GREAT | STREETS
Building Roads that Build Community 2021

York Region

TESTON ROAD AREA TRANSPORTATION IMPROVEMENTS

Individual Environmental Assessment

Online Public Open House #2

November/December 2021

Purpose of the Open House

- Explain study process
- Share progress to date
- Request feedback

Presentation Outline

- Project Overview/Schedule
- Generation of Alternative Methods
  - Corridors and Alignments
- Completion of Assessment / Evaluation
- Next Steps

Your Feedback is Important

- Your participation is important to the study process
- Join the study mailing list to receive future study notices or submit comments and questions to transportation@york.ca
- Study updates can be found at www.york.ca/TestonRoad
- Please submit your comments on the Open House materials by December 20, 2021
- Contact York Region at any time throughout the study to provide your feedback

Your Feedback is Important

Survey Question Example

- A survey has been prepared to receive your feedback
- When you see the icon at the top of this slide you may pause the presentation and answer the question(s)
- The survey can be accessed under the Open House Material heading at www.York.ca/TestonRoad
- Please complete the survey by December 20, 2021

Study Introduction

Survey Questions 1 & 2

Survey available at York.ca/TestonRoad

- York Region is undertaking an Individual Environmental Assessment (IEA) to address transportation problems and opportunities
- The study area falls within the City of Vaughan and borders the City of Richmond Hill
- The IEA started in spring 2020 and is expected to be completed in late 2023

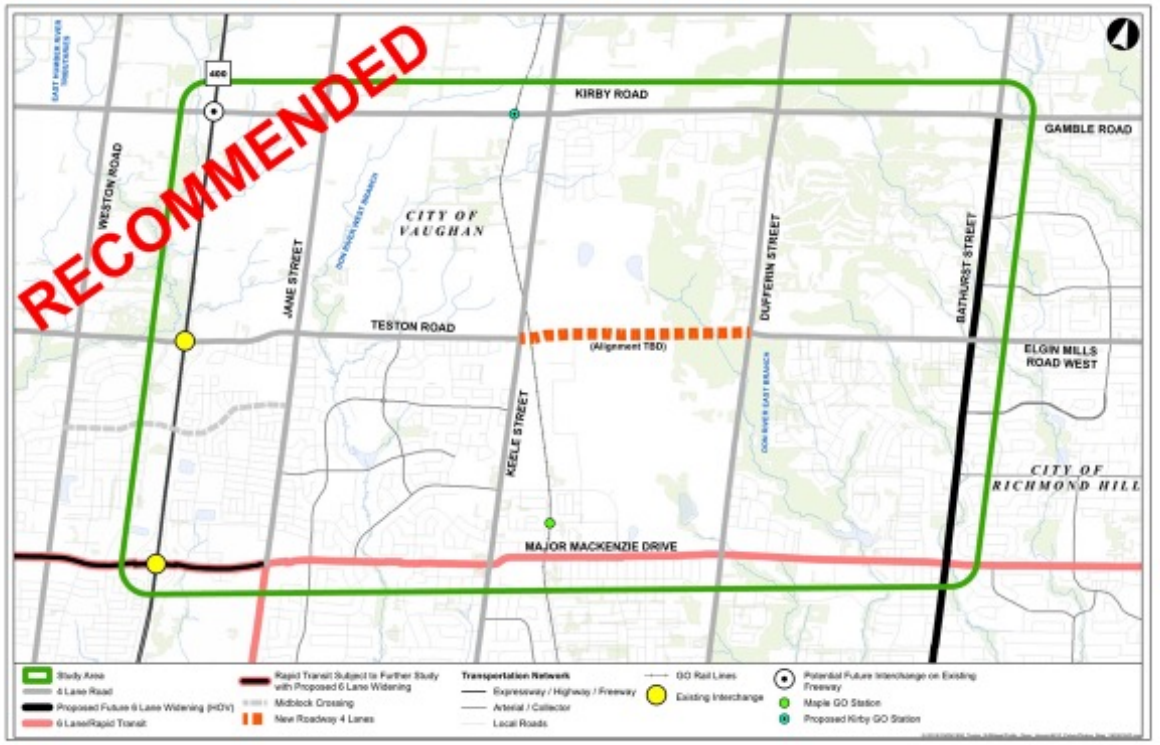
Study Schedule

IEA KEY MILESTONES	COMPLETION DATE
Identification of Problems and Opportunities	Spring to Fall 2020
Generation of Alternatives to the Undertaking	Winter to Spring 2021
Open House #1	June 2021
Confirm Preferred Alternative to the Undertaking	Summer 2021
Generation of Alternative Methods	Summer/Fall 2021
Open House #2 – WE ARE HERE	Fall 2021
Select Preferred Alternative Method *(Alignment)*	Fall 2021
Open House #3	Spring 2022
Preliminary Design	Spring - Fall 2022
Open House #4	Winter 2023
Draft IEA Report (Public and Government Review)	Spring 2023
Final IEA Report MECP	Summer 2023

Generation of Alternative Corridors and Alignments

Alternative 4

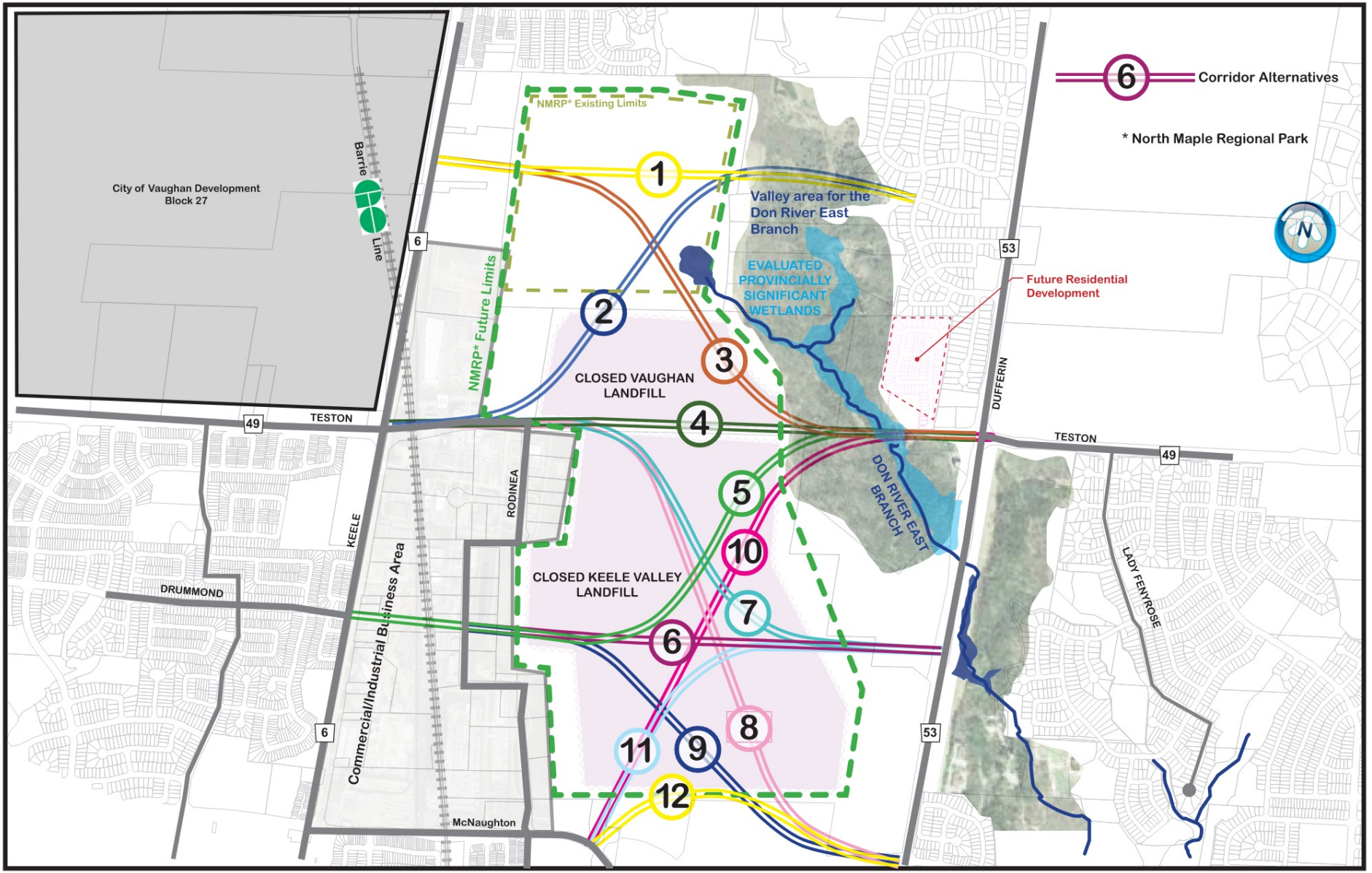
New 4-Lane Teston Road (Dufferin Street to Keele Street) with Pedestrian / Cycling facilities and Transit service



