

**Date:** December 7, 2016  
**Date of meeting:** December 6, 2016  
**Location:** City of Vaughan

**Project:** Teston Road IEA TOR  
**Project Number:** 3216065  
**Author:** WSP | MMM Group

**Purpose:** Teston Road IEA TOR Minutes of Meeting #1

## ATTENDEES

### Project Manager

Neil Ahmed, Transportation Planning, WSP | MMM Group

### Proponent Representative

Philip Brandon, York Region

### Other Attendees

John MacKenzie, Deputy City Manager, Planning and Growth Management  
 Ruth Rendon, Environmental Planning, City of Vaughan  
 Winnie Lai, Development Engineering & Infrastructure Planning (DEIP), City of Vaughan  
 Marta Roias, Development Engineering & Infrastructure Planning (DEIP), City of Vaughan  
 Kevin Huang, City of Vaughan  
 Tony Iacobelli, Environmental Sustainability, City of Vaughan  
 Gino Martino, Infrastructure Delivery, City of Vaughan  
 Andy Lee, Development Engineering and Infrastructure Planning, City of Vaughan  
 Kate Dykman, Solid Waste Management, City of Vaughan  
 Selma Hubjer, Transportation Engineering, City of Vaughan  
 Peter Harper, Vaughan Forestry  
 Imshun Je, Groundwater Environmental Management Services (GEMS)  
 James Holdsworth, Natural Environment, WSP | MMM Group  
 Heather Drost, Natural Environment, WSP | MMM Group  
 Rhonda George-Hiebert, Transportation Planning, WSP | MMM Group  
 David Hiett, Transportation Planning, WSP | MMM Group  
 Jenny Enoae, Natural Environment, WSP | MMM Group  
 Sarah Murray, Contamination, WSP | MMM Group  
 Sandy Nairn, Environmental Planning, WSP | MMM Group  
 Amanda Parks, New Directions Archeology (NDA)  
 Phil Woodley, New Directions Archeology (NDA)

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 pwoodley@newdirectionsarchaeology.ca

## DISTRIBUTION: All Attendees and the following:

Praveen John, York Region  
 Eugene Benda, City of Toronto

praveen.john@york.ca  
 Ebenda@toronto.ca

Item	Details	Action By
1.	<b>Introduction</b>	
1.1.	Neil Ahmed welcomed attendees and all were asked to identify their roles and provide information on an attendance sheet. He advised that a site visit was intended for later that morning at the Vaughan Landfill site and this meeting had been convened to initiate discussions with the City on the project. Neil then introduced the project; the Teston Road IEA TOR will provide the Terms of Reference for an Individual Environmental Assessment for the Teston Road 'Missing Link' between Keele Street and Dufferin Street, in the City of Vaughan.	
1.2.	With Praveen John of York Region unable to attend the meeting, Philip Brandon represented the proponent, York Region, for this project and summarised the background of the project; in 2003, the Region conducted an environmental assessment for transportation improvements on Teston Road, from Pine Valley Drive to Bathurst Street. The 'missing link' was included in the EA and the 'Do Nothing' alternative was recommended as preferred for that specific section. Further, the Region committed that any future study of the missing link would be evaluated under an Individual Environmental Assessment.	
1.3.	York Region has included the missing link in its 2009 and 2016 Transportation Master Plans, as well as its 2016 10-Year Roads and Transit capital Construction Program, with construction currently scheduled for 2025.	
1.4.	York Region hopes for MOECC approval for the Teston Road IEA TOR by Summer/Fall 2017.	
2.	<b>Teston Road IEA TOR</b>	
2.1.	The City of Vaughan (The City) highlighted that the Block 27 Secondary Plan is located west of Keele Street and north of Teston Road and it is in the latter stages of planning	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	and approval. The City acknowledges that a previous alternative assessed in the 2003 EA included a realignment of Teston Road that would have serious implications to the Block 27 Secondary Plan and wishes the development plan be considered when generating alternatives as part of the Teston Road IEA TOR.	
2.2.	N. Ahmed requested the City provide pertinent information regarding the Block 27 Secondary Plan as would be useful to the Region's project.	City of Vaughan
2.3.	The City noted the Teston Road / Keele Street intersection has been recently invested in and infrastructure improvements completed.	
2.4.	The City noted the North Vaughan Transportation Masterplan is currently ongoing, with the first PIC held on October 13, 2015 and the second PIC is scheduled for the first quarter of 2017.	
2.5.	There is an active development application for the property of 1600 Teston Road, west of Dufferin Street and north of Teston Road. The developer is well known to the City and they note that opposition to the Teston Road link is likely from the developer. It is understood that the City of Vaughan has previously laid charges against the developer for destroying mature trees on the site, without a permit.	
2.6.	The City advised that there is a Keele Valley Landfill Site Liaison Committee that meets two/three times a year. They should be consulted as part of the study.	
2.7.	Celeste Dugas is the MOECC District Manager for the York Durham District. WSP   MMM Group will contact to connect and introduce the study.	WSP   MMM Group
2.8.	Metrolinx was identified as a major stakeholder for the study and would need to be involved. WSP   MMM Group will contact to connect and introduce the study. Information will be required on any mobility hub study, the proposed double tracking / electrification, the proposed Kirby GO Station and their input on a potential grade-separation.	WSP   MMM Group
2.9.	The City will provide MMM Group with a list of major and minor stakeholders for the area.	City of Vaughan
2.10.	York Region will release the Notice of Commencement by the end of 2016. It was confirmed that the notice will be published in local newspapers.	York Region
2.11.	The City advised that community working sessions should be included as part of the consultation for the TOR study. WSP   MMM Group to organise.	WSP   MMM Group
2.12.	It was confirmed Stage 1 archaeology will be completed as part of the Teston Road IEA TOR study.	
2.13.	Rhonda George-Hiebert will be the primary data collection contact at WSP   MMM Group. Email is listed above. Note: WSP   MMM Group office location has changed - 610 Chartwell Road, Suite 300, Oakville, ON L6J 4A5	
2.14.	The Teston site has a lesser-known third landfill site, in addition to the City of Vaughan's and City of Toronto's landfills: a landfill owned by Teston View Holdings Inc. The site is located north of Teston Road, east of Keele Street and opposite Rodinea Road. The site received waste materials from 1974 to 1976 and was then closed. Soil was imported to the Site in 1999 following an Environmental Compliance Approval amendment. An additional 390,200 m <sup>3</sup> of apparently clean fill was imported to the Site between 2006 and 2015 with no formal design plans or specific ECA amendment. The owner is now prohibited from any further importation of fill, and an active ECA amendment application is for the approval and documentation of final site contours as determined through detailed topographic survey in 2016.	
2.15.	It was advised that First Nations should also be consulted as part of the Teston Road IEA TOR study, namely the Huron-Wendat. A Huron grave site was identified in 2005 during the widening of Teston Road, east of Jane St. Recently, the First Nation contested construction at Jane St. and Teston Rd. as it had commenced without their consultation.	
3.	<b>Next Steps</b>	
3.1.	The City of Vaughan and York Region are to provide all information mentioned above and any other pertinent information to WSP   MMM Group.	City of Vaughan York Region
4.	<b>Next Meeting</b>	
4.1.	Next meeting to be confirmed by WSP   MMM Group	WSP   MMM Group.

Regards,  
WSP | MMM Group

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# Teston Road IEA Terms of Reference (ToR) from Keele Street to Bathurst Street

## Meeting with Technical Agencies

City of Toronto (Landfill Operations) – March 20, 2017

Toronto and Region Conservation Authority (TRCA) – March 20, 2017

Ministry of Environment and Climate Change (MOECC) – March 24, 2017

Metrolinx/GO Transit - TBC

Ministry of Natural Resources and Fisheries (MNR) – April 18, 2017

## *March/April 2017*

# Study Area/Context

Two different parts to the study area:

1. Determine the most appropriate solution to provide future transportation improvements on Teston Road between Keele Street and Dufferin Street.
2. Potential Road Widening – Potential for the need to increase capacity on Teston Road between Dufferin Street and Bathurst Street should improvements between Keele Street and Dufferin Street be pursued.



\*Note – the study area shown is for notification purposes only. The preliminary study area for the IEA will be confirmed as part of the ToR process and presented at the Open House & in the draft ToR for comment and input from the Public and Agencies.



