Desautels, MECP

September 26, 2025 VIA EMAIL ONLY TO: Lynda.Mulcahy@toronto.ca

City of Toronto
Solid Waste Management Services
7 Eaglet Court
Vaughan ON L6A 4E2

Attention: Ms. Lynda Mulcahy, Manager – Closed Landfill Operations

RE: York Region's Response to City of Toronto's September 15, 2025 Comments on the Teston Road Area Draft Comprehensive Environmental Assessment (CEA) Report
Our File: T02 99816 EA Corr

Dear Lynda,

York Region (YR) appreciates the comments received from the City of Toronto (City) and your participation in the Teston Road Area Improvements Comprehensive Environmental Assessment (CEA) process – in relation to the Keele Valley Landfill (KVL). The following is a response to your emailed comments of September 15, 2025 – which follows on our previous letter and responses of August 12, 2025 to your comments dated January 31, 2025 on the Draft EA documents. Our responses below also reflect discussions at our meeting of September 16, 2025.

1. In Section C(f) the response letter identifies that *"Draft interim and ultimate preliminary design drawings were previously provided and have been updated to refine the grading and retaining walls."*

    - The revisions to the original 'concept drawings' are in attachment #4 and #5 of the response letter. These are an improvement although the uncertainty in the location of surveyable infrastructure still seems to be an issue.

      York Region Response: The revised Hydrogeology Study and Soil, Waste and Landfill Gas Report identify landfill infrastructure at a level of detail appropriate for this stage of the project. The Region will, with appropriate permissions to enter, undertake additional field investigations and site surveys at the detail design stage of the project to further locate and identify all infrastructure that may be in conflict with the Teston Road project.

    - The four cross sections attachment #1 do not capture the changes at the intersection of the purge well access road. The access road to the area of the Teston Road purge wells needs to be able to accommodate the safe ingress and egress, including turnaround, of Class D vehicles (water well drill rig – similar dimensions to a firetruck).

      York Region Response: The Region commits to accommodating safe ingress and egress of Class D vehicles to the Teston Road Purge Well System (TPWS) access road along the north side of the proposed Teston Road at approximately Station 2+150. Turning templates will be applied to the access design and the proposed design will be shared with both the City of Toronto and City of Vaughan for review and comment, including on how best to accommodate large vehicle turnaround which it is understood is typically required on a quarterly basis (4 x per year).

2. In Section D (a) and (c) response letter states that *"York Region commits to ensuring that the City of Toronto's requirements for landfill and infrastructure access for monitoring compliance of the KVL are appropriately accommodated and asks that the City of Toronto agree to pursue, with York Region support, any required ECA amendments through MECP in a reasonable and timely manner."*

- This addition is acknowledged and appreciated; however, it seems to focus on existing infrastructure and this needs to include future operation and maintenance effect of the road should additional requirements be required of Toronto. The above statement should also clarify that additional requirements for either existing AND future compliance measure includes 'at the cost of York Region'.

  York Region Response: The Region commits to working with the City of Toronto on any Environmental Compliance Approval (ECA) Amendments required to accommodate the construction and operation of the Teston Road extension. It is understood that these may include additional or modified requirements associated with existing and / or future compliance measures. The sharing of costs by the Region can be discussed at a future date.

- "Reasonable and timely" could be open to interpretation. This is a fairly unique project, given the sensitivity of the adjacent landfill sites, complexity of regulatory requirements. Toronto has a concern for the use of these terms – do not reflect the anticipated length of this process.

  York Region Response: The Region acknowledges the unique nature and sensitivity of the KVL site and the complexity of the regulatory requirements associated with the site. The Region asks for the City's cooperation to obtain any required ECA amendments to allow the Teston Road project to proceed. The approach and timelines can be discussed further during the detail design stage of the project.

- No official agreements or information sharing requests or memorandum of understanding has been offered by the proponent.

  York Region Response: The Region agrees to add a commitment to the EA Report to develop a memorandum of understanding, or other agreement, with the City of Toronto regarding anticipated collaboration requirements during the detail design, construction and operation of the Teston Road project.

3. Comment/Response 70 references a revised stormwater report. We do not have a copy of that in the list of revised reports.

   - Could York please send us revised Appendix K – Stormwater.

     York Region Response: The Region will provide the City with a copy of the revised Appendix K – Stormwater Report.

4. On page 321 of the revised Draft CEA it is stated *"York Region also commits to clearly delineating the landfill site boundaries, establishing ownership, easements, and land use covenants; and, to preparing a series of to scale plan and cross-section drawings to reconcile and confirm project boundaries, also showing property lines, topographical features, above grade and below grade landfill infrastructure. York Region will work with the landfill owners / operators and MECP to ensure that appropriate monitoring, operating, maintenance access is provided to the landfill infrastructure in the vicinity of the transportation corridor."*

   - York Region is committing to follow up work as described above, as part of future studies. No timeline or design phase was offered with the above statement.

     York Region Response: The Region's 10 Year Capital Plan includes the commencement of the construction of the Teston Road project between Keele Street and Dufferin Street by 2030 with the detail design phase to be completed prior to 2030 and following the anticipated approval by MECP of the EA Report. The above-noted activities under Item 4. are anticipated to take place during the detail design phase of the project.

- The outcome of these future studies (such as the impact of altering neighbouring property infrastructure) will need to be review by Toronto. For example, any impacts to the operation of the Vaughan flare facility could impact Toronto – how will York Region ensure KVL is not impacted.