Alternative Corridors

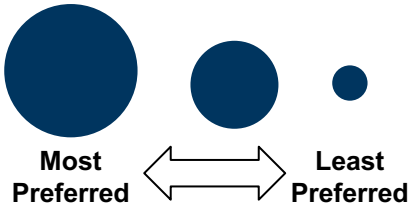
Survey Question 3

Survey available at York.ca/TestonRoad

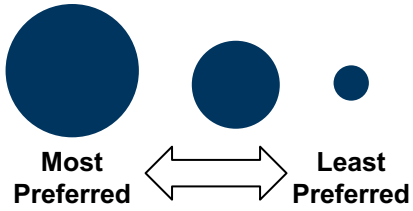


Alternative Corridors

- The 12 corridors were screened against Natural, Cultural, Socio-economic and Transportation factors to determine a recommended Corridor Alternative.

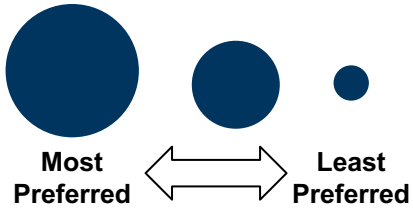


Alternative Corridors – Screening



CORRIDOR ALTERNATIVES	NATURAL	CULTURAL	SOCIO-ECONOMIC	TRANSPOR-TATION	SUMMARY
Alternative 1					
Alternative 2					
Alternative 3					
Alternative 4					
Alternative 5					
Alternative 6					

Alternative Corridors – Screening

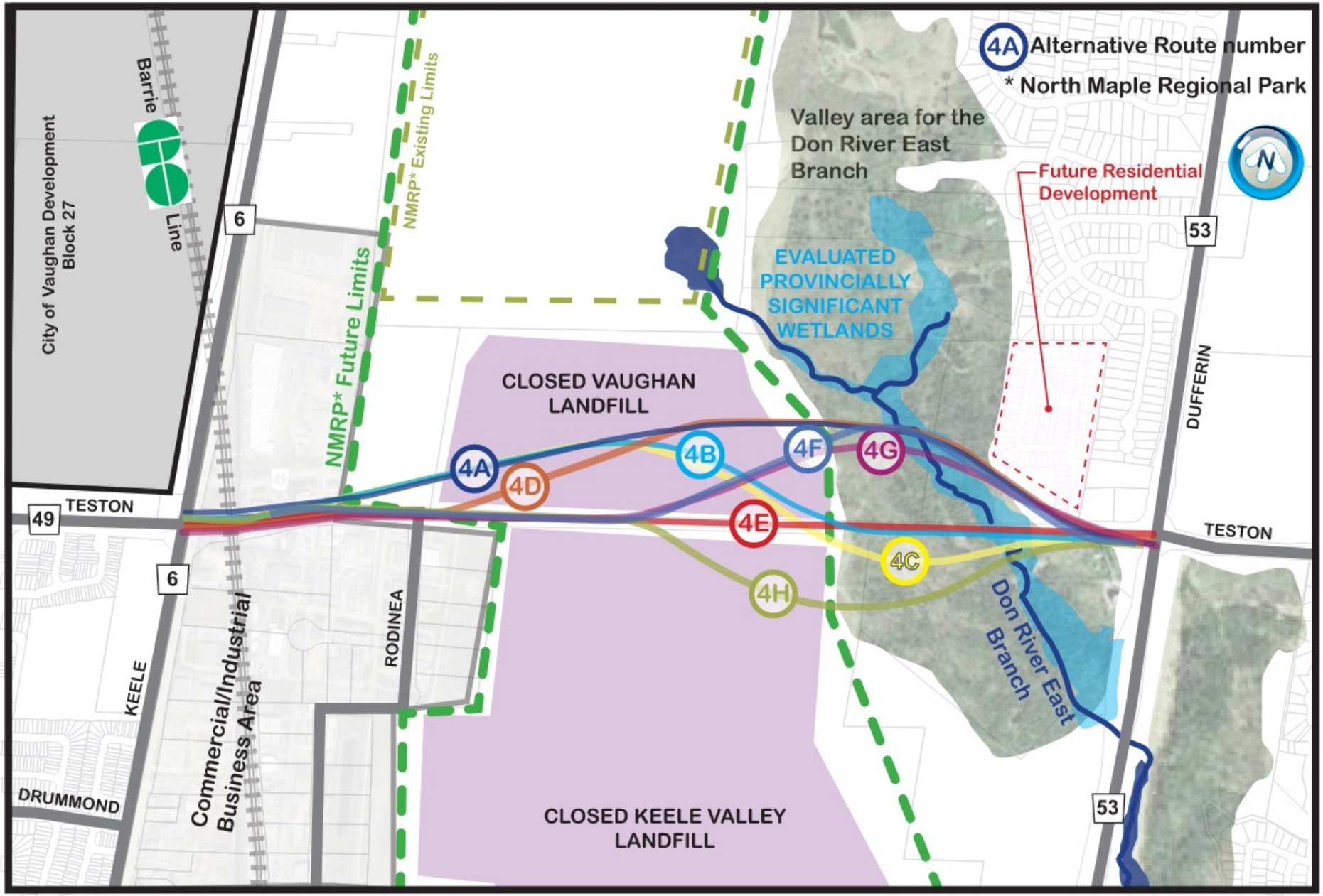


CORRIDOR ALTERNATIVES	NATURAL	CULTURAL	SOCIO-ECONOMIC	TRANSPOR-TATION	SUMMARY
Alternative 7					
Alternative 8					
Alternative 9					
Alternative 10					
Alternative 11					
Alternative 12					

Alternative Corridors – Summary

- The screening resulted in the selection of Corridor Alternative 4 which connects Keele Street to Dufferin Street at the existing intersections with Teston Road.
- None of the other Corridor Alternatives provided comparable east-west road network continuity and most came with equal or greater potential environmental effects vs. Corridor Alternative 4.
- While considered less attractive in comparison, Corridor Alternatives 5, 6, 7, 11 and 12 were the next closest ranked alternatives.