# Key Constraints

- Key Constraints:
  - East Don River Valley natural area
  - Keele Valley Landfill & City of Vaughan Waste Disposal Site
  - GO Transit Barrier Corridor
  - Built and proposed community



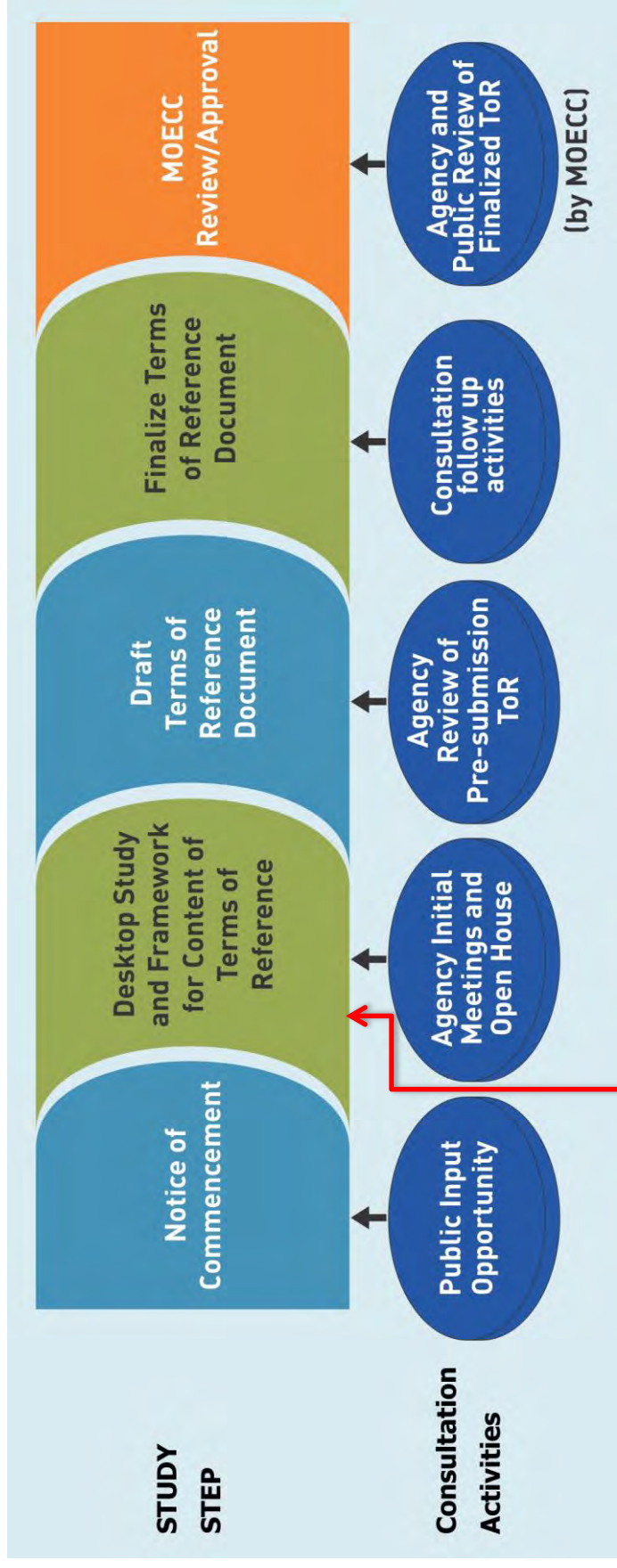
# Previous EA Study

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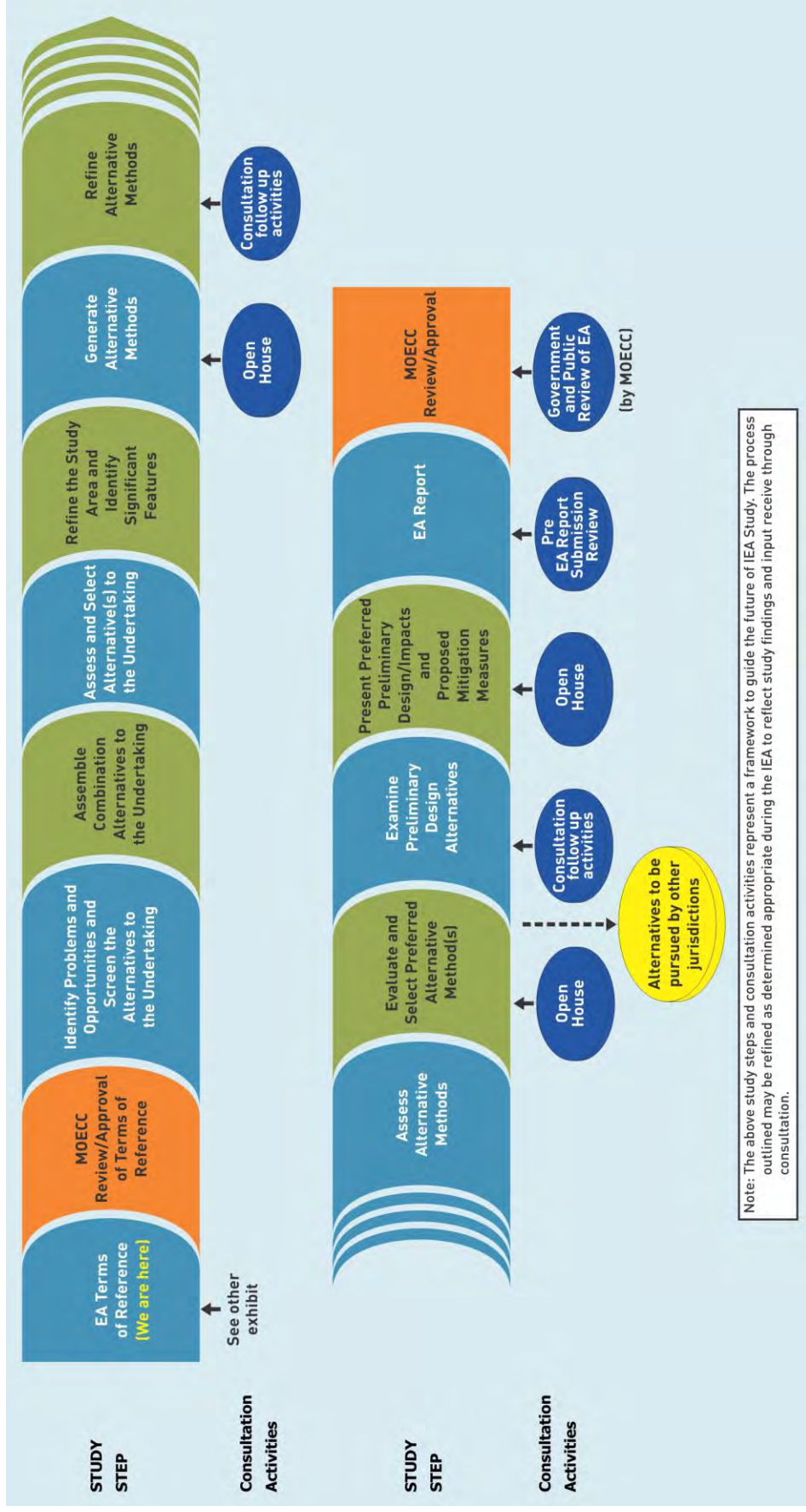
- Previous Study – 2003 Teston Road EA from Pine Valley Drive to Bathurst Street completed by York Region.
- Recommendations included:
  - Upgrade Teston Road to a 2 lane rural cross section from Pine Valley Drive to Weston Road (not constructed, subsequent EA for widening to 4 lanes in November 2016)
  - Reconstruct Teston Road to 4-5 lane urban cross-section between Weston Road and Keele Street, including a full access interchange at Highway 400 and Teston Road (Completed in 2003)
  - Upgrade Teston Road to a basic 2 lane rural section with a 4 m median from Dufferin Street to Bathurst Street (Completed in 2006)
  - Maintain Status Quo along Teston Road between Keele Street and Dufferin Street:
    - This recommendation was mainly due to the concerns brought forward by MOECC and TRCA.
    - MOECC requested that an IEA be completed for this section of Teston Road to determine the most appropriate solution to provide future transportation improvements.



# ToR Project Process



# Proposed IEA Project Process





# Purpose of the Terms of Reference (ToR)

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- The main deliverable for this project is the preparation of the Individual Environmental Assessment Terms of Reference (ToR) document.
- The ToR is a document prepared by the Regional Municipality of York as the proponent and submitted to the Ministry of Environment and Climate Change (MOECC) for approval.
- This document will establish the planning and decision-making process for a subsequent Individual Environmental Assessment (IEA).
- Once the ToR document is approved by MOECC, the IEA study will be required to follow the approved planning and decision-making process.
- An approved ToR will allow York Region to proceed with an IEA that is clear and concise, providing direction on the level of stakeholder participation required.