  York Region Response: The Region agrees to engage with the City of Toronto throughout the detail design process and to provide the City of Toronto opportunities to review / comment on potential impacts / alterations to neighbouring property infrastructure. At this time the Region does not anticipate significant impacts / alterations to the Vaughan Landfill Flare Facility although a review will be required at detail design of its proximity to the proposed Teston Road and north side multi-use pathway.

Gas and access

5. With respect to comment responses in Section B(c) of York Region of August 12, 2025, the City of Toronto requests to be consulted on during the design process on conflicts that may arise with the gas probes along the north fence line. Any relocation of gas probes will require MECP approval prior to the design being finalized. This process will require the concurrence of the City of Toronto prior to the design being shared with the MECP for approval. The Teston Road Project is expected by the City of Toronto to prepare and provide all documents required to demonstrate the need for the change in the gas probe(s) location(s).

   York Region Response: The Region agrees to consult with City of Toronto during detail design on potential conflicts with gas probes along the north KVL fence line and to provide documentation demonstrating any need for changes. At this time the Region anticipates some, but generally limited, impacts as noted in the updated EA Report including:

   - Gas header and access chambers – to be located by field investigation and protected.

   - Gas probes along north fence line (GMP1-86, GMP13-86, GMP14-86, GMP15-88, GMP16-88, GMP17-88, and GMP18-89) – generally to be protected, though a small number may need to be relocated.

6. With respect to comment responses in Section C(a) of York Region of August 12, 2025, the response to first bullet remains ambiguous. The EA Project has not specifically identified the rational for the current closure of Teston Road. The City of Toronto has a continued need for access to the currently closed portion of Teston Road to access the Teston Road Purge Well System for maintenance. Access to the Teston Road Purge Well System will need to be maintained in the design to accommodate the safe ingress and egress, including turnaround, of Class D vehicles and associated heavy equipment which is required on a regular basis for purge well system maintenance.

   York Region Response: The Region acknowledges the City's continued need for access to the currently closed portion of Teston Road to access the Teston Road Purge Well System (TPWS) for maintenance. The Region commits to accommodating safe and appropriately designed ingress, egress and turnaround of Class D vehicles to the TPWS access road along the north side of the proposed Teston Road.

7. With respect to comment responses in Section C(e) of York Region of August 12, 2025 while the revised documents acknowledge the likelihood for landfill gas to be present beneath the roadway, there is insufficient information on the proposed mitigation measures proposed for the road. There is insufficient information to understand if the mitigation measures proposed would mitigate landfill gas migration from the roadway and the Vaughan Landfill to the Keele Valley Landfill. The current Vaughan landfill gas control system is an active landfill gas system and is located within a limited area of the south boundary of the Vaughan Landfill. The reference in the

Soil, Waste and Landfill Gas Report to a passive system as the proposed migration measure for the EA Project is incomplete as it does not acknowledge the need for active landfill gas collection from the Vaughan Landfill and the development of the road appears to impact the current Vaughan landfill gas control system, which again is only for a portion of the Vaughan Landfill. It is again noted that any discharge of landfill gas through a control system (e.g., active or passive) requires regulatory approval (i.e., ECA from MECP).

York Region Response: The Region acknowledges the continued need for active landfill gas collection from the Vaughan Landfill and that the Teston Road project will likely have impacts to a portion of the landfill gas control system which will need to be addressed through the Teston Road detail design process. It has been noted in the EA Report that any discharge of landfill gas through a control system (e.g., active or passive) requires regulatory approval (i.e., ECA from MECP).

We look forward to continuing to engage with the City of Toronto on this project as it proceeds through the EA process and to working to ensure that any potential impacts to the Keele Valley Landfill are avoided or, if necessary, appropriately mitigated and addressed.

We will also continue to share details of the design and any required mitigations as this work proceeds.

We would be pleased to meet with the City of Toronto at any time to discuss and respond to any comments and concerns.

Thank you once again for your input to this important study.

Regards,



Billy Cheung, M.A.Sc., P.Eng., Project Manager
Capital Delivery - Transportation, Capital Infrastructure Services, Public Works
The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
O: 1-877-464-9675 ext. 76046 | C: 905-716-5632 | Billy.Cheung@york.ca

CC Emails to:

Praveen John, Manager(A) - Engineering, York Region; Praveen.John@york.ca
Andrew Harkness, Consultant Project Manager, Stantec, Andrew.Harkness@stantec.com
Neil Brown, Director (Acting), Transfer Stations & Landfill Operations, City of Toronto; Neil.Brown@toronto.ca
Andrea Brown, District Engineer, Ministry of Environment, Conservation and Parks; Andrea.J.Brown@ontario.ca
Jennifer Gill, Manager, Solid Waste, City of Vaughan; Jennifer.Gill@vaughan.ca
Tracy Meldrum, Lead, Senior Hydrogeologist, WSP; Tracy.Meldrum@wsp.com

From: Maurizio Rogato <mrogato@blackthorncorp.ca>
Sent: Wednesday, February 25, 2026 1:33 PM
To: MacMillan, Meghan
Cc: Cheung, Billy; Harkness, Andrew; Mohamed, Abdulrahim (MECP); John, Praveen; Wong, Justin
Subject: RE: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Submission

Follow Up Flag: Follow up
Flag Status: Completed

You don't often get email from mrogato@blackthorncorp.ca. Learn why this is important

Thanks Meghan.

Appreciate the Notice and Praveen, with the Preferred Designs not negating the lots at 1600 Teston, I believe the Holding Symbol can now be removed.

I am copying Justin in Planning, just for awareness.