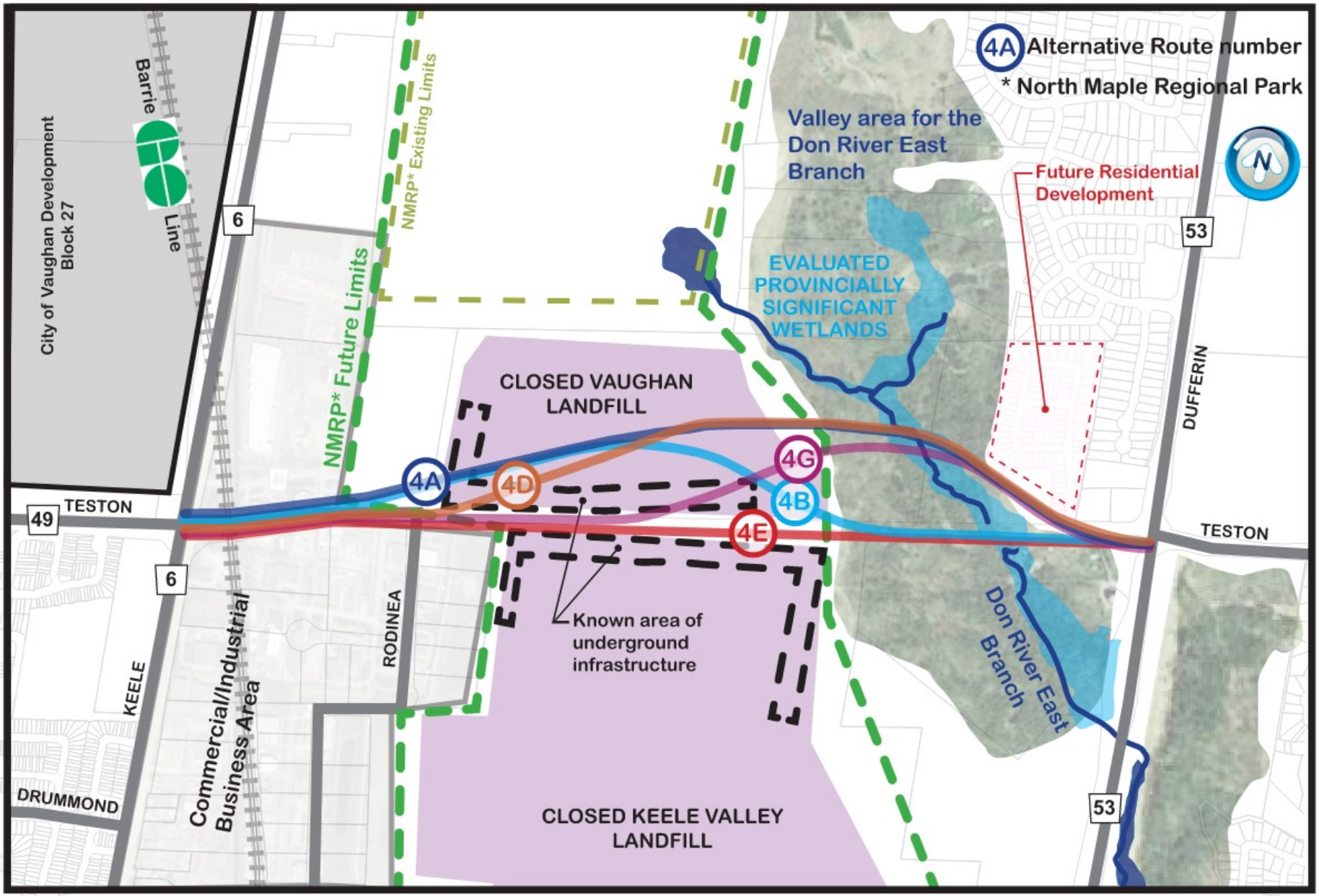
Alternative Alignments – Long List



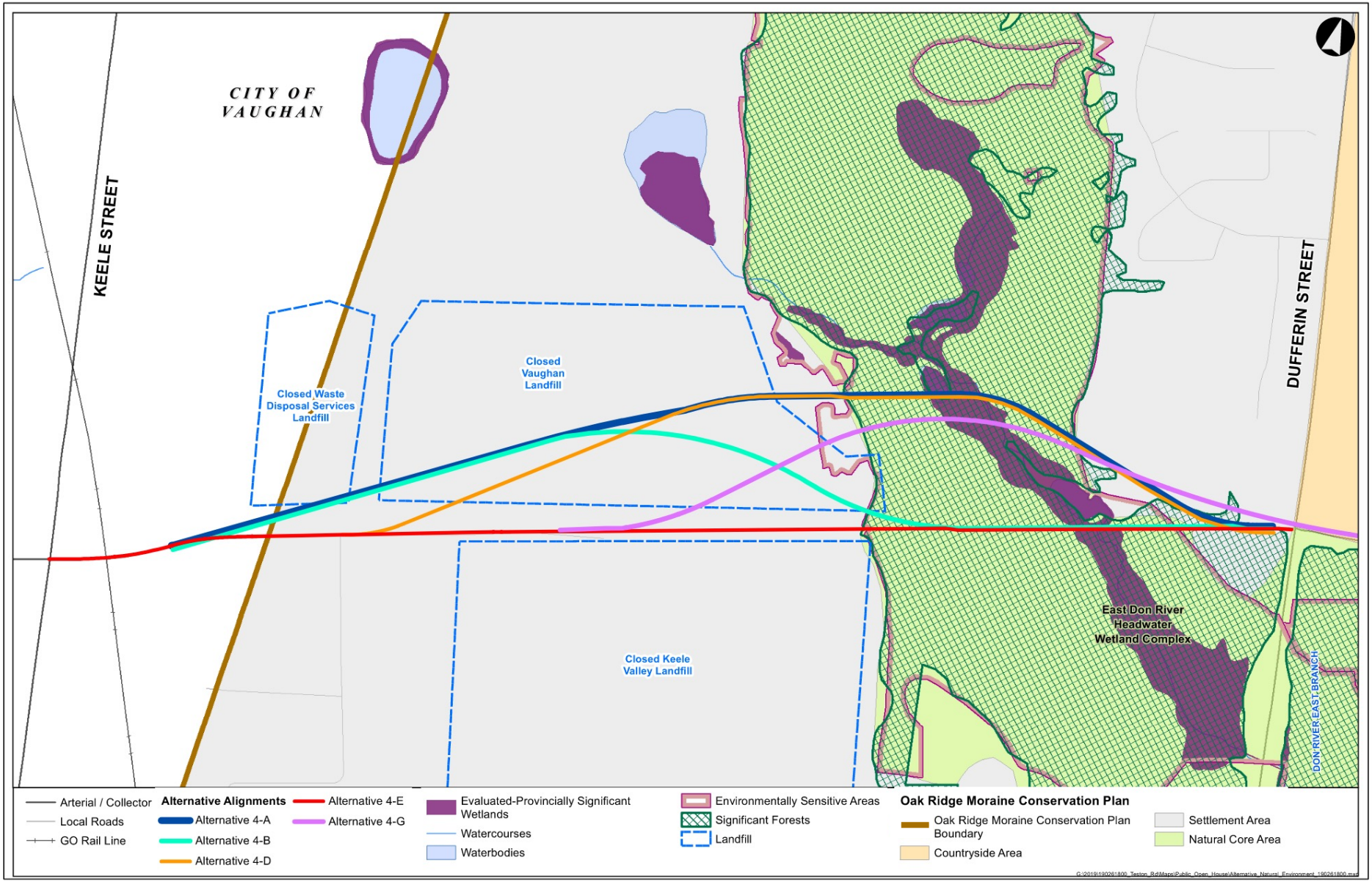
Alternative Alignments – Screening

- Alternative 4C: potential larger environmental footprint and longer crossing, S curve, encroaches on private landfill and the North Maple Regional Park (NMRP).
- Alternative 4F: No benefit over 4G and less desirable geometry.
- Alternative 4H: potential larger environmental footprint and longer crossing, less desirable curved alignment for bridge, high encroachment on Keele Valley Landfill.