# Contents of the Draft ToR

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In line with MOECC's Preparing and Reviewing ToR for IEAs guidelines:

- Introduction
- Purpose of the Undertaking
- Description and Statement of Rationale of Alternatives to the Undertaking
- Description and Rationale for Alternatives to the Undertaking
- Description of the Environment and Potential Effects
- Description of the Assessment and Evaluation Methodology
- Description of the approach to identifying Commitments and Monitoring
- Consultation Plan for the IEA
- Consultation Undertaken to Assist in Preparation of the ToR (to be documented under a separate cover than the ToR)
- Flexibility for Accommodating New Circumstances
- Other Approvals Required

# Range of Alternatives – Alternatives to the Undertaking

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- Alternatives to the Undertaking to be considered in the IEA will include (but are not limited to):
  - Do-Nothing
  - Travel Demand Management (TDM)
  - Transportation System Management (TSM)
  - Improved and/or New Transit Services
  - Improved and/or New Roadways/Transitways
  - Combinations of the Above



# Environment and Potential Effects

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- Determine the Preliminary Study Area
- High level description of the existing conditions in terms of:
  - Socio-Economic Environment
  - Cultural Environment
  - Natural Environment
- Identify types of potential environmental effects

# Alternative Methods – Preliminary Evaluation Considerations

- Alternatives Methods to be considered in the IEA will include Environmental and Technical Considerations during the evaluations such as:

COMPONENT	Features / Considerations
Natural Environment	<ul style="list-style-type: none"> <li>• Fisheries and Aquatic Ecosystems</li> <li>• Terrestrial Ecosystems</li> <li>• Groundwater</li> <li>• Surface Water</li> <li>• Air Quality</li> <li>• Climate Change</li> </ul>
Cultural Environment	<ul style="list-style-type: none"> <li>• Historical, Archaeological and Cultural Sites</li> <li>• National, Provincial and Local Parks, and Conservation/Recreational Areas</li> </ul>
Social/Economic Environment	<ul style="list-style-type: none"> <li>• Indigenous Communities use of land and resources for traditional purposes</li> <li>• Agricultural Lands</li> <li>• Areas of Residential / Commercial / Institutional / Agricultural Development</li> <li>• Landfills and Hazardous Waste Sites</li> <li>• Petroleum, Mineral and Aggregate Resources</li> <li>• Noise</li> </ul>
Technical	<ul style="list-style-type: none"> <li>• Adherence to Applicable Design Standards</li> <li>• Efficiency</li> <li>• Compatibility with the Transportation Network</li> <li>• Utilization of existing linear corridors (e.g. hydro) where feasible</li> </ul>

# Commitments and Monitoring

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- Terms of Reference IEA commitments:
  - The IEA Report will include a comprehensive list of all commitments made during the ToR process and during the IEA study to guide future environmental work and consultation as well as effects and compliance monitoring.
  - In addition the IEA Report will demonstrate how ToR commitments were addressed during the IEA Study.
- Environmental Effects and IEA Compliance
  - Commitment to develop a monitoring program during the IEA that will address environmental effects associated with the construction, operation and maintenance of the selected preferred alternative(s).



# Consultation Plan for IEA

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- Overall Process for Stakeholder Consultation
- Public Consultation
- Regulatory Agency Consultation
- Engaging Indigenous Communities
- Municipal Consultation
- Pre-Submission Review of the Draft Environmental Report

# Consultation and Agency Role for the ToR

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- ToR Consultation
  - Notice of Commencement – December 2016
  - Open House – Spring 2017
  - Agency review of draft ToR – Spring/Summer 2017
  - Submission of ToR to MOECC – Summer 2017
- Agency Role
  - Provide relevant and current input into existing conditions
  - Provide Agency specific issues and concerns
  - Provide input to the ToR including review prior to submission to MOECC

# New Circumstances & Approvals

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Flexibility for accommodating new circumstances:

- During the course of the IEA Study it may become evident that some of the commitments outlined by the ToR may require modifications, additions or refinements as further details of the study are determined.

Other Approvals Required:

- It is recognized that a number of approvals may be required for this project. Consultation with approval agencies will continue during the IEA to coordinate timing of approvals, approval requirements and to ensure that approvals are ultimately obtainable.



**Date:** Monday March 20, 2017  
9:30 a.m. to 11:00 a.m.

**Project Number:** 3216065

**Location:** TRCA  
WSP|MMM Thornhill Office  
100 Commerce Valley Drive  
West, Thornhill - 1st Floor  
Meeting Room 1-1

**Project:** Teston Road from Keele Street to Dufferin Street - IEA Terms of Reference

**Purpose:** **TRCA Meeting #1** – to introduce the project and the project team and provide an overview of the Study Area, Terms of Reference and subsequent IEA process and outline the Consultation and Agency Role in this project.

**Attendees:**  
Praveen John  
Philip Brandon  
Gerard Sullivan  
Scott Smith  
Alison MacLennan  
Suzanne Bevan  
Lori Cook  
Neil Ahmed  
Sandy Nairn  
Rhonda George-Hiebert  
Jenny Enoae  
Madhav Baral

**Agency / Organization**  
York Region  
York Region  
York Region  
TRCA  
TRCA  
TRCA  
TRCA  
WSP | MMM Group  
WSP | MMM Group  
WSP | MMM Group  
WSP | MMM Group  
WSP | MMM Group

Item	Details	Action By
<b>1 -</b>	<b>INTRODUCTIONS</b>	
1.1	The following is a summary of the meeting with TRCA on Monday March 20, 2017 regarding the Teston Road Individual Environmental Assessment Terms of Reference study between Keele Street and Bathurst Street. This set of minutes captures key discussion points at the meeting.	
1.2	Introduction: <ul style="list-style-type: none"> <li>Those at the meeting were introduced.</li> </ul>	
1.3	Using handouts of a presentation, WSP MMM presented the following (see attached presentation):	
<b>2 -</b>	<b>PROJECT OVERVIEW</b>	

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Item	Details	Action By
2.1	<b>Study Area/Context &amp; Key Constraints</b> <ul style="list-style-type: none"> <li>The City of Vaughan is experiencing significant growth and there is continued pressure on the existing east-west corridors within Vaughan. This study has been initiated by York Region in order to review whether a continuous connection of Teston Road between Keele Street and Bathurst Street could be a potential solution to relieve increasing congestion and improve transportation operations within Vaughan. The Region has identified this corridor for road improvements in the current TMP (2016).</li> <li>Teston Road previously was connected from Keele Street to Bathurst Street within a road right-of-way; however in 1993 the bridge over the East Don River was washed out by Hurricane Hazel and was not reinstated so this section of roadway was closed. York Region and the City of Vaughan still retain ownership of the ROW for this former roadway.</li> <li>The key constraints for this study are (see the presentation for the constraints plan): <ul style="list-style-type: none"> <li>East Don River Valley natural area</li> <li>Keele Valley Landfill &amp; Vaughan Waste Disposal Site</li> <li>GO Transit Barrie Corridor</li> <li>Built and proposed community</li> </ul> </li> </ul>	
2.2	<b>Previous EA Study</b> In 2003 York Region completed an EA for Teston Road from Pine Valley Drive to Weston Road. Due to concerns brought forward by MOECC and TRCA during this EA Study, the status quo was maintained between Keele Street and Dufferin Street. MOECC requested that if study was to resume, an IEA be completed for this section of Teston Road to determine the most appropriate solution to provide future transportation improvements.	
2.3	<b>IEA Terms of Reference</b>	
2.3.1	<b>Purpose of the ToR</b> The main deliverable for this project is the preparation of the Individual Environmental Assessment Terms of Reference.	
2.3.2	<b>Scope/Contents of the ToR:</b> <ul style="list-style-type: none"> <li>MMM presented an outline of the ToR contents and briefly described each section (see attached presentation).</li> <li>The ToR contents will be in line with MOECC's current guidelines for preparing and reviewing ToRs for IEAs.</li> <li>It was noted that the ToR will be unscoped (prepared in accordance with Section 6.1 (2) of the EA Act).</li> <li>The ToR Contents are as follows:</li> </ul>	

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Item	Details	Action By
	<ul style="list-style-type: none"> <li>○ Introduction</li> <li>○ Purpose of the Undertaking</li> <li>○ Description and Statement of Rationale of Alternatives to the Undertaking</li> <li>○ Description and Rationale for Alternatives to the Undertaking</li> <li>○ Description of the Environment and Potential Effects</li> <li>○ Description of the Assessment and Evaluation Methodology</li> <li>○ Description of the approach to identifying Commitments and Monitoring</li> <li>○ Consultation Plan for the IEA</li> <li>○ Consultation Undertaken to Assist in Preparation of the ToR (to be documented under a separate cover than the ToR)</li> <li>○ Flexibility for Accommodating New Circumstances</li> <li>○ Other Approvals Required</li> </ul>	
<b>3 -</b>	<b>CONSULTATION AND AGENCY ROLE</b>	
3.1	<p>MMM briefly described the consultation plan for the IEA and the ToR (see attached presentation). MMM noted that the consultation completed for the ToR process will be recorded in a separate document than the ToR document.</p> <p>The Agency Role for the ToR is to:</p> <ul style="list-style-type: none"> <li>• Provide relevant and current input on existing conditions. This input is important for the project team to be able to understand the constraints of the project area.</li> <li>• Provide Agency specific issues and concerns.</li> <li>• Provide input to the ToR including review prior to submission to MOECC.</li> </ul>	
3.2	<p><b>TRCA Comments</b></p> <p>The following is a summary of the comments and discussion that took place during this meeting:</p> <ul style="list-style-type: none"> <li>• Noted that a network study should be included in the IEA as part of the previous commitments made from the previous EA.</li> <li>• The need &amp; justification for this study should be at a higher level than a typical Class 'C' MCEA.</li> <li>• Noted that the study area is too narrow and should be extended. MMM noted that the current study area is for</li> </ul>	

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	<p>notification purposes only and the preliminary study area will be adjusted based on stakeholder input. MMM also noted that as is typical for EA studies, the traffic analysis area would extend beyond the study area (this will be noted in the ToR).</p> <ul style="list-style-type: none"> <li>• Will there be any combined agency meetings? York Region noted that their current practice is to have separate agency meetings as it allows each agency to voice their concerns and issues separately.</li> <li>• What data collection will be completed at the ToR stage? MMM noted that field reconnaissance and desk top study analysis will be completed at the ToR stage. The ToR will indicate the level of data collection and field work for the IEA.</li> <li>• TRCA typically requires 3 years of data collection/site monitoring ahead of construction to determine baseline conditions. York Region noted that is often difficult to achieve but will make note of this requirement.</li> <li>• TRCA is interested in knowing where MOECC wants Climate Change ToR content in terms of the criteria.</li> <li>• TRCA made the following comments on the Don Valley: <ul style="list-style-type: none"> <li>○ Maintaining connectivity and preserving the natural system is important.</li> <li>○ Impacts to this corridor are considered to be very negative.</li> <li>○ Will provide any information they have.</li> <li>○ Will confirm when this area is on their review list.</li> <li>○ Have a draft “FMP” aquatic plan</li> </ul> </li> <li>• The Region noted that they have submitted a request for data for this area.</li> </ul>	TRCA TRCA
<b>4-</b>	<b>Other Business</b>	
4.1	<ul style="list-style-type: none"> <li>• No other business was brought forth.</li> </ul>	

**Date:** Monday March 20, 2017  
9:30 a.m. to 11:00 a.m.

**Location:** City of Toronto  
Keele Valley Landfill  
Operations Centre  
7 Eaglet Court, Maple ON.

**Project Number:** 3216065

**Project:** Teston Road from Keele Street to Dufferin Street - IEA Terms of Reference

**Purpose:** **City of Toronto (Landfill Operations) Meeting #1** – to introduce the project and the project team and provide an overview of the Study Area, Terms of Reference and subsequent IEA process and outline the Consultation and Agency Role in this project.