Thanks,

Maurizio

Maurizio Rogato B.U.R.Pl., M.C.I.P., R.P.P.
Principal

BLACKTHORN Development Corp.
Land Development | Land Use Planning | Project Management | Government Relations

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From: MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Sent: February 25, 2026 1:20 PM
To: MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Cc: Cheung, Billy <billy.cheung@york.ca>; Harkness, Andrew <Andrew.Harkness@stantec.com>; Mohamed, Abdulrahim (MECP) <abdulrahim.mohamed@ontario.ca>; John, Praveen <praveen.john@york.ca>
Subject: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Submission

You don't often get email from meghan.macmillan@stantec.com. Learn why this is important

Good afternoon,

The Teston Road Area Transportation Improvements Project Environmental Assessment (EA) has been submitted by the Regional Municipality of York (York Region) to the Minister of the Environment, Conservation and Parks for review under the *Environmental Assessment Act* (EAA). The EA is available for review online at: www.york.ca/TestonRoad**.**

York Region has undertaken the EA for proposed transportation related improvements in the Teston Road area, in the City of Vaughan (the project). The Teston Road area is bounded by Highway 400 to Bathurst Street and Major Mackenzie Drive to north of Kirby Road. If the EA is approved, the project will extend and widen Teston Road from Bathurst Street to Keele Street.

Please refer to the attached Notice of Submission which contains more information on the review and comment process. Please direct comments and questions to the contacts identified in the attached notice.

Thank you,

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Direct: (613) 703-6916
Mobile: (343) 996-9967
meghan.macmillan@stantec.com

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From: Dav Cvitkovic <dav@plugndrive.ca>
Sent: Friday, February 27, 2026 4:45 PM
To: MacMillan, Meghan
Subject: Re: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Submission

Follow Up Flag: Follow up
Flag Status: Completed

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please remove me from your list. thanks

Dav Cvitkovic, MBA
Chief Operating Officer | Plug'n Drive
m: 416-564-9384

On Wed, Feb 25, 2026 at 1:20 PM MacMillan, Meghan <Meghan.MacMillan@stantec.com> wrote:

> Good afternoon,
>
> The Teston Road Area Transportation Improvements Project Environmental Assessment (EA) has been submitted by the Regional Municipality of York (York Region) to the Minister of the Environment, Conservation and Parks for review under the *Environmental Assessment Act* (EAA). The EA is available for review online at: www.york.ca/TestonRoad.
>
> York Region has undertaken the EA for proposed transportation related improvements in the Teston Road area, in the City of Vaughan (the project). The Teston Road area is bounded by Highway 400 to Bathurst Street and Major Mackenzie Drive to north of Kirby Road. If the EA is approved, the project will extend and widen Teston Road from Bathurst Street to Keele Street.
>
> Please refer to the attached Notice of Submission which contains more information on the review and comment process. Please direct comments and questions to the contacts identified in the attached notice.
>
> Thank you,

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Direct: (613) 703-6916
Mobile: (343) 996-9967
meghan.macmillan@stantec.com





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From: MacMillan, Meghan
To: Song, Min Seob
Subject: Fw: (5399) Teston Road IEA - Keele to Dufferin
Date: Monday, March 23, 2026 5:27:13 PM
Attachments: Image.png

For comment tracking.

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Cheung, Billy <Billy.Cheung@york.ca>
Sent: Monday, March 23, 2026 4:04:47 PM
To: Calvin Zhou <czhou@schaeffers.com>
Cc: Nelson Lee <nlee@schaeffers.com>; Dorin Lazu <dlazu@schaeffers.com>; liliana stefan <lstefan@schaeffers.com>; Maxim Zemlyanoy <mzemlyanoy@schaeffers.com>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <Meghan.MacMillan@stantec.com>; Harkness, Andrew <Andrew.Harkness@stantec.com>
Subject: RE: (5399) Teston Road IEA - Keele to Dufferin

Hello Calvin,

Thanks for reaching out. The Teston Road Area Improvement IEA has been submitted to MECP for review and a decision. The Study is currently in the 7 weeks public review period, which ends on April 17th.

You can review the report and all related files on the project page at https://www.york.ca/TestonRoad.

Please do not hesitate to contact me if you have further inquiries.

Regards,
Billy

Our working hours may be different. Please do not feel obligated to reply outside of your scheduled working hours. Let's work together to help foster healthy work-life boundaries.

Billy Cheung, M.A.Sc., P.Eng. (he/him) | Project Manager
Capital Delivery - Transportation, Capital Infrastructure Services, Public Works
---
The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
O: 1-877-464-9675 ext. 76046 | **C:** 905-716-5632 | billy.cheung@york.ca | york.ca
Our Mission: **Working together to serve our thriving communities – today and tomorrow**

From: Calvin Zhou <czhou@schaeffers.com>
Sent: Monday, March 23, 2026 3:50 PM
To: Cheung, Billy <Billy.Cheung@york.ca>
Cc: Nelson Lee <nlee@schaeffers.com>; Dorin Lazu <dlazu@schaeffers.com>; liliana stefan <lstefan@schaeffers.com>; Maxim Zemlyanoy <mzemlyanoy@schaeffers.com>
Subject: (5399) Teston Road IEA - Keele to Dufferin

STOP! External Email: Are you expecting this email from this sender? Does the message include a QR Code? If the message seems out of the ordinary or requests your credentials, forward it to isitsafe@york.ca

Good Afternoon Billy,

I hope this E-Mail find you well.

This is Calvin Zhou from Schaeffers. We are working with developers in the Block 27 area in City of Vaughan and would like to know if The Region has completed EA for Teston Road between Keele and Dufferin and can share it with us. Thanks in advance!

Should you have any questions or concerns please do not hesitate to contact us.