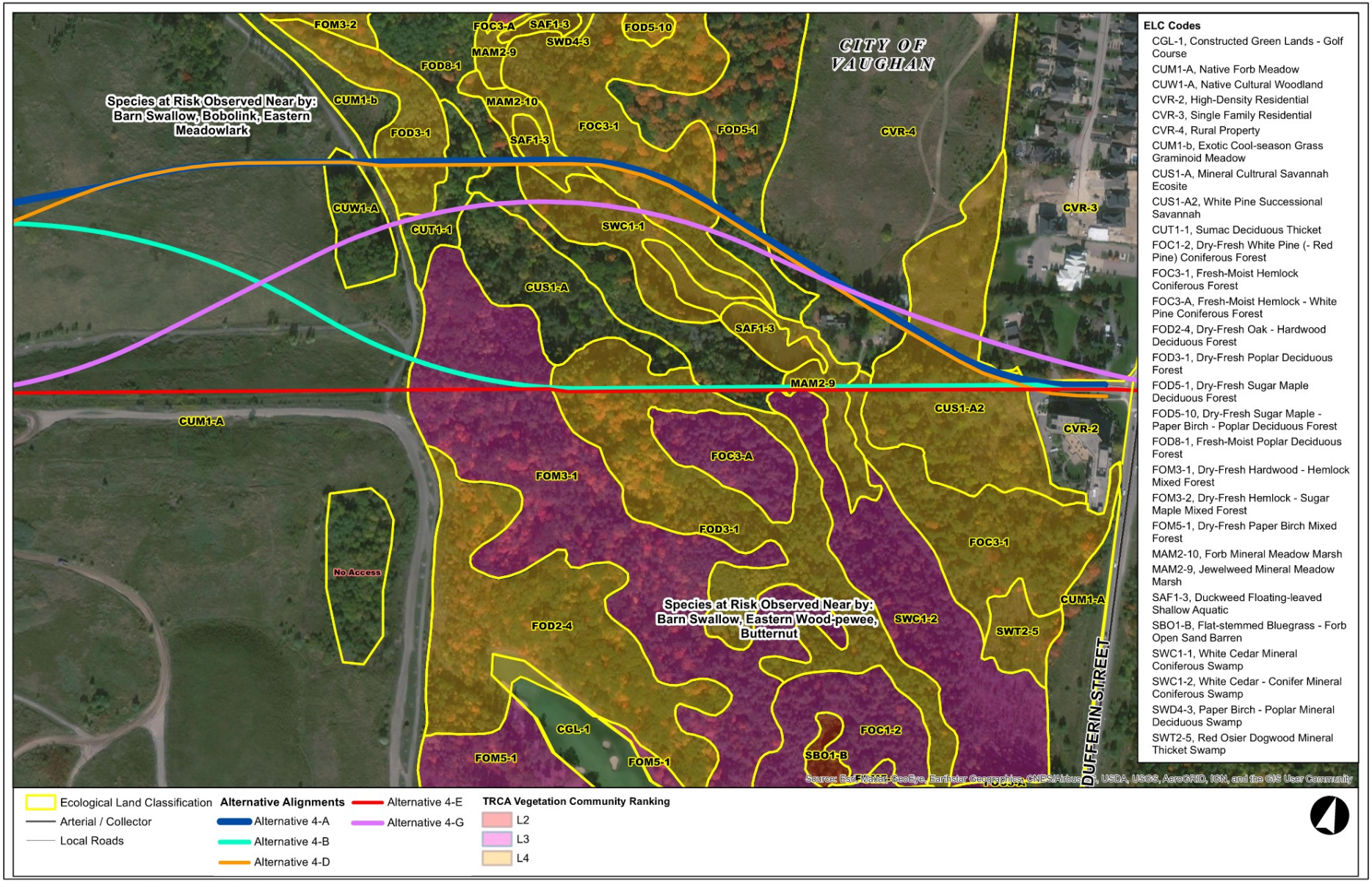
Alternative Alignments – Short List



Natural Environment



Natural Environment



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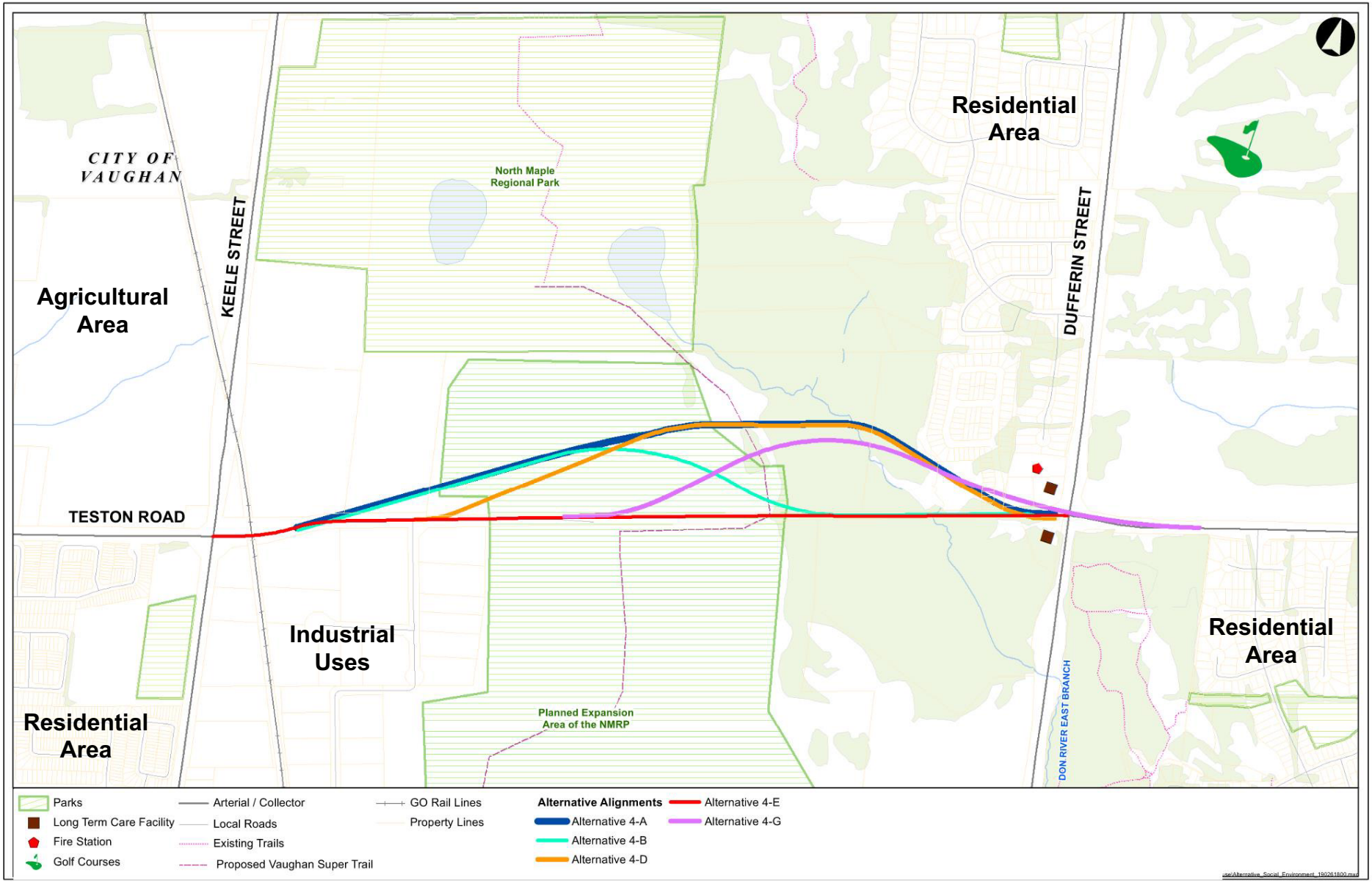