<b>Attendees:</b>	<b>Agency / Organization</b>
Praveen John	York Region
Philip Brandon	York Region
Lynda Mulcahy	City of Toronto
Matthew Caschera	City of Toronto
Eugene Benda	City of Toronto
Paul Dewaele	Golder Associates (for City)
Neil Ahmed	WSP   MMM Group
Sandy Nairn	WSP   MMM Group
Rhonda George-Hiebert	WSP   MMM Group
Natalia Codoban	WSP   MMM Group

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1.2	Introduction: <ul style="list-style-type: none"> <li>Those at the meeting were introduced.</li> </ul>	
1.3	Using handouts of a presentation, WSP MMM presented the following (see attached presentation):	
<b>2 -</b>	<b>PROJECT OVERVIEW</b>	
2.1	<b>Study Area/Context &amp; Key Constraints</b> <ul style="list-style-type: none"> <li>The City of Vaughan is experiencing significant growth and</li> </ul>	

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Item	Details	Action By
	<p>there is continued pressure on the existing east-west corridors within Vaughan. This study has been initiated by York Region in order to review whether a continuous connection of Teston Road between Keele Street and Bathurst Street could be a potential solution to relieve increasing congestion and improve transportation operations within Vaughan. The Region has identified this corridor for road improvements in the current TMP (2016).</p> <ul style="list-style-type: none"> <li>• Teston Road previously was connected from Keele Street to Bathurst Street within a road right-of-way; however in 1993 the bridge over the East Don River was washed out by Hurricane Hazel and was not reinstated so this section of roadway was closed. York Region and the City of Vaughan still retain ownership of the ROW for this former roadway.</li> <li>• The key constraints for this study are (see the presentation for the constraints plan): <ul style="list-style-type: none"> <li>○ East Don River Valley natural area</li> <li>○ Keele Valley Landfill &amp; Vaughan Waste Disposal Site</li> <li>○ GO Transit Barrie Corridor</li> <li>○ Built and proposed community</li> </ul> </li> </ul>	
2.2	<p><b>Previous EA Study</b></p> <p>In 2003 York Region completed an EA for Teston Road from Pine Valley Drive to Weston Road. Due to concerns brought forward by MOECC and TRCA during this EA Study, the status quo was maintained between Keele Street and Dufferin Street. MOECC requested that if study was to resume, an IEA be completed for this section of Teston Road to determine the most appropriate solution to provide future transportation improvements.</p>	
2.3	<b>IEA Terms of Reference</b>	
2.3.1	<p><b>Purpose of the ToR</b></p> <p>The main deliverable for this project is the preparation of the Individual Environmental Assessment Terms of Reference.</p>	
2.3.2	<p><b>Scope/Contents of the ToR:</b></p> <ul style="list-style-type: none"> <li>• MMM presented an outline of the ToR contents and briefly described each section (see attached presentation).</li> <li>• The ToR contents will be in line with MOECC's current guidelines for preparing and reviewing ToRs for IEAs.</li> <li>• It was noted that the ToR will be unscoped (prepared in accordance with Section 6.1 (2) of the EA Act).</li> <li>• The ToR Contents are as follows: <ul style="list-style-type: none"> <li>○ Introduction</li> <li>○ Purpose of the Undertaking</li> <li>○ Description and Statement of Rationale of</li> </ul> </li> </ul>	

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	<p>Alternatives to the Undertaking</p> <ul style="list-style-type: none"> <li>○ Description and Rationale for Alternatives to the Undertaking</li> <li>○ Description of the Environment and Potential Effects</li> <li>○ Description of the Assessment and Evaluation Methodology</li> <li>○ Description of the approach to identifying Commitments and Monitoring</li> <li>○ Consultation Plan for the IEA</li> <li>○ Consultation Undertaken to Assist in Preparation of the ToR (to be documented under a separate cover than the ToR)</li> <li>○ Flexibility for Accommodating New Circumstances</li> <li>○ Other Approvals Required</li> </ul>	
<b>3 -</b>	<b>CONSULTATION AND AGENCY ROLE</b>	
3.1	<p>MMM briefly described the consultation plan for the IEA and the ToR (see attached presentation). MMM noted that the consultation completed for the ToR process will be recorded in a separate document than the ToR document.</p> <p>The Agency Role for the ToR is to:</p> <ul style="list-style-type: none"> <li>• Provide relevant and current input on existing conditions. This input is important for the project team to be able to understand the constraints of the project area.</li> <li>• Provide Agency specific issues and concerns.</li> <li>• Provide input to the ToR including review prior to submission to MOECC.</li> </ul>	
3.2	<p><b><i>City of Toronto Comments</i></b></p> <p>The following is a summary of the comments and discussion that took place during this meeting:</p> <ul style="list-style-type: none"> <li>• The City of Toronto (“The City”) noted that the study area should be enlarged over what was shown in the presentation in order to be able to adequately review corridor alternatives. MMM noted that the study area shown in the presentation is for notification purposes and as part of the ToR process the preliminary study area will be determined with input from the stakeholders .</li> <li>• The City asked what is the Undertaking? York Region noted that the undertaking is to improve transportation capacity within the area taking into consideration the</li> </ul>	

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Item	Details	Action By
	<p>transportation issues that were identified in the York Region TMP.</p> <ul style="list-style-type: none"> <li>• The City asked when York Region would like to have their comments. York Region noted that comments would be appreciated by the end of April.</li> <li>• Golder (representing the City) and the City staff provided a brief overview of the history of three Landfills:</li> </ul> <p>Keele Valley Landfill</p> <ul style="list-style-type: none"> <li>○ The Keele Valley landfill site was an active sand and gravel pit from late 1960s until the landfill operations were initiated in 1983. The City and the MOECC decided that the City will operate the Keele Valley landfill from 1982 onwards.</li> <li>○ The clay borrow was brought to the landfill from the City-owned site present at Avondale Road. The final clay liner was placed in 1991. The landfill ceased operations in 2002.</li> <li>○ Keele Valley Landfill is approximately 30 m in thickness (~10 m deep, ~20 m high). The landfill does not have a buffer zone around its footprint.</li> <li>○ Extraction wells, installed in 1981-1982, remove groundwater from the Keele Valley landfill to contain landfill impacts. The groundwater is then discharged into the sanitary system for treatment. The City operates monitoring wells screened in a shallow unconfined aquifer at the landfill.</li> <li>○ There are also purge wells at the south end of Vaughan Landfill, which were placed in 1991. These wells are monitored by Golder every week. The wells are repaired / replaced every 6 months to 2 years.</li> <li>○ Keele Valley Landfill has a landfill gas collection system along the road at the north limits of the site and in various locations within the landfill footprint.</li> <li>○ The predicted monitoring for potential contamination for Keele Valley landfill is 100s of years. The Vaughan landfill's monitoring timeframe is less as it's been closed longer and it is a smaller landfill.</li> <li>○ MMM inquired whether mapping was available for the underground infrastructure. It was noted that there is mapping that shows the approximate location of the</li> </ul>	

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Item	Details	Action By
	<p>purge wells however the buried infrastructure location is not well documented. The City noted that the closure plan would be the best document to provide the locations of wells etc. There are also annual monitoring reports that document the status of the landfill leachate plume(s) and ongoing monitoring program at the landfill. The City will provide these documents to MMM, upon request.</p> <ul style="list-style-type: none"> <li>○ The City noted that one of the concerns they have with construction a roadway through the landfill site is the infiltration of roadway salt at the landfill. This will make the contaminant monitoring at the Keele Valley Landfill difficult, as chloride is the conservative tracer that is typically used to monitor landfill impacts and roadway salt has a high concentration of chloride.</li> <li>○ MMM inquired whether the access to the landfill for the City of Toronto could be relocated. The City noted that they may be able to be relocate.</li> </ul> <p><b><u>Vaughan Landfill</u></b></p> <ul style="list-style-type: none"> <li>○ The project team completed a site visit at the landfill in December 2016. A contaminant specialist from MMM had a separate site visit at the landfill on March 13, 2017. A representative from the City of Vaughan gave a tour and shared the landfill history with the team during both visits.</li> <li>○ The Vaughan Landfill site started operations in the 1960s and was closed in 1985.</li> <li>○ The “compost” area at Avondale Road, located north of the Keele Valley Landfill, is no longer an active compost site. There are monitoring wells present within this site. These wells were maintained by the City of Toronto; the area is now owned / maintained by the City of Vaughan.</li> <li>○ The City of Vaughan owns a landfill gas collection system, which includes one building and wells.</li> <li>○ Wells within the City of Vaughan landfill are monitored twice a year.</li> <li>○ City of Toronto used to monitor monitoring wells present within the Vaughan landfill. Now, it is the responsibility of the City of Vaughan.</li> </ul>	<p>City of Toronto</p>