Regards,

Calvin Zhou

SCHAEFFERS
CONSULTING ENGINEERS
6 Ronrose Drive, Concord, Ontario L4K 4R3
czhou@schaeffers.com
Tel: 905 738 6100 Ext: 268

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Public Comments & Responses

Log of Public Comments
Teston Road Improvements Comprehensive Environmental Assessment

Comment Summary: Noice of Submission (27-Feb-26 to 17-Apr-26)

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comment
Public				
[redacted]	February 25, 2026	Thanks for this. What are the anticipated next steps? When can we anticipate shovels in the ground?	York Region replied via Email on March 27, 2026: Good morning [redacted], Thank you for your inquiry regarding the Teston Road Area Transportation Improvement EA Study. The CEA report will be available for public review and comments until April 17, 2026. The project team will review and address any comments received during this period. Please note that Council has approved a motion to transfer the ownership of Teston Road, from Keele Street to Dufferin Street, to the City of Vaughan. Upon approval of the CEA by the Ministry, the City will evaluate the recommendations through detailed design and undertake the implementation strategy. Timing will be subject to City's available funding and prioritization, as well as the execution of the required agreements between all related parties. Please do not hesitate to reach out to me for any further inquiries or comments. Regards, Billy	
[redacted]	February 28, 2026	I am a resident of Vaughan and part of the carrville mills ratepayers association. I am in favour of the widening and completion of the connection of Teston road from Dufferin west to Rodinea Road.	No response required.	

Log of Public Comments
Teston Road Improvements Comprehensive Environmental Assessment

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comment
[redacted]	March 4, 2026	I am a resident of Maple, Ontario for about a decade. I am so pleased to learn about the recommended Improvements on the subject matter, especially the extending of Teston Road from Keele to Dufferin, it is nothing short of prayer answered for me. With Rutherford being under construction for about five years, Major Mackenzie has been extremely overburdened since it was opened after expansion to five lanes. Creating these parallel roads from Highway 400 to Vaughan and Richmond Hill is the need of the hour. With Kirby extended to Bathurst and Teston extended from Keele to Dufferin, it will dramatically improve the flow of traffic in this area. It will cut down my travel time to work appreciably as during rush hours it usually takes me 15-20 minutes to get to Highway 400 from the intersection of Dufferin and Teston! Whereas during off-peak hours this does not take more than 8 mins! My only suggestion will be to build it as quickly as possible.	No response required.	
[redacted]	March 9, 2026	To Whom It May Concern, I am writing in response to the Notice of Submission of February 23, 2026. As a resident of Vaughan (near the Dufferin Street and Teston Road intersection) I would like to express my unequivocal support for the Teston Road Area Environmental Assessment (EA) and the recommended improvements, including the critical extension of Teston Road as a new four-lane roadway from Rodinea Road to Dufferin Street. This project must move forward without further delay—years of planning, studies, and community input, it is unequivocally time to build it. This initiative has been in the making for over a decade, with discussions dating back to at least 2001 when Vaughan City Council advocated for Teston Road widening and Highway 400 interchange improvements. Two rigorous EAs—not one—have thoroughly evaluated impacts on vehicles, pedestrians, cyclists, transit, and the environment, incorporating extensive public consultations like Open Houses in 2021 and 2023. These improvements are essential to address growing traffic congestion, enhance safety, and support Vaughan and York Region's rapid population growth.	No response required.	

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comment
		Delaying construction any longer would only exacerbate daily gridlock for commuters, families, and businesses in Maple and surrounding areas. I urge the Ministry of the Environment, Conservation and Parks to approve this EA promptly and York Region to proceed to construction immediately. Thank you for considering this endorsement.		
[redacted]	March 20, 2026	Hi there, I'm a resident of Vaughan, living near Bathurst and Teston. I've been reviewing the EA report released on February 23, 2026. Could you kindly point me to where in the document I can find timelines? When this project is set to begin construction? How long it will take? Etc. Thanks,	York Region replied via Email on March 27, 2026: Good morning [redacted], Thanks for providing your inquiries related to the Teston Road Area Transportation Improvement. I believe we spoke on the phone on March 20 afternoon after your email to the Ministry. As discussed, Council has approved a motion to transfer the ownership of Teston Road, from Keele Street to Dufferin Street, to the City of Vaughan. Upon approval of the CEA by the Ministry, the City will evaluate the recommendations through detailed design and undertake the implementation strategy. Timing of the implementation for the segment between Keele Street to Dufferin Street will be subject to City's available funding and prioritization, as well as the execution of the required agreements between all related parties. Also, the construction of proposed improvements of the segment between Dufferin Street to Bathurst Street is not currently identified in the Region's 10-Year Roads Capital Construction Program. Timing will be determined upon future needs. Please let me know if you require further assistance or have any questions. Regards, Billy	

Log of Public Comments
Teston Road Improvements Comprehensive Environmental Assessment

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comment
[redacted]	March 27, 2026	Related to comment received on March 20, 2026 Hi Billy, Thank you very much for your email! I really appreciate the update. Do you by chance know who would be the best person to contact from the City of Vaughan, in case I have questions about the Keele-Dufferin segment in the future? Warm regards,	York Region replied via Email on April 9, 2026: Hello [redacted], Our current contact at the City is Walid Omar Walid.Omar@vaughan.ca, however, the transfer of the ownership of segment of Teston Road to the City is still work in progress and will take a while. Therefore, the City likely has not assigned this project to a team yet. I recommend following the City's webpage for future updates related to this project. Feel free to contact me in the future and I can provide any new information I may have. Regards, Billy	
[redacted]	April 6, 2026	Dear Mr. Mohamed, I hope you are doing well. I am writing to express my support for the proposed road improvements on Teston Road, particularly the plan to connect the section between Keele Street and Dufferin Street. As a resident in the area (near Bathurst Street and Teston Road), I find the current lack of a through road very frustrating. It causes unnecessary congestion on nearby streets, especially Major Mackenzie Drive West, and makes it more difficult to get around the community. We also need an additional route connecting the neighborhood to Highway 400. Expanding the road to four lanes and adding multi-use paths for pedestrians and cyclists would significantly improve both safety and convenience for my family. I hope the Ministry and the Region will move forward with these improvements as soon as possible. Best regards,	No response required.	