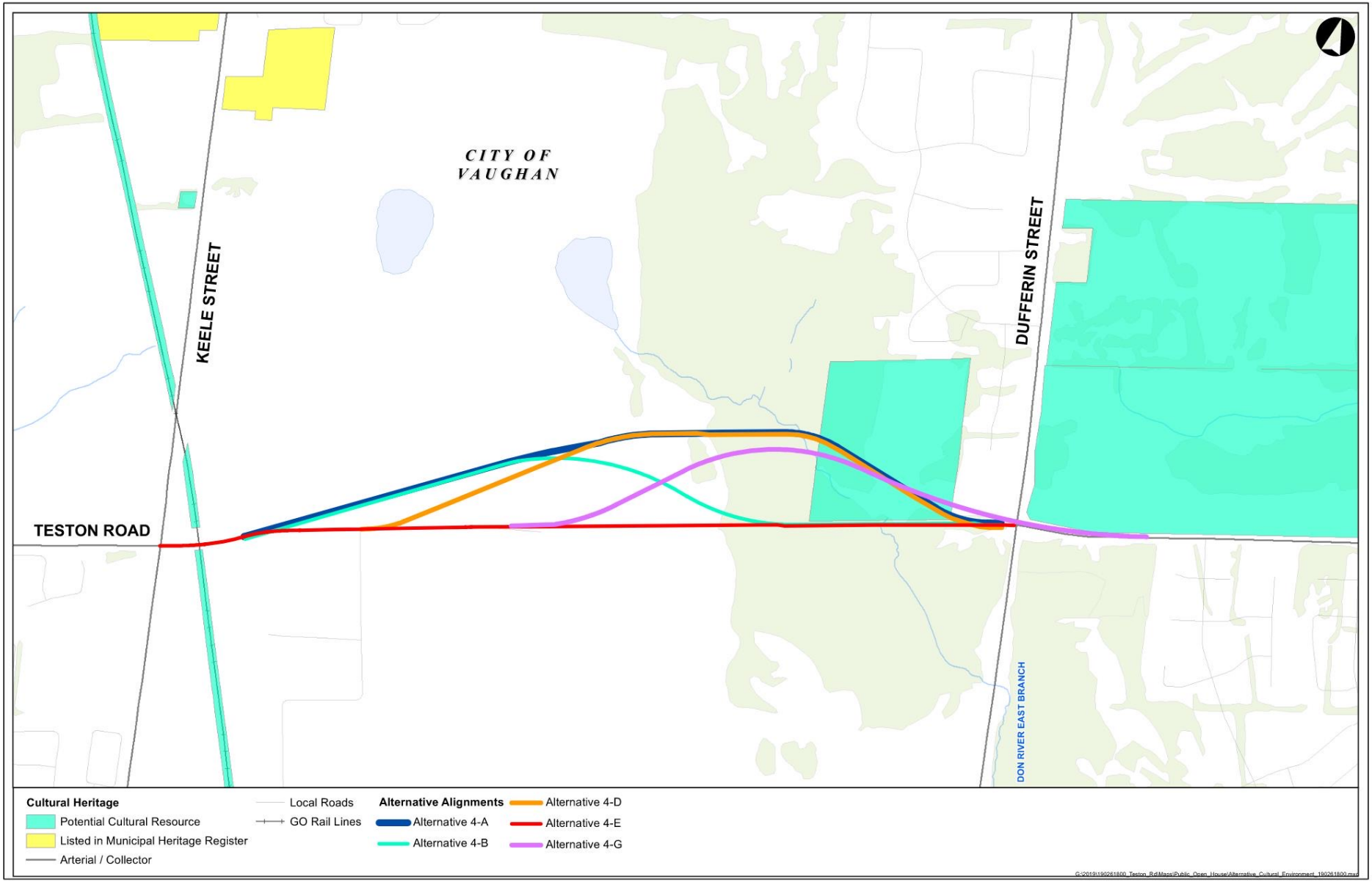
Social Environment



Cultural Environment



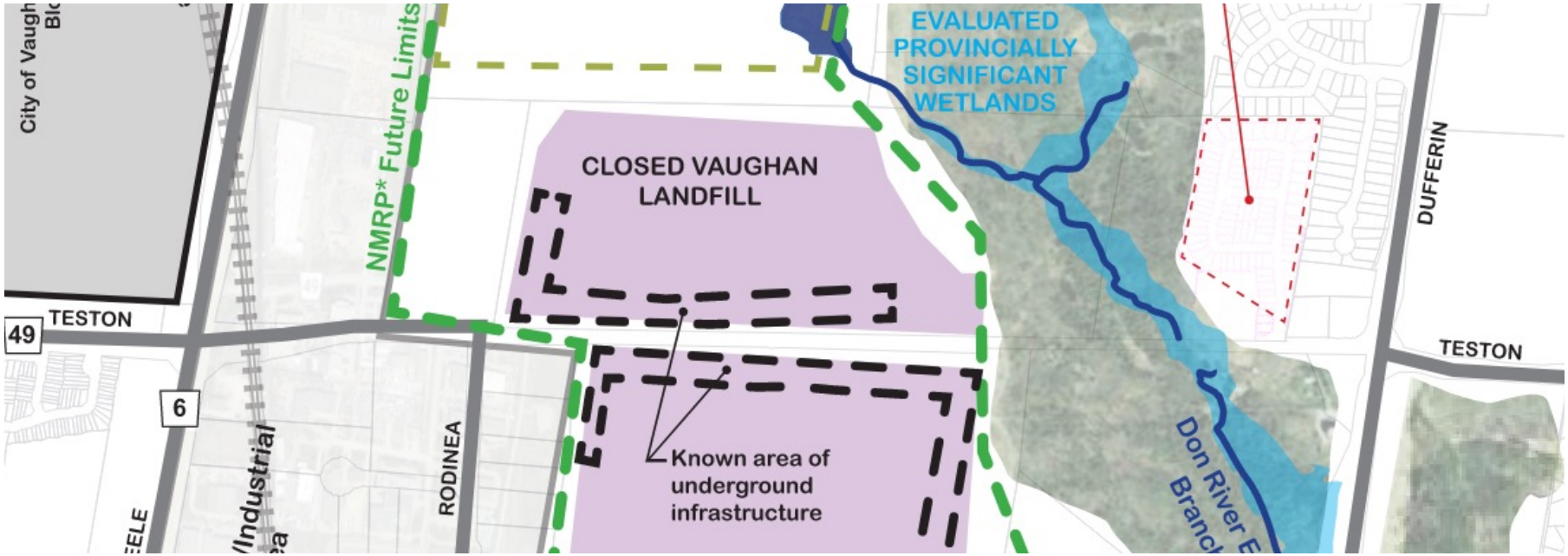
Evaluation of Short List of Alignment Alternatives