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Item	Details	Action By
	<p><b><u>Private Landfill</u></b></p> <ul style="list-style-type: none"> <li>○ The private landfill site, described by Golder as a “soil storage”, (Disposal Services Landfill) operated from approximately 1974 to 1986.</li> </ul>	
<b>4-</b>	<b>Other Business</b>	
4.1	<ul style="list-style-type: none"> <li>• A contaminant specialist from MMM asked a landfill specialist from Golder to describe the hydrogeological setting of the Keele Valley Landfill. The landfill specialist noted that the geology at the landfill is complex. Three aquifers are present within the area, which include a shallow <i>Oak Ridges</i> aquifer, an intermediate and a deep aquifer. The upper and intermediate aquifers are contaminated with landfill leachate; there is a hydraulic connection between these two groundwater units. The landfill impacts have not been found in the deep (<i>Thornccliffe Formation</i>) groundwater unit.</li> <li>• The landfill specialist noted that solvents have been found in groundwater, originating from deposition of organic wastes at the Keele Valley Landfill back in 1980s.</li> <li>• The landfill specialist noted that there is a confining unit of till at the Keele Valley Landfill, which is naturally occurring. This layer reduces the infiltration of the landfill leachate into the underlying groundwater units.</li> </ul>	

**Date:** Friday March 24, 2017  
9:30 a.m. to 11:00 a.m.

**Project Number:** 3216065

**Location:** MOECC's Offices  
135 St Clair Ave West

**Project:** Teston Road from Keele Street to Dufferin Street -  
IEA Terms of Reference

**Purpose:** **MOECC Meeting #1** – to introduce the project and the project team and provide an overview of the Study Area, Terms of Reference and subsequent IEA process and outline the Consultation and Agency Role in this project.

**Attendees:**

Praveen John  
Philip Brandon  
Jennie Weller  
Emilee O'Leary  
Dale Gable  
Amanda Graham  
Solange Desautels  
Andrea Brown  
Dickson Odame-Osafo  
Neil Ahmed  
Sandy Nairn

**Agency / Organization**

York Region  
York Region  
MOECC  
MOECC  
MOECC  
MOECC  
MOECC  
MOECC  
MOECC  
WSP | MMM Group  
WSP | MMM Group

Item	Details	Action By
<b>1 -</b>	<b>INTRODUCTIONS</b>	
1.1	The following is a summary of the meeting with MOECC on Friday March 24, 2017 regarding the Teston Road Individual Environmental Assessment Terms of Reference study between Keele Street and Bathurst Street. This set of minutes captures key discussion points at the meeting.	
1.2	Introduction: <ul style="list-style-type: none"> <li>Those at the meeting were introduced.</li> </ul>	
1.3	Using handouts of a presentation, WSP MMM presented the following (see attached presentation):	
<b>2 -</b>	<b>PROJECT OVERVIEW</b>	
2.1	<b>Study Area/Context &amp; Key Constraints</b> <ul style="list-style-type: none"> <li>The City of Vaughan is experiencing significant growth and there is continued pressure on the existing east-west</li> </ul>	

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Item	Details	Action By
	<p>corridors within Vaughan. This study has been initiated by York Region in order to review whether a continuous connection of Teston Road between Keele Street and Bathurst Street could be a potential solution to relieve increasing congestion and improve transportation operations within Vaughan. The Region has identified this corridor for road improvements in the current TMP (2016).</p> <ul style="list-style-type: none"> <li>• Teston Road previously was connected from Keele Street to Bathurst Street within a road right-of-way; however in 1993 the bridge over the East Don River was washed out by Hurricane Hazel and was not reinstated so this section of roadway was closed. York Region and the City of Vaughan still retain ownership of the ROW for this former roadway.</li> <li>• The key constraints for this study are (see the presentation for the constraints plan): <ul style="list-style-type: none"> <li>○ East Don River Valley natural area</li> <li>○ Keele Valley Landfill &amp; Vaughan Waste Disposal Site</li> <li>○ GO Transit Barrie Corridor</li> <li>○ Built and proposed community</li> </ul> </li> </ul>	
<b>2.2</b>	<p><b>Previous EA Study</b></p> <p>In 2003 York Region completed an EA for Teston Road from Pine Valley Drive to Weston Road. Due to concerns brought forward by MOECC and TRCA during this EA Study, the status quo was maintained between Keele Street and Dufferin Street. MOECC requested that if study was to resume, an IEA be completed for this section of Teston Road to determine the most appropriate solution to provide future transportation improvements.</p>	
<b>2.3</b>	<b>IEA Terms of Reference</b>	
<b>2.3.1</b>	<p><b>Purpose of the ToR</b></p> <p>The main deliverable for this project is the preparation of the Individual Environmental Assessment Terms of Reference.</p>	
<b>2.3.2</b>	<p><b>Scope/Contents of the ToR:</b></p> <ul style="list-style-type: none"> <li>• MMM presented an outline of the ToR contents and briefly described each section (see attached presentation).</li> <li>• The ToR contents will be in line with MOECC's current guidelines for preparing and reviewing ToRs for IEAs.</li> <li>• It was noted that the ToR will be unscoped (prepared in accordance with Section 6.1 (2) of the EA Act).</li> <li>• The ToR Contents are as follows: <ul style="list-style-type: none"> <li>○ Introduction</li> <li>○ Purpose of the Undertaking</li> <li>○ Description and Statement of Rationale of Alternatives to the Undertaking</li> </ul> </li> </ul>	

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Item	Details	Action By
	<ul style="list-style-type: none"> <li>○ Description and Rationale for Alternatives to the Undertaking</li> <li>○ Description of the Environment and Potential Effects</li> <li>○ Description of the Assessment and Evaluation Methodology</li> <li>○ Description of the approach to identifying Commitments and Monitoring</li> <li>○ Consultation Plan for the IEA</li> <li>○ Consultation Undertaken to Assist in Preparation of the ToR (to be documented under a separate cover than the ToR)</li> <li>○ Flexibility for Accommodating New Circumstances</li> <li>○ Other Approvals Required</li> </ul>	
<b>3 -</b>	<b>CONSULTATION AND AGENCY ROLE</b>	
3.1	<p>MMM briefly described the consultation plan for the IEA and the ToR (see attached presentation). MMM noted that the consultation completed for the ToR process will be recorded in a separate document than the ToR document.</p> <p>The Agency Role for the ToR is to:</p> <ul style="list-style-type: none"> <li>• Provide relevant and current input on existing conditions. This input is important for the project team to be able to understand the constraints of the project area.</li> <li>• Provide Agency specific issues and concerns.</li> <li>• Provide input to the ToR including review prior to submission to MOECC.</li> </ul>	
3.2	<p><b>MOECC Comments</b></p> <p>The following comments were made by MOECC on the presentation slides:</p> <p><b>Study Area</b></p> <ul style="list-style-type: none"> <li>• Based on the ANSI and landfills, the preliminary study area should be more extensive, to include Major Mackenzie and Kirby since these represent alternatives to the undertaking.</li> </ul> <p><b>Constraints</b></p> <ul style="list-style-type: none"> <li>• Where are the capacity are needs coming from? This area is largely mature residential or landfills.</li> <li>• Kirby Road is an EA being pursued by Vaughan and a developer. Major Mackenzie Drive will be subject to an</li> </ul>	

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Item	Details	Action By
	<p>EA by Region also. The Vaughan IEA (addressing Pine Valley Drive) was a very large area as an example</p> <ul style="list-style-type: none"> <li>• MOECC is well aware of landfill issues and appreciate the ANSI is only crossed by a single roadway.</li> </ul> <p><b>Previous EA</b></p> <ul style="list-style-type: none"> <li>• None</li> </ul> <p><b>TOR Process</b></p> <ul style="list-style-type: none"> <li>• None</li> </ul> <p><b>Proposed IEA</b></p> <ul style="list-style-type: none"> <li>• Will the IEA be scoped? No, it will be prepared in accordance with Section 6.1 (2) of the EA Act</li> <li>• Region should consider not only a new road link but also a wide range of other alternatives which may be seen to be more appropriate.</li> <li>• A lot of attention and focus should be put on the ToR and IEA as regarding both need and justification and “Alternatives To” for this study given the significance of potential impacts.</li> <li>• Others that proceed with these complicated EAs can face issues if the ToR is not inclusive of required process – the Region should ensure their process covers other outcomes if not a new road. Also, splitting the project is not an option if it is an approved EA.</li> </ul> <p><b>Purpose</b></p> <ul style="list-style-type: none"> <li>• None</li> </ul> <p><b>TOR</b></p> <ul style="list-style-type: none"> <li>• MOECC reiterated that the content will have to reflect the focus of the IEA (i.e. scoped or not)</li> <li>• Need and justification will be more fully developed in IEA with broadly defined "Alternatives to" and commit to further developing in the IEA</li> <li>• Discussion about the flexibility – even should have flexibility in the “Alternatives To” content to accommodate any unexpected recommendations from that process</li> <li>• Other approvals could include amending Landfill agreements, which can be a long time to complete (Section 46 approval was noted)</li> </ul>	