Log of Public Comments
Teston Road Improvements Comprehensive Environmental Assessment

Commentor Name & Contact Information	Date of Comment	Comment	Proponent's Response	Ministry Comment
[redacted]	April 9, 2026	Good Afternoon Mr. Mohamed, I'm reaching out as a local resident to share my thoughts on the proposed Teston Road improvements. Honestly, the gap between Keele and Dufferin has been a major headache for those of us living in the area for a while now, and I'm fully in favor of the plan to finally connect them. I commute to work every day, and I can tell you first-hand that the need for this improvement is serious. With all the new mid-rise and high-rise developments going up around here, the pressure on our local roads is becoming unsustainable. Right now, Major Mackenzie takes the brunt of the East-West traffic, and it's often at a standstill. Connecting Teston would provide a much-needed alternative and help keep cars off the smaller residential side streets where our families walk. I also think the addition of multi-use paths and widening the road to four lanes is the right move. It's a proactive way to handle the growth we're seeing while making the area safer for both drivers and pedestrians. I really hope the Region and the Ministry prioritize getting this section finished soon. It's a missing link that would make a big difference in our daily commute and the overall flow of the community. Best regards,	*No response required.*	

From: [redacted]
Sent: Wednesday, February 25, 2026 8:49 PM
To: MacMillan, Meghan
Subject: RE: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Submission

Follow Up Flag: Follow up
Flag Status: Completed

You don't often get email from [redacted] Learn why this is important

Thanks for this.
What are the anticipated next steps?
When can we anticipate shovels in the ground?
[redacted]

From: MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Sent: February 25, 2026 12:20 PM
To: MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Cc: Cheung, Billy <billy.cheung@york.ca>; Harkness, Andrew <Andrew.Harkness@stantec.com>; Mohamed, Abdulrahim (MECP) <abdulrahim.mohamed@ontario.ca>; John, Praveen <praveen.john@york.ca>
Subject: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Submission

Good afternoon,

The Teston Road Area Transportation Improvements Project Environmental Assessment (EA) has been submitted by the Regional Municipality of York (York Region) to the Minister of the Environment, Conservation and Parks for review under the *Environmental Assessment Act* (EAA). The EA is available for review online at: www.york.ca/TestonRoad.

York Region has undertaken the EA for proposed transportation related improvements in the Teston Road area, in the City of Vaughan (the project). The Teston Road area is bounded by Highway 400 to Bathurst Street and Major Mackenzie Drive to north of Kirby Road. If the EA is approved, the project will extend and widen Teston Road from Bathurst Street to Keele Street.

Please refer to the attached Notice of Submission which contains more information on the review and comment process. Please direct comments and questions to the contacts identified in the attached notice.

Thank you,

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Direct: (613) 703-6916
Mobile: (343) 996-9967
meghan.macmillan@stantec.com

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From: MacMillan, Meghan
To: Song, Min Seob
Subject: Fw: Support for Teston Road Widening
Date: Friday, March 6, 2026 1:39:09 PM
Attachments: Image.png

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: Friday, March 6, 2026 7:58:19 AM
To: MacMillan, Meghan <Meghan.MacMillan@stantec.com>; Cheung, Billy <billy.cheung@york.ca>; John, Praveen <praveen.john@york.ca>; Harkness, Andrew <Andrew.Harkness@stantec.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: FW: Support for Teston Road Widening

Forwarding the below message.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

-----Original Message-----
From: [redacted]
Sent: February 28, 2026 3:39 PM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Cc: [redacted]
Subject: Support for Teston Road Widening

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Dear Sir

I am a resident of Vaughan and part of the carrville mills ratepayers association.

I am in favour of the widening and completion of the connection of Teston road from Dufferin west to Rodinea Road.

Thank you kindly

[redacted]

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From: MacMillan, Meghan
Sent: Friday, March 6, 2026 1:39 PM
To: Song, Min Seob
Subject: Fw: Teston Road Area Improvements, Highway 400 to Bathurst Street, City of Vaughan.

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: Friday, March 6, 2026 7:59:15 AM
To: MacMillan, Meghan <Meghan.MacMillan@stantec.com>; Cheung, Billy <billy.cheung@york.ca>; John, Praveen <praveen.john@york.ca>; Harkness, Andrew <Andrew.Harkness@stantec.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: FW: Teston Road Area Improvements, Highway 400 to Bathurst Street, City of Vaughan.

Forwarding the comment below.

Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: [redacted]
Sent: March 4, 2026 5:08 PM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: Teston Road Area Improvements, Highway 400 to Bathurst Street, City of Vaughan.