Survey Question 4

Survey available at York.ca/TestonRoad

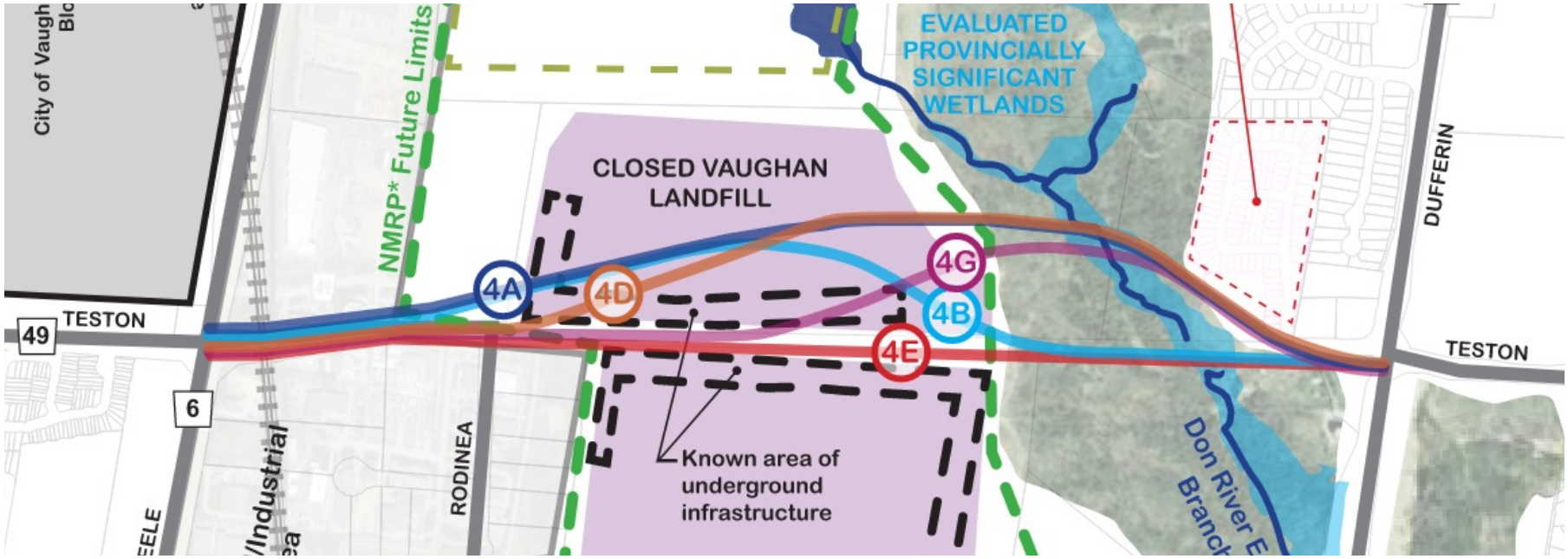
- Evaluation followed the prescribed methodology outlined in the approved Terms of Reference (available on York.ca/TestonRoad).
- The 5 Alignment Alternatives and the Future Do-Nothing Alternative were evaluated against 52 different criteria under Natural Environment, Land Use and Socio-economic Environment, Cultural Environment and Transportation.
- For each of the criteria, the Alternatives were categorized as either Most, More, Moderately, Less or Least Preferred.

Future Do Nothing - Pros and Cons



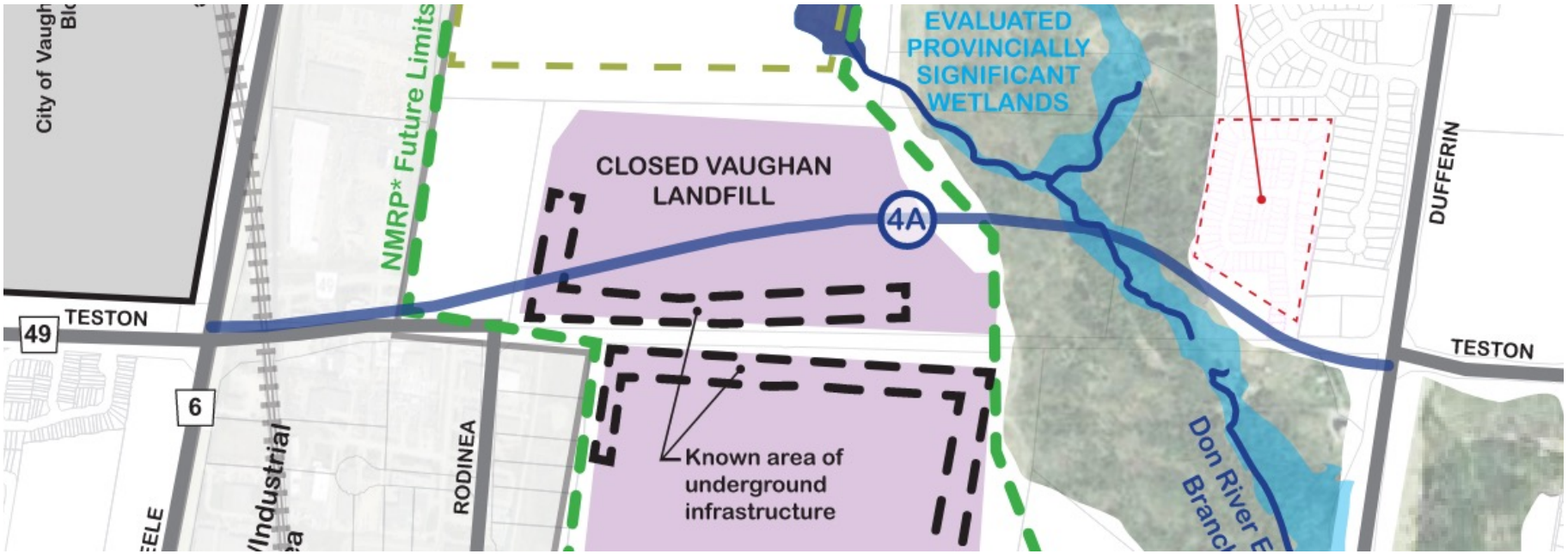
- ✓ No natural environmental/footprint impacts.
- ✓ No impacts to landfills, property or access.
- x Does not address the problems/opportunities of the study.
- x Does not address transportation issues within the study area.
- x Does not support local/regional development objectives.

All Alignments - Pros and Cons



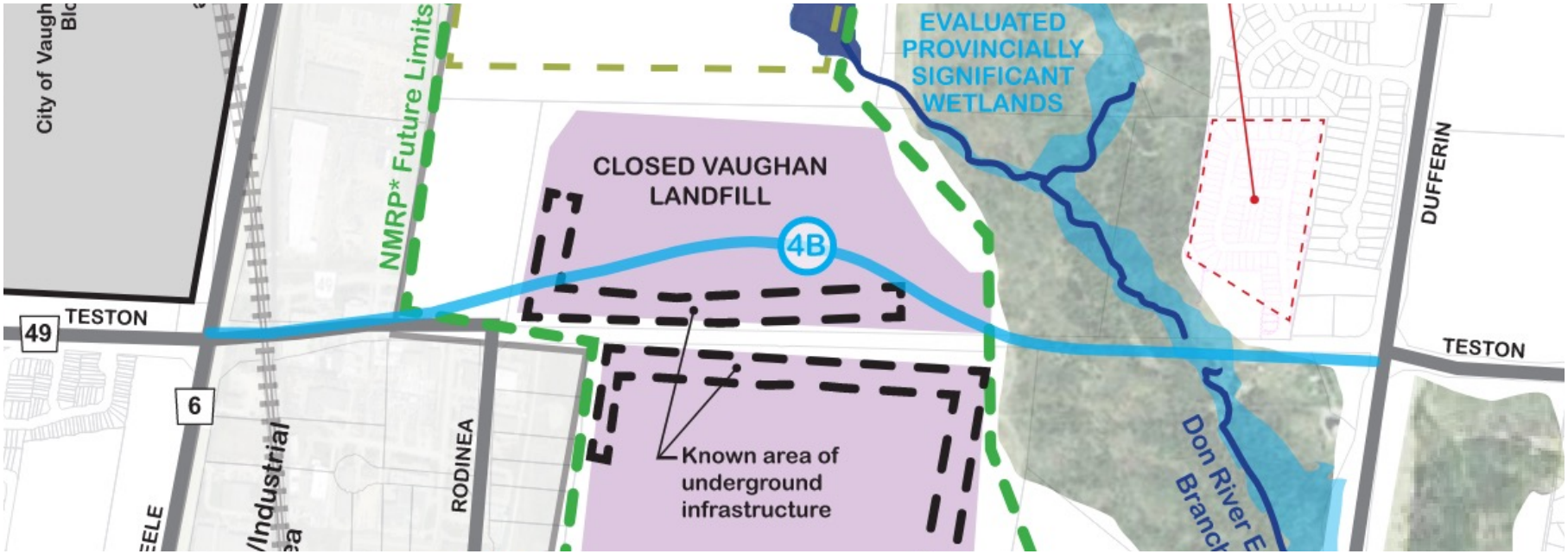
- x Requires a new crossing of the Don Valley River East Branch & may require piers in the valley.
- x Impacts natural features such as environmentally sensitive areas and the Oak Ridge Moraine.
- ✓ Support local/regional development objectives, planned land uses, recreational opportunities, emergency services access and integration opportunities with the NMRP.
- ✓ Have no impacts to Indigenous Reserves but may impact traditional uses in the area.