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	<p><b>Environment Effects</b></p> <ul style="list-style-type: none"> <li>• None</li> </ul> <p><b>Alt Methods Evaluation</b></p> <ul style="list-style-type: none"> <li>• York Region noted that the Don River valley has not been extensively studied, there will be data collection requirements</li> <li>• Climate Change was discussed – to MOECC this can be accommodated in various components and depends on the project but should cover extreme weather events, SWM, natural, atmospheric, vehicular impacts</li> <li>• MOECC will require a cumulative effects/impacts analysis and also consideration of Source Protection</li> </ul> <p><b>Commitments</b></p> <ul style="list-style-type: none"> <li>• MOECC wants the ToR to reference the requirements of Section 6.1 (2) and where those are addressed in the TOR</li> <li>• A monitoring plan and commitments will be expected in the IEA</li> </ul> <p><b>Consultation for IEA</b></p> <ul style="list-style-type: none"> <li>• Regarding indigenous communities, MOECC had been working off of the earlier Notice study area to identify groups to be contacted however given the project as they now understand it, they will review again to expand that list, they may provide some suggestion on those communities that will have more interest in this area. <b>{Post Meeting Note: MOECC provided input to the indigenous communities on March 30, 2017}.</b></li> </ul> <p><b>Consultation for ToR</b></p> <ul style="list-style-type: none"> <li>• A Standing Committee was active during the earlier EA and while the Keele Valley site was open</li> <li>• Members included a councillor who had a well downstream of the landfill along the Don R (there are a few still)</li> <li>• Also used to be a Liaison Committee along the rail corridor</li> <li>• Vaughan could be contacted on both of these</li> <li>• Archaeology Stage 1 was mentioned. MOECC will require at least Stage 2 during IEA and possibly Stage 3,</li> </ul>	

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	<p>not deferring these until detail design</p> <ul style="list-style-type: none"> <li>A cemetery was noted to be located north of Teston Rd along Dufferin (south of golf course)</li> </ul> <p><b>New Circumstances</b></p> <ul style="list-style-type: none"> <li>None</li> </ul> <p><b>Other comments</b></p> <ul style="list-style-type: none"> <li>The private landfill owned and operated by Disposal Services Inc. and has a provincial offense against it currently due to contaminated soil, excessive height, inadequate monitoring and reporting</li> <li>Vaughan has not submitted a closure plan for the Vaughan Landfill.</li> <li>Vaughan is considering recreational uses of Avondale, possibly Vaughan landfill and possibly Keele landfill sites</li> <li>As regards Air Quality EA requirements, MOECC will require a full assessment in the IEA</li> </ul>	
4-	<b>Other Business</b>	
4.1	<ul style="list-style-type: none"> <li>No other business was brought forth.</li> </ul>	

**Date:** Tuesday July 11, 2017  
1:00 p.m. to 3:00 p.m.

**Location:** York Region Offices  
90 Bales Drive East  
Room 20010

**WSP Project Number:** 16M-01443-01 (3216065)

**Project:** Teston Road from Keele Street to Dufferin Street - IEA Terms of Reference

**Purpose:** **Indigenous Communities Meeting #1** – To introduce the project and the project team and provide an overview of the Study Area, Terms of Reference and subsequent IEA process and outline the Consultation and Indigenous Community's Role in this project. To provide a summary of the Stage 1 archaeology, request input, and discuss participation.

**Attendees:**

Praveen John  
David Atkins  
David MacKay  
Skye Anderson  
Rhonda Coppaway  
Megan DeVries  
Kaitlin Hill  
Julie Kapyvka  
Neil Ahmed  
Sandy Nairn  
Rhonda George-Hiebert  
Amanda Parks

**Agency / Organization**

York Region  
York Region  
York Region  
Alderville First Nation  
Mississaugas of Scugog Island First Nation  
Mississaugas of the New Credit First Nation  
Curve Lake First Nation  
Curve Lake First Nation  
WSP  
WSP  
WSP  
New Directions Archaeology

Item	Details	Action By
<b>1 -</b>	<b>INTRODUCTIONS</b>	
1.1	The following is a summary of the meeting with the above noted Indigenous Communities on Tuesday July 11, 2017 regarding the Teston Road Individual Environmental Assessment Terms of Reference study between Keele Street and Bathurst Street. This set of minutes captures key discussion points at the meeting.	
1.2	Introduction: <ul style="list-style-type: none"> <li>Those at the meeting were introduced.</li> </ul>	
1.3	<ul style="list-style-type: none"> <li>It was noted that Huron-Wendat First Nation was not able to attend this meeting and the project team has scheduled a teleconference with them for Friday July 28, 2017.</li> <li>It was noted that Chippewas of Rama First Nation, Chippewas of Georgina First Nation and Beausoleil First</li> </ul>	

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Item	Details	Action By
	Nation may be interested in this project. WSP noted that MOECC provides the Indigenous Communities contact list; WSP will enquire with MOECC as to why the Chippewas of Rama First Nation and Beausoleil First Nation were not included in this list.	WSP
1.4	Using handouts of a presentation, WSP presented the following (see attached presentation):	
2 -	<b>PROJECT OVERVIEW</b>	
2.1	<b>Study Area/Context &amp; Key Constraints</b> <ul style="list-style-type: none"> <li>The City of Vaughan is experiencing significant growth and there is continued pressure on the existing east-west corridors within Vaughan. This study has been initiated by York Region in order to review whether a continuous connection of Teston Road between Keele Street and Bathurst Street could be a potential solution to relieve increasing congestion and improve transportation operations within Vaughan. The Region has identified this corridor for road improvements in the current TMP (2016).</li> <li>Teston Road previously was connected from Keele Street to Bathurst Street within a road right-of-way; however in 1954 the bridge over the East Don River was washed out by Hurricane Hazel and was not reinstated so this section of roadway was closed. York Region and the City of Vaughan still retain ownership of the ROW for this former roadway.</li> <li>The key constraints for this study are (see the presentation for the constraints plan): <ul style="list-style-type: none"> <li>East Don River Valley natural area</li> <li>Keele Valley Landfill &amp; Vaughan Waste Disposal Site</li> <li>GO Transit Barrie Corridor</li> <li>Built and proposed community</li> </ul> </li> <li>The current study area that has been identified in order to accommodate a range of potential solutions and is not an indication of the total area that will could be impacted by the preferred solution.</li> </ul>	
2.2	<b>Previous EA Study</b> In 2003 York Region completed an EA for Teston Road from Pine Valley Drive to Weston Road. Due to concerns brought forward by MOECC and TRCA during this EA Study, the status quo was maintained between Keele Street and Dufferin Street. MOECC requested that if the study was to resume, an IEA be completed for	

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Item	Details	Action By
	this section of Teston Road to determine the most appropriate solution to provide future transportation improvements.	
<b>2.3</b>	<b>IEA Terms of Reference</b>	
<b>2.3.1</b>	<b><i>Purpose of the ToR</i></b> The main deliverable for this project is the preparation of the Individual Environmental Assessment Terms of Reference.	
<b>2.3.2</b>	<b><i>Scope/Contents of the ToR:</i></b> <ul style="list-style-type: none"> <li>WSP presented an outline of the ToR contents and briefly described each section (see attached presentation).</li> <li>The ToR contents will be consistent with MOECC's current Code of Practice for preparing and reviewing ToRs for IEAs.</li> <li>It was noted that the ToR will be unscoped (prepared in accordance with Section 6.1 (2) of the EA Act).</li> <li>The ToR Contents are as follows: <ul style="list-style-type: none"> <li>Executive Summary</li> <li>Introduction</li> <li>Purpose of the Undertaking</li> <li>Description and Statement of Rationale of Alternatives to the Undertaking</li> <li>Description and Rationale for Alternatives to the Undertaking</li> <li>Description of the Environment and Potential Effects</li> <li>Description of the Assessment and Evaluation Methodology</li> <li>Description of the approach to identifying Commitments and Monitoring</li> <li>Consultation Plan for the IEA</li> <li>Consultation Undertaken to Assist in Preparation of the ToR (to be documented under a separate cover than the ToR)</li> <li>Flexibility for Accommodating New Circumstances</li> <li>Other Approvals Required</li> </ul> </li> </ul>	
<b>2.3.3</b>	<b><i>ToR and IEA Process (see process charts in the attached presentation for further details including consultation milestones)</i></b> <ul style="list-style-type: none"> <li>The ToR project process involves the following steps: <ul style="list-style-type: none"> <li>Notice of Commencement</li> <li>Desktop study and framework for content of Terms of Reference</li> <li>Draft Terms of Reference document</li> <li>Finalization of Terms of Reference document</li> <li>MOECC review/approval</li> </ul> </li> <li>The IEA project process involves the following steps:</li> </ul>	