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Salaams Abdulrahim Mohamed,
I am a resident of Maple, Ontario for about a decade. I am so pleased to learn about the recommended Improvements on the subject matter, especially the extending of Teston Road from Keele to Dufferin, it is nothing short of prayer answered for me. With Rutherford being under construction for about five years, Major Mackenzie has been extremely overburdened since it was opened after expansion to five lanes. Creating these parallel roads from Highway 400 to Vaughan and Richmond Hill is the need of the hour. With Kirby extended to Bathrust and Teston extended from Keele to Dufferin, it will dramatically

improve the flow of traffic in this area. It will cut down my travel time to work appreciably as during rush hours it usually takes me 15-20 minutes to get to High 400 from the intersection of Dufferin and Teston! Whereas during off-peak hours this does not take more than 8 mins!
My only suggestion will be to build it as quickly as possible.
Best regards,
[redacted]

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From:	MacMillan, Meghan
To:	Song, Min Seob
Subject:	FW: Strong Support for Teston Road Connection Project - Time to Build!
Date:	Monday, March 9, 2026 2:45:15 PM
Attachments:	image001.png image002.png

For comment tracking

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: Monday, March 9, 2026 2:44 PM
To: MacMillan, Meghan <Meghan.MacMillan@stantec.com>; Cheung, Billy <billy.cheung@york.ca>
Cc: John, Praveen <praveen.john@york.ca>; Harkness, Andrew <Andrew.Harkness@stantec.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: FW: Strong Support for Teston Road Connection Project - Time to Build!

Forwarding the comment below.

Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: [redacted]
Sent: March 9, 2026 2:07 PM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Cc: Lecce, Stephen <stephen.lecce@pc.ola.org>; chris.ainsworth@vaughan.ca; Linda Jackson <Linda.Jackson@vaughan.ca>; mario.ferri@vaughan.ca; Gino.Rosati@vaughan.ca; steven.delduca@vaughan.ca
Subject: Strong Support for Teston Road Connection Project - Time to Build!

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To Whom It May Concern,

I am writing in response to the Notice of Submission of February 23, 2026. As a resident of Vaughan (near the Dufferin Street and Teston Road intersection) I would like to express my unequivocal support for the Teston Road Area Environmental Assessment (EA) and the

recommended improvements, including the critical extension of Teston Road as a new four-lane roadway from Rodinea Road to Dufferin Street.

This project must move forward without further delay—years of planning, studies, and community input, it is unequivocally time to build it. This initiative has been in the making for over a decade, with discussions dating back to at least 2001 when Vaughan City Council advocated for Teston Road widening and Highway 400 interchange improvements.

Two rigorous EAs—not one—have thoroughly evaluated impacts on vehicles, pedestrians, cyclists, transit, and the environment, incorporating extensive public consultations like Open Houses in 2021 and 2023.

These improvements are essential to address growing traffic congestion, enhance safety, and support Vaughan and York Region's rapid population growth.

Delaying construction any longer would only exacerbate daily gridlock for commuters, families, and businesses in Maple and surrounding areas. I urge the Ministry of the Environment, Conservation and Parks to approve this EA promptly and York Region to proceed to construction immediately.

Thank you for considering this endorsement.

Best regards,

[redacted]

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From:	MacMillan, Meghan
To:	Song, Min Seob
Subject:	FW: Teston Rd between Bathurst and Dufferin
Date:	Tuesday, March 24, 2026 9:28:32 AM
Attachments:	image001.png image002.png

For comment tracking.

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: Tuesday, March 24, 2026 9:27 AM
To: Cheung, Billy <billy.cheung@york.ca>; MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Cc: Harkness, Andrew <Andrew.Harkness@stantec.com>; John, Praveen <praveen.john@york.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: FW: Teston Rd between Bathurst and Dufferin

Hello,

Forwarding public comment below.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: [redacted]
Sent: March 20, 2026 1:46 PM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: Teston Rd between Bathurst and Dufferin

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi there,
I'm a resident of Vaughan, living near Bathurst and Teston. I've been reviewing the EA report released on February 23, 2026. Could you kindly point me to where in the document I can find timelines? When this project is set to begin construction? How long it will take? Etc.
Thanks,
[redacted]
[redacted]

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From: MacMillan, Meghan
To: Song, Min Seob
Subject: FW: Teston Rd between Bathurst and Dufferin
Date: Friday, March 27, 2026 12:19:59 PM
Attachments: image001.png

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: [redacted]
Sent: Friday, March 27, 2026 12:19 PM
To: Cheung, Billy <Billy.Cheung@york.ca>
Cc: Harkness, Andrew <Andrew.Harkness@stantec.com>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Subject: Re: Teston Rd between Bathurst and Dufferin

> Some people who received this message don't often get email from [redacted]. Learn why this is important

Hi Billy,

Thank you very much for your email! I really appreciate the update.

Do you by chance know who would be the best person to contact from the City of Vaughan, in case I have questions about the Keele-Dufferin segment in the future?

Warm regards,
[redacted]

From: Cheung, Billy <Billy.Cheung@york.ca>
Sent: Friday, March 27, 2026 11:33:00 AM
To: [redacted]
Cc: Harkness, Andrew <andrew.harkness@stantec.com>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <meghan.macmillan@stantec.com>
Subject: RE: Teston Rd between Bathurst and Dufferin

Good morning [redacted],

Thanks for providing your inquiries related to the Teston Road Area Transportation Improvement. I believe we spoke on the phone on March 20 afternoon after your email to the Ministry.

As discussed, Council has approved a motion to transfer the ownership of Teston Road, from Keele Street to Dufferin Street, to the City of Vaughan. Upon approval of the CEA by the Ministry, the City will evaluate the recommendations through detailed design and undertake the implementation strategy. Timing of the implementation for the segment between Keele Street to Dufferin Street will be subject to City's available funding and prioritization, as well as the execution of the required agreements between all related parties.

Also, the construction of proposed improvements of the segment between Dufferin Street to Bathurst Street is not currently identified in the Region's 10-Year Roads Capital Construction Program. Timing will be determined upon future needs.

Please let me know if you require further assistance or have any questions.