Alternative 4A - Pros and Cons



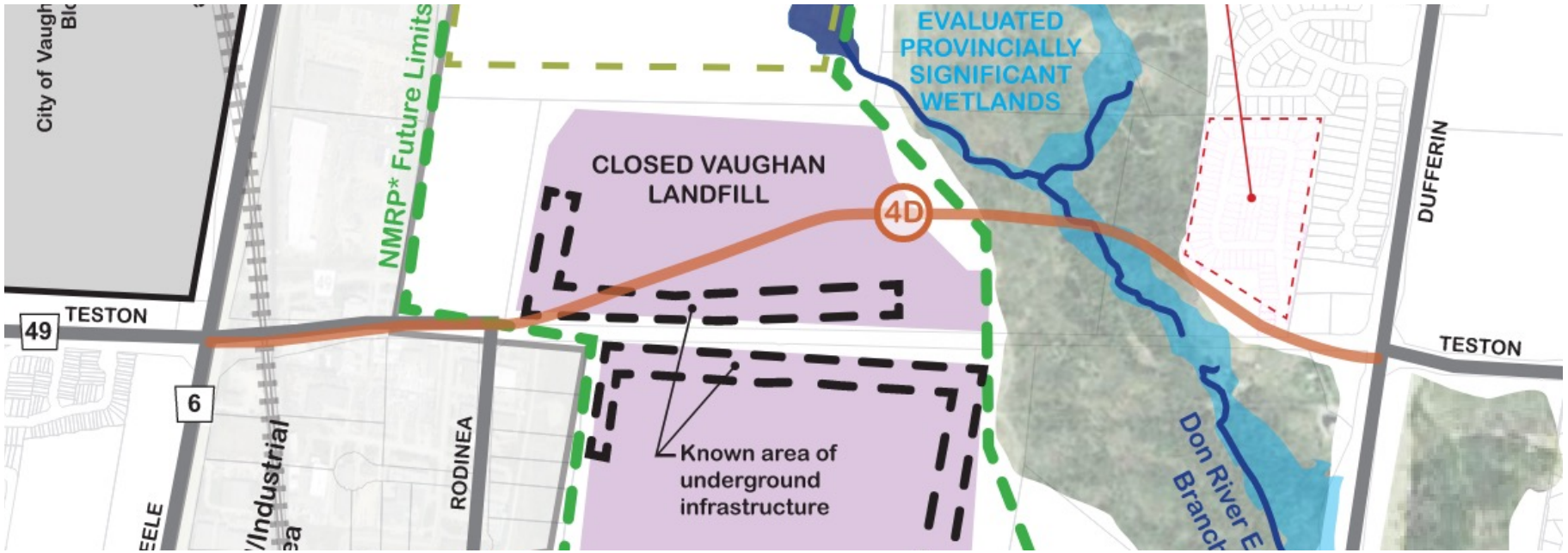
- ✓ Mostly avoids Keele Valley Landfill infrastructure and Vaughan Landfill gas collection system
- x Encroaches on the Vaughan Landfill and the former private landfill site, likely requires removal of landfill material.
- x Has less preferred road/bridge geometry.
- x Bisects Phase 3 area of the NMRP, limiting Phase 3 park development potential.
- x High encroachment on proposed residential subdivision and closer to nearby noise sensitive areas (i.e., existing residential properties).

Alternative 4B - Pros and Cons



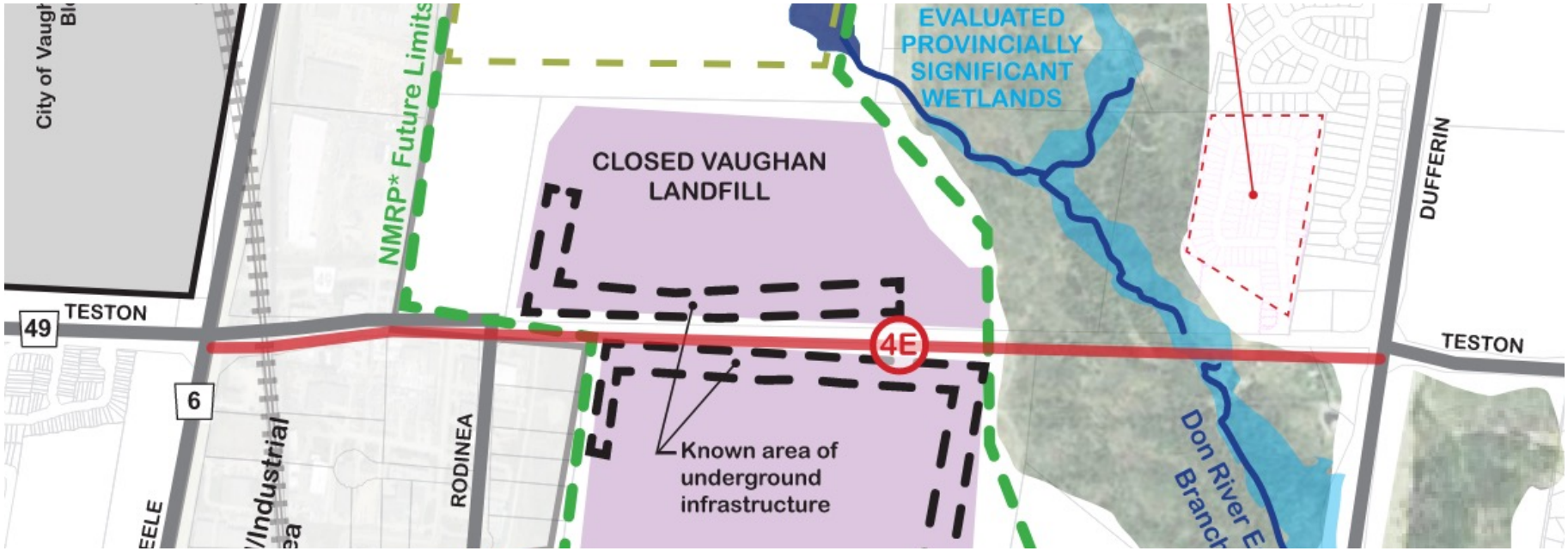
- ✓ Mostly avoids Keele Valley Landfill infrastructure and Vaughan Township gas collection system
- x Encroaches on former private landfill site, likely requires removal of landfill material.
- ✓ Creates a straight structure for crossing the valley but less preferred road geometry.
- x Bisects Phase 3 area of the NMRP, limiting Phase 3 park development potential.
- ✓ Less encroachment on proposed residential subdivision & existing residential properties.