Regards,
Billy

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Billy Cheung, M.A.Sc., P.Eng. (he/him) | Project Manager
Capital Delivery - Transportation, Capital Infrastructure Services, Public Works
---
The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
O: 1-877-464-9675 ext. 76046 | **C:** 905-716-5632 | billy.cheung@york.ca | york.ca
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From: [redacted]
Sent: March 20, 2026 1:46 PM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: Teston Rd between Bathurst and Dufferin

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi there,
I'm a resident of Vaughan, living near Bathurst and Teston. I've been reviewing the EA report released on February 23, 2026. Could you kindly point me to where in the document I can find timelines? When this project is set to begin construction? How long it will take? Etc.
Thanks,
[redacted]
[redacted]

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From: MacMillan, Meghan
To: Song, Min Seob
Subject: FW: Support for Teston Road connection,
Date: Tuesday, April 7, 2026 9:58:44 AM
Attachments: image001.png
image002.png

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: Tuesday, April 7, 2026 9:54 AM
To: Cheung, Billy <billy.cheung@york.ca>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <Meghan.MacMillan@stantec.com>; Harkness, Andrew <Andrew.Harkness@stantec.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: FW: Support for Teston Road connection,

Hello team,

Forwarding public comment below.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: [redacted]
Sent: April 6, 2026 10:12 AM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: Support for Teston Road connection,

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Dear Mr. Mohamed,

I hope you are doing well. I am writing to express my support for the proposed road improvements on Teston Road, particularly the plan to connect the section between Keele Street and Dufferin Street.

As a resident in the area (near Bathurst Street and Teston Road), I find the current lack of a through road very frustrating. It causes unnecessary congestion on nearby streets, especially Major Mackenzie Drive West, and makes it more difficult to get around the community. We also need an additional route connecting the neighborhood to Highway 400.

Expanding the road to four lanes and adding multi-use paths for pedestrians and cyclists would significantly improve both safety and convenience for my family.

I hope the Ministry and the Region will move forward with these improvements as soon as possible.

Best regards,

[redacted]

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From: MacMillan, Meghan
To: Song, Min Seob
Subject: FW: Resident Support - Teston Road Construction (Keele to Dufferin)
Date: Thursday, April 9, 2026 2:36:00 PM
Attachments: image001.png
image002.png

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Sent: Thursday, April 9, 2026 2:25 PM
To: MacMillan, Meghan <Meghan.MacMillan@stantec.com>; Harkness, Andrew <Andrew.Harkness@stantec.com>; Cheung, Billy <billy.cheung@york.ca>; John, Praveen <praveen.john@york.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: FW: Resident Support - Teston Road Construction (Keele to Dufferin)

Public comment below.

Best,
Abdulrahim Mohamed (hear name)
Project Officer, Environmental Assessment Branch
437-335-6352

Ontario

From: [redacted]
Sent: April 9, 2026 2:20 PM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: Resident Support - Teston Road Construction (Keele to Dufferin)

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Good Afternoon Mr. Mohamed,

I'm reaching out as a local resident to share my thoughts on the proposed Teston Road improvements. Honestly, the gap between Keele and Dufferin has been a major headache for those of us living in the area for a while now, and I'm fully in favor of the plan to finally connect them.

I commute to work every day, and I can tell you first-hand that the need for this improvement is serious. With all the new mid-rise and high-rise developments going up around here, the pressure on our local roads is becoming unsustainable. Right now, Major Mackenzie takes the brunt of the East-West traffic, and it's often at a standstill. Connecting Teston would provide a much-needed

alternative and help keep cars off the smaller residential side streets where our families walk.

I also think the addition of multi-use paths and widening the road to four lanes is the right move. It's a proactive way to handle the growth we're seeing while making the area safer for both drivers and pedestrians.

I really hope the Region and the Ministry prioritize getting this section finished soon. It's a missing link that would make a big difference in our daily commute and the overall flow of the community.

Best regards,

[redacted]

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From:	MacMillan, Meghan
To:	Song, Min Seob
Subject:	FW: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Submission
Date:	Friday, March 27, 2026 11:33:30 AM
Attachments:	image001.png image002.png image003.png image004.png

---

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Cheung, Billy <Billy.Cheung@york.ca>
Sent: Friday, March 27, 2026 11:25 AM
To: [redacted]
Cc: Harkness, Andrew <Andrew.Harkness@stantec.com>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Subject: RE: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Submission

Good morning [redacted],

Thank you for your inquiry regarding the Teston Road Area Transportation Improvement EA Study.

The CEA report will be available for public review and comments until April 17, 2026. The project team will review and address any comments received during this period. Please note that Council has approved a motion to transfer the ownership of Teston Road, from Keele Street to Dufferin Street, to the City of Vaughan. Upon approval of the CEA by the Ministry, the City will evaluate the recommendations through detailed design and undertake the implementation strategy. Timing will be subject to City's available funding and prioritization, as well as the execution of the required agreements between all related parties.

Please do not hesitate to reach out to me for any further inquiries or comments.

Regards,
Billy

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Billy Cheung, M.A.Sc., P.Eng. (he/him) | Project Manager
Capital Delivery - Transportation, Capital Infrastructure Services, Public Works

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
O: 1-877-464-9675 ext. 76046 | **C:** 905-716-5632 | billy.cheung@york.ca | york.ca
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From: [redacted]
Sent: Wednesday, February 25, 2026 8:49 PM
To: MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Subject: RE: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Submission

> You don't often get email from [redacted]. Learn why this is important

Thanks for this.
What are the anticipated next steps?
When can we anticipate shovels in the ground?
[redacted]

From: MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Sent: February 25, 2026 12:20 PM
To: MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Cc: Cheung, Billy <billy.cheung@york.ca>; Harkness, Andrew <Andrew.Harkness@stantec.com>; Mohamed, Abdulrahim (MECP) <abdulrahim.mohamed@ontario.ca>; John, Praveen <praveen.john@york.ca>
Subject: Teston Road Area Transportation Improvements Project Environmental Assessment - Notice of Submission

Good afternoon,

The Tes Hi E) has been submitted by the Regional Municipality of York (York Region) to the Minister of the Environment, Conservation and Parks for review under the *Environmental Assessment Act* (EAA). The EA is available for review online at: www.york.ca/TestonRoad**.**

York Region has undertaken the EA for proposed transportation related improvements in the Teston Road area, in the City of Vaughan (the project). The Teston Road area is bounded by Highway 400 to Bathurst Street and Major Mackenzie Drive to north of Kirby Road. If the EA is approved, the project will extend and widen Teston Road from Bathurst Street to Keele Street.

Please refer to the attached Notice of Submission which contains more information on the review and comment process. Please direct comments and questions to the contacts identified in the attached notice.

Thank you,

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Direct: (613) 703-6916
Mobile: (343) 996-9967
meghan.macmillan@stantec.com

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From: MacMillan, Meghan
To: Song, Min Seob
Subject: FW: Teston Rd between Bathurst and Dufferin
Date: Friday, March 27, 2026 12:03:03 PM
Attachments: image001.png

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Cheung, Billy <Billy.Cheung@york.ca>
Sent: Friday, March 27, 2026 11:33 AM
To: [redacted]
Cc: Harkness, Andrew <Andrew.Harkness@stantec.com>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Subject: RE: Teston Rd between Bathurst and Dufferin

Good morning [redacted],

Thanks for providing your inquiries related to the Teston Road Area Transportation Improvement. I believe we spoke on the phone on March 20 afternoon after your email to the Ministry.

As discussed, Council has approved a motion to transfer the ownership of Teston Road, from Keele Street to Dufferin Street, to the City of Vaughan. Upon approval of the CEA by the Ministry, the City will evaluate the recommendations through detailed design and undertake the implementation strategy. Timing of the implementation for the segment between Keele Street to Dufferin Street will be subject to City's available funding and prioritization, as well as the execution of the required agreements between all related parties.

Also, the construction of proposed improvements of the segment between Dufferin Street to Bathurst Street is not currently identified in the Region's 10-Year Roads Capital Construction Program. Timing will be determined upon future needs.

Please let me know if you require further assistance or have any questions.

Regards,
Billy

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Billy Cheung, M.A.Sc., P.Eng. (he/him) | Project Manager

Capital Delivery - Transportation, Capital Infrastructure Services, Public Works

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1

O: 1-877-464-9675 ext. 76046 | **C:** 905-716-5632 | billy.cheung@york.ca | york.ca

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From: [redacted]
Sent: March 20, 2026 1:46 PM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: Teston Rd between Bathurst and Dufferin

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Hi there,

I'm a resident of Vaughan, living near Bathurst and Teston. I've been reviewing the EA report released on February 23, 2026. Could you kindly point me to where in the document I can find timelines? When this project is set to begin construction? How long it will take? Etc.

Thanks,

[redacted]

[redacted]

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From: MacMillan, Meghan
To: Song, Min Seob
Subject: FW: Teston Rd between Bathurst and Dufferin
Date: Thursday, April 9, 2026 12:57:56 PM
Attachments: image001.png

Meghan MacMillan, RPP, MCIP
Associate, Senior Environmental Planner

Stantec

From: Cheung, Billy <Billy.Cheung@york.ca>
Sent: Thursday, April 9, 2026 12:57 PM
To: [redacted]
Cc: Harkness, Andrew <Andrew.Harkness@stantec.com>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <Meghan.MacMillan@stantec.com>
Subject: RE: Teston Rd between Bathurst and Dufferin

Hello [redacted],

Our current contact at the City is Walid Omar Walid.Omar@vaughan.ca, however, the transfer of the ownership of segment of Teston Road to the City is still work in progress and will take a while. Therefore, the City likely has not assigned this project to a team yet. I recommend following the City's webpage for future updates related to this project.

Feel free to contact me in the future and I can provide any new information I may have.

Regards,
Billy

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Billy Cheung, M.A.Sc., P.Eng. (he/him) | Project Manager
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Sent: Friday, March 27, 2026 12:19 PM
To: Cheung, Billy <Billy.Cheung@york.ca>
Cc: Harkness, Andrew <andrew.harkness@stantec.com>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <meghan.macmillan@stantec.com>

Subject: Re: Teston Rd between Bathurst and Dufferin

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Hi Billy,

Thank you very much for your email! I really appreciate the update.

Do you by chance know who would be the best person to contact from the City of Vaughan, in case I have questions about the Keele-Dufferin segment in the future?

Warm regards,

[redacted]

From: Cheung, Billy <Billy.Cheung@york.ca>
Sent: Friday, March 27, 2026 11:33:00 AM
To: [redacted]
Cc: Harkness, Andrew <andrew.harkness@stantec.com>; John, Praveen <praveen.john@york.ca>; MacMillan, Meghan <meghan.macmillan@stantec.com>
Subject: RE: Teston Rd between Bathurst and Dufferin

Good morning [redacted],

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Billy

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From: [redacted]
Sent: March 20, 2026 1:46 PM
To: Mohamed, Abdulrahim (MECP) <Abdulrahim.Mohamed@ontario.ca>
Subject: Teston Rd between Bathurst and Dufferin

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Thanks,
[redacted]
[redacted]

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