Alternative 4D - Pros and Cons



- ✓ Avoids Keele Valley Landfill infrastructure and former private landfill site
- x Crosses and impacts some existing landfill infrastructure associated with the Vaughan Township landfill.
- x Bisects Phase 3 area of the NMRP, limiting Phase 3 park development potential.
- x Has less preferred road/bridge geometry due to curves.
- x High encroachment on proposed residential subdivision and closer to nearby noise sensitive areas (i.e., existing residential properties).

Alternative 4E - Pros and Cons

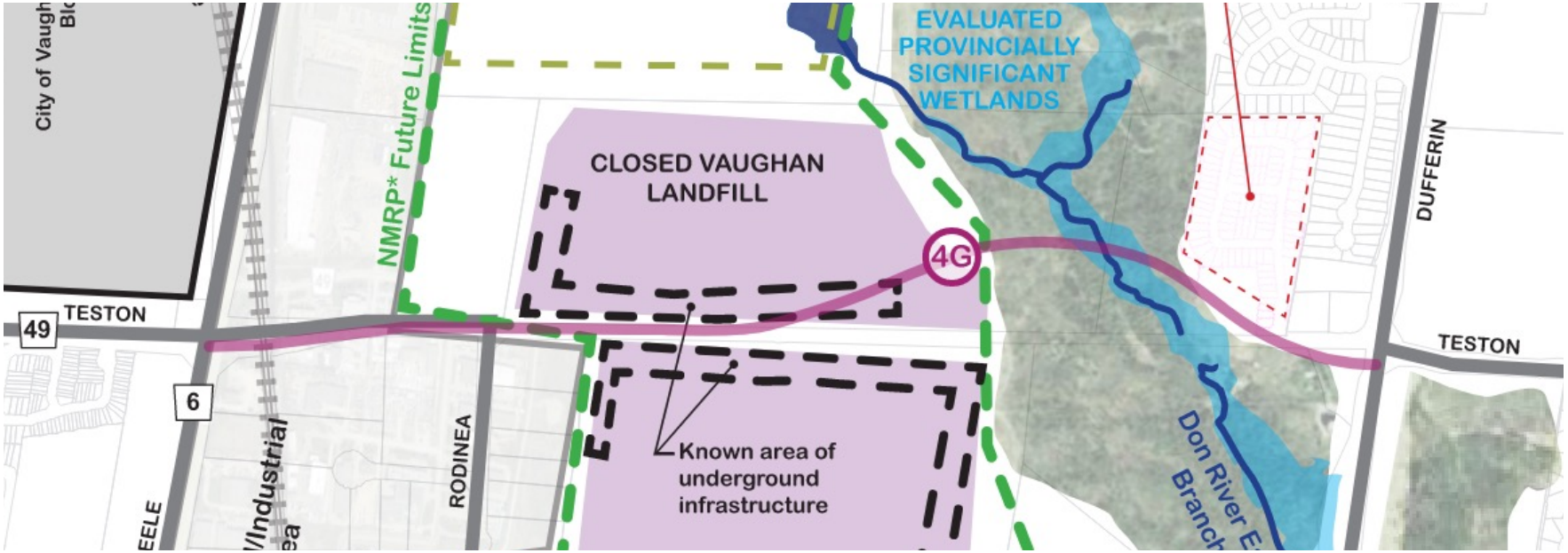


- ✓ Maximizes use of existing 2-lane section of Teston Road, avoiding direct encroachment on Vaughan Township landfill.
- ✓ Best roadway design for safety and user experience and straight structure across valley.
- ✓ Outside of the Phase 3 area of NMRP, still bisects the overall planned area of expansion.
- x Some risk of encroachment on Keele Valley Landfill infrastructure and Vaughan Township gas collection system. Avoids former private landfill site.
- ✓ Less encroachment on proposed residential subdivision & further from existing residences.

Alternative 4G - Pros and Cons

Survey Questions 5 & 6

Survey available at York.ca/TestonRoad



- ✓ Uses existing Teston Road to reduce encroachment on Vaughan Township landfill.
- x Has less preferred road/bridge geometry due to curves.
- ✓ Outside of the Phase 3 area of NMRP, still bisects the overall planned area of expansion.
- x Risk of encroachment on Keele Valley Landfill infrastructure and Vaughan Township gas collection system
- ✓ Avoids former private landfill site.
- x High encroachment on proposed residential subdivision and closer to nearby noise sensitive areas (i.e., existing residential properties).

Evaluation
Natural Environment

	Future Do Nothing	Alternative 4-A	Alternative 4-B	Alternative 4-D	Alternative 4-E	Alternative 4-G
Fish & Fish Habitat						
Terrestrial Ecosystems						
Groundwater/ Contamination						
Surface Water						
Natural Environment Summary						

Evaluation
Socio-Econ. / Land Use

	Future Do Nothing	Alternative 4-A	Alternative 4-B	Alternative 4-D	Alternative 4-E	Alternative 4-G
Land Use Planning; Policies; Goals; Objectives						
Community Land Use						
Noise						
Land Use - Resources						
Waste Management/ Landfills						
Air Quality/ Climate Change						
Socio-Economic & Land Use Summary						

Evaluation
Cultural Environment

	Future Do Nothing	Alternative 4-A	Alternative 4-B	Alternative 4-D	Alternative 4-E	Alternative 4-G
Built Heritage Resources						
Indigenous/ Archaeological Sites						
Cultural Environment Summary						

Evaluation
Transportation

	Future Do Nothing	Alternative 4-A	Alternative 4-B	Alternative 4-D	Alternative 4-E	Alternative 4-G
System Capacity & Efficiency	○	●	●	●	●	●
System Reliability, Redundancy & Safety	○	●	●	●	●	●
Traffic Operations, Mobility & Accessibility	○	●	●	●	●	●
Network Compatibility	○	●	●	●	●	●
Design/ Constructability	◔	◔	◔	◔	◕	◔
Cost	●	○	◔	◔	◕	◔
Transportation Summary	○	◑	◑	◑	●	◑

Evaluation Results

Survey Question 7

Survey available at York.ca/TestonRoad

	Future Do Nothing	Alternative 4-A	Alternative 4-B	Alternative 4-D	Alternative 4-E	Alternative 4-G
NATURAL ENVIRONMENT						
LAND USE / SOCIO-ECONOMIC ENVIRONMENT						
CULTURAL ENVIRONMENT						
TRANSPORTATION						
ALTERNATIVE RANK	#6	#5	#2 (Tie)	#4	#1	#2 (Tie)
EVALUATION RESULTS	NOT RECOMMENDED	NOT RECOMMENDED	CARRY FORWARD (ALTERNATE)	NOT RECOMMENDED	CARRY FORWARD AS RECOMMENDED	CARRY FORWARD (ALTERNATE)

- Alternative 4-E is the Recommended Alignment Alternative.
- Alternatives 4-B and 4-G, while somewhat less desirable vs. Alternative 4-E, should be carried forward for further review as alternate fallback options if required.

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Next Steps

- Review feedback received from Open House #2 and, subject to further review, confirm the Preferred Alignment Alternative.
- Develop alternatives for the GO Rail Crossing, Don River Valley Crossing and Teston Road Widening from Dufferin to Bathurst.
- Present these alternatives at Open House #3 (Spring 2022).

Next Steps

- Develop a preliminary design for the project and fully assess the impacts of the design and develop mitigation measures.
  - Integration with public amenities such as existing or planned trails, parks or natural areas, ensuring a context sensitive and sustainable design solution.
- Present the design and impact assessment at Open House #4 (Winter 2023).
- Develop the IEA report to document the process and seek approval for the project from the Minister of MECP.

Your Feedback is Important

Survey Questions 8, 9, & 10

Survey available at York.ca/TestonRoad

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THANK YOU!