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Item	Details	Action By
	<ul style="list-style-type: none"> <li>○ Identify problems and opportunities and screen the alternatives to the undertaking</li> <li>○ Assemble and select alternatives to the undertaking</li> <li>○ Refine the study area and identify significant features</li> <li>○ Generate alternative methods</li> <li>○ Refine alternative methods</li> <li>○ Assess alternative methods</li> <li>○ Evaluate and select preferred alternative methods</li> <li>○ Examine preliminary design alternatives</li> <li>○ Present preferred preliminary design/impacts and proposed mitigation measures</li> <li>○ Complete IEA report</li> <li>○ MOECC review/approval</li> </ul>	
2.4	<p><b>Range of Alternatives to the Undertaking</b></p> <p>The range of Alternatives to the Undertaking that are proposed for the IEA include (but are not limited to):</p> <ul style="list-style-type: none"> <li>• Do-Nothing (base case)</li> <li>• Travel Demand Management (TDM)</li> <li>• Transportation System Management (TSM)</li> <li>• Improved and/or New Transit Systems</li> <li>• Improved and/or New Roadways/Transitways</li> <li>• Combinations of the Above</li> </ul>	
2.5	<p><b>Alternative Methods Preliminary Evaluation Considerations (see table in the attached presentation for more detail):</b></p> <p>The evaluation of the alternatives will include environmental and technical consideration components such as:</p> <ul style="list-style-type: none"> <li>• Natural Environment</li> <li>• Cultural Environment</li> <li>• Social/Economic Environment</li> <li>• Technical</li> </ul>	
3 -	<b>CONSULTATION AND INDIGENOUS COMMUNITIES ROLE</b>	
3.1	<p>WSP briefly described the consultation plan for the IEA and the ToR (see attached presentation). WSP noted that the consultation completed for the ToR process will be recorded in a separate document than the ToR document.</p> <p>The Indigenous Communities Role for this Study is:</p> <p>During the ToR:</p> <ul style="list-style-type: none"> <li>• Provide relevant and current input on existing conditions. This input is important for the project team to be able to understand the constraints of the project area.</li> </ul>	

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Item	Details	Action By
	<ul style="list-style-type: none"> <li>• Provide specific issues and concerns (see section 3.2 below).</li> <li>• Provide input to the ToR including review prior to submission to MOECC.</li> </ul> <p>During the IEA:</p> <ul style="list-style-type: none"> <li>• Indigenous community engagement will be tailored to each group's specific needs and requirements including frequency of meetings, presentations to Council etc.</li> <li>• The ToR sets out a minimum framework for Indigenous engagement including input at the following stages: <ul style="list-style-type: none"> <li>○ need for the undertaking</li> <li>○ identification and assessment of alternatives to the undertaking</li> <li>○ Prior to each of the three rounds of Open Houses</li> </ul> </li> <li>• The format of engagement (Presentation to Chief and Council, committees, community) will be determined during the IEA based on feedback from each interested community</li> </ul>	
3.2	<p>Each Community outlined some of their preliminary requests and requirements for this Study as follows:</p> <p><b><i>Mississaugas of Scugog Island First Nation (MSIFN)</i></b></p> <ul style="list-style-type: none"> <li>• MSIFN voiced concern regarding the Teston Ossuary and how the current development in the area will impact in the future. York Region and the City of Vaughan both have put in place policy's to not allow development or other potential impacts to this site.</li> <li>• Requested that their monitors be on site during the Stage 2/3/4 Archaeology field work.</li> <li>• Noted that they require at least 6 weeks to review any documents.</li> </ul> <p><b><i>Mississaugas of the New Credit First Nation (MNCFN)</i></b></p> <ul style="list-style-type: none"> <li>• Requested that their monitors be on site during the Stage 2/3/4 Archaeology field work.</li> <li>• Would like to review the Stage 1 Archaeology Report prior to submission to MTCS and the draft ToR prior to going to MOECC.</li> <li>• Would like the opportunity to work closely with York Region regarding Archaeology and Environment matters.</li> </ul>	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	<ul style="list-style-type: none"> <li>Requested the contact information from the City of Vaughan for the Block 27 Development. York Region will provide this contact.</li> <li>Noted that they require at least 6 weeks to review and documents.</li> <li>Expressed interest in having recurring meetings throughout the project at the IEA stage and would like to meet with York Region after the ToR is approved but prior to the initiation of the IEA.</li> </ul> <p><b>Curve Lake First Nation</b></p> <ul style="list-style-type: none"> <li>Noted that they appreciate the early engagement of the Indigenous Communities.</li> <li>Would like to review the Stage 1 Archaeology report and draft ToR before they are submitted to MTCS and MOECC respectfully. They will need at least 6 weeks to review any documents.</li> <li>Noted that they would like to see green technologies and green space incorporated into any preferred solution.</li> <li>Noted that would like to see any opportunities to highlight the history and provide educational opportunities of the Indigenous Communities within the project and show the significance of their presence within this area.</li> </ul> <p><b>Alderville First Nation</b></p> <ul style="list-style-type: none"> <li>Would like to have the opportunity to review the historical documentation and reports.</li> <li>Expressed concerns regarding the potential impacts to the environment as well as the amount of development and the reduction of green space.</li> <li>Noted that a plan for replacement of any landfill monitoring should be in place if it is impacted by this project.</li> </ul>	York Region
4.0	<p><b>Stage 1 Archaeological Assessment</b></p> <ul style="list-style-type: none"> <li>New Directions Archaeology (NDA) is currently undertaking a Stage 1 Archaeology Assessment of the study area which is a comprehensive examination aimed at: <ul style="list-style-type: none"> <li>Determining known areas of significance,</li> <li>Determining areas of archaeological potential,</li> <li>Providing strategies for the protection of known archeological sites, and</li> </ul> </li> </ul>	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	<ul style="list-style-type: none"> <li>○ Developing strategies for future archaeological assessments required within the study area.</li> <li>• NDA provided a brief overview of the following (see attached presentation for further details):               <ul style="list-style-type: none"> <li>○ Archaeological sources – this source list has been expanded beyond what is typically completed in a Stage 1 assessment due to the proximity of several areas of archaeological significance.</li> <li>○ Study area conditions</li> <li>○ 20th Century aerial imagery</li> <li>○ Previous archaeological assessments</li> <li>○ OASD search</li> <li>○ Site leads – unregistered sties</li> <li>○ Previously identified woodland villages</li> <li>○ Burial avoidance strategies</li> <li>○ Preliminary recommendations</li> <li>○ Indigenous input in the Stage 1 Archaeological Assessment</li> </ul> </li> <li>• Further stage archaeology assessments to be completed during the IEA once a preferred alternative is chosen. This is necessary in order to get permission to enter for the site investigations required for the further stage archaeology work.</li> </ul>	
<b>5-</b>	<b>Other Business</b>	
5.1	<ul style="list-style-type: none"> <li>• Travel claim invoices for the meeting should be sent to New Directions Archaeology for payment.</li> </ul>	



# Teston Road IEA Terms of Reference (ToR) from Keele Street to Bathurst Street

## Meeting with Indigenous Communities

Alderville First Nation  
Curve Lake First Nation  
Hiawatha First Nation  
Mississaugas of Scugog Island First Nation  
Mississaugas of the New Credit First Nation

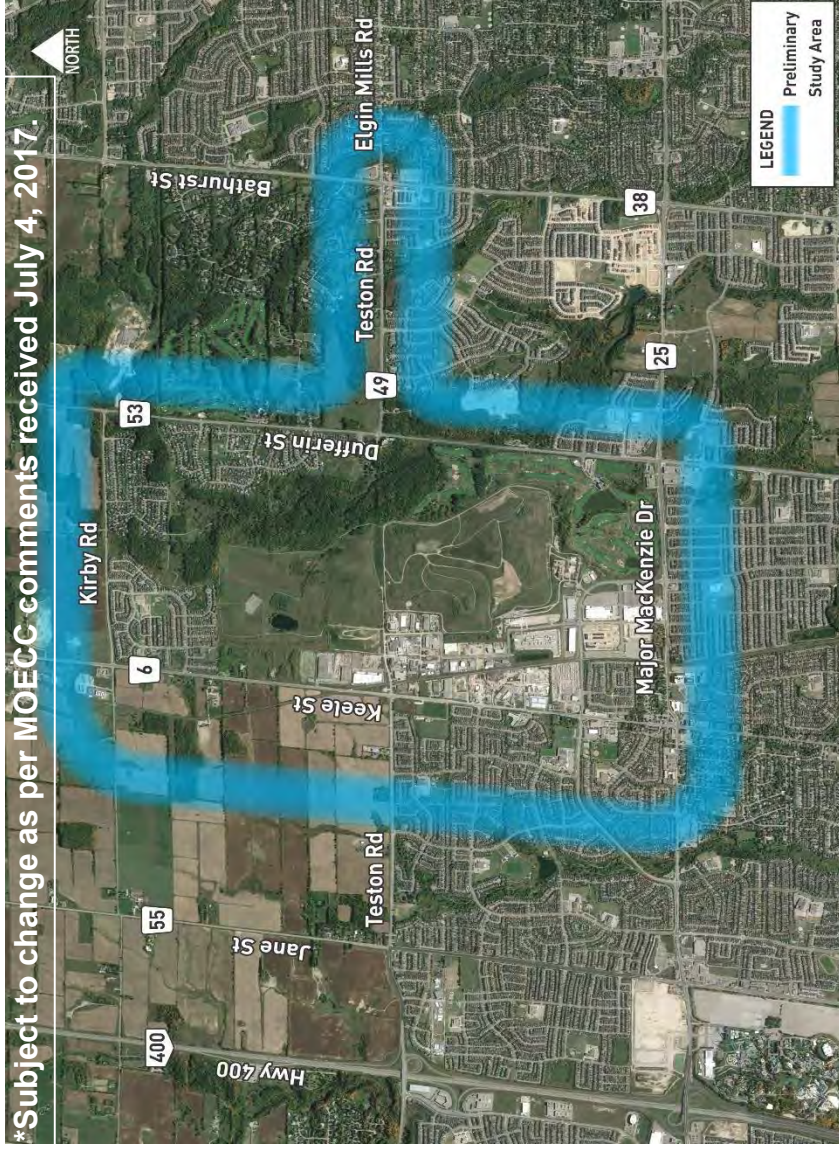
*July 11, 2017*

# Study Area/Context

Two different parts to the study area:

1. Determine the most appropriate solution to provide future transportation improvements on Teston Road between Keele Street and Dufferin Street.
2. Potential Road Widening – Potential for the need to increase capacity on Teston Road between Dufferin Street and Bathurst Street should improvements between Keele Street and Dufferin Street be pursued.

\*Subject to change as per MOECC comments received July 4, 2017.

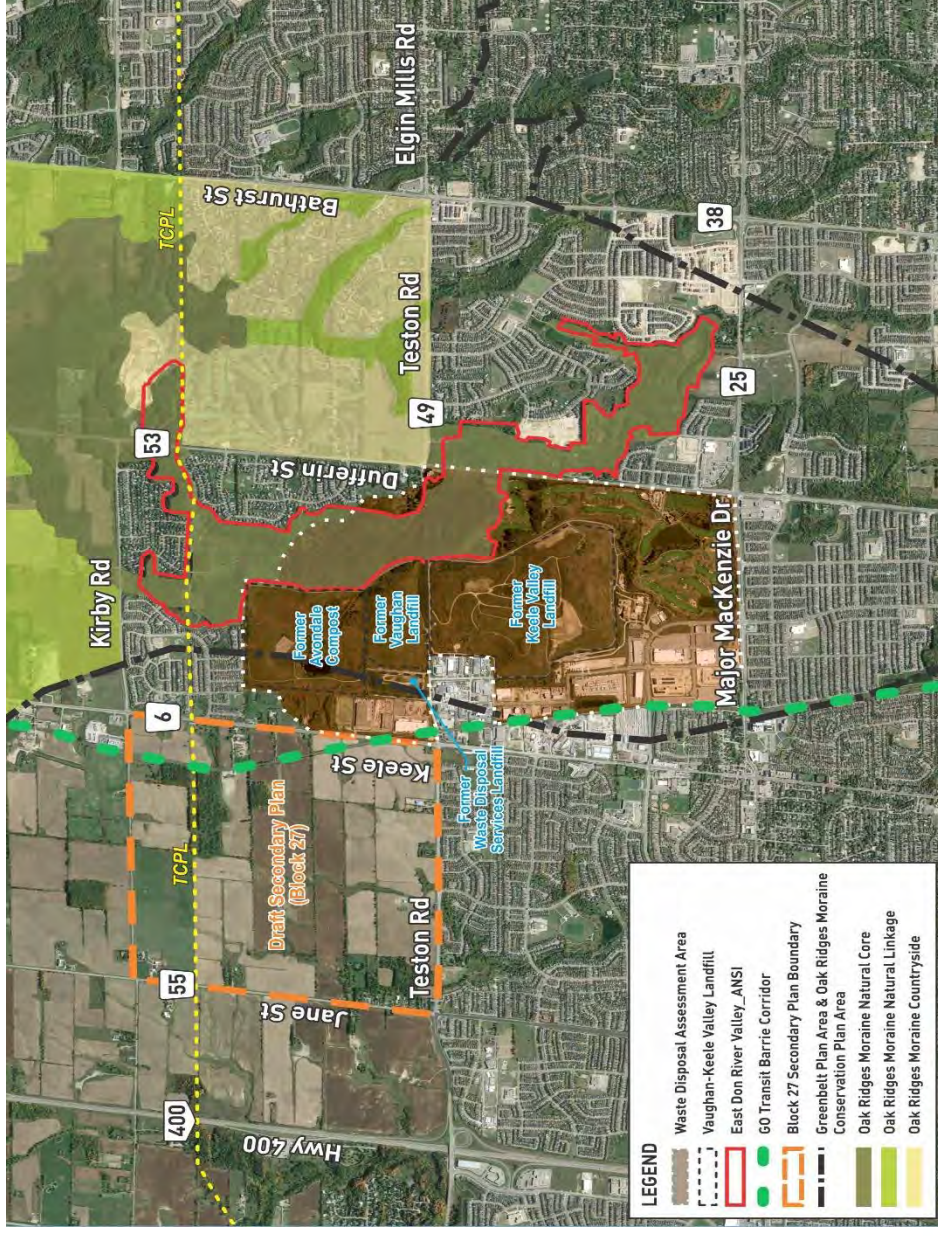


\*Note – the study area is preliminary and will be confirmed as part of the ToR process.



# Key Constraints

- Key Constraints:
- East Don River Valley natural area
  - Keele Valley Landfill & City of Vaughan Waste Disposal Site
  - GO Transit Barrier Corridor
  - Built and proposed community



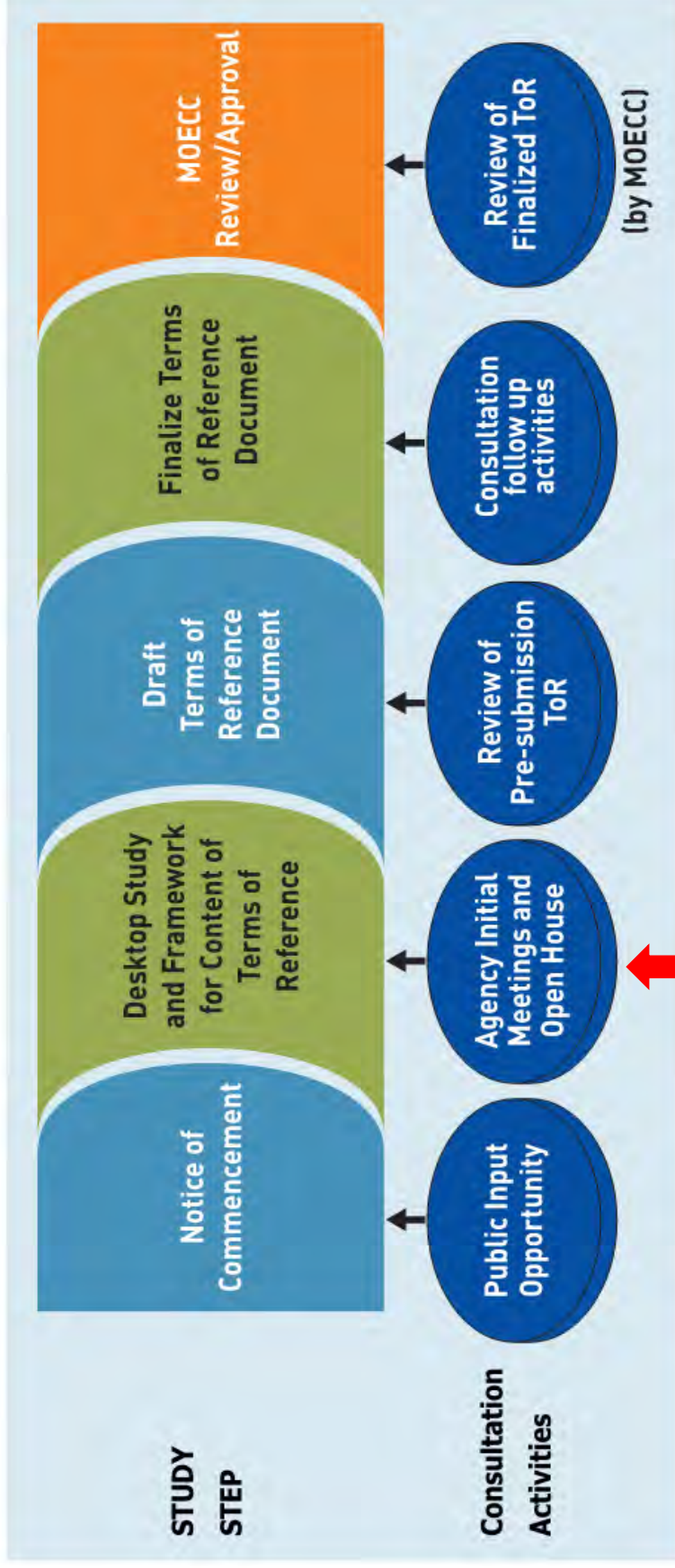
# Previous EA Study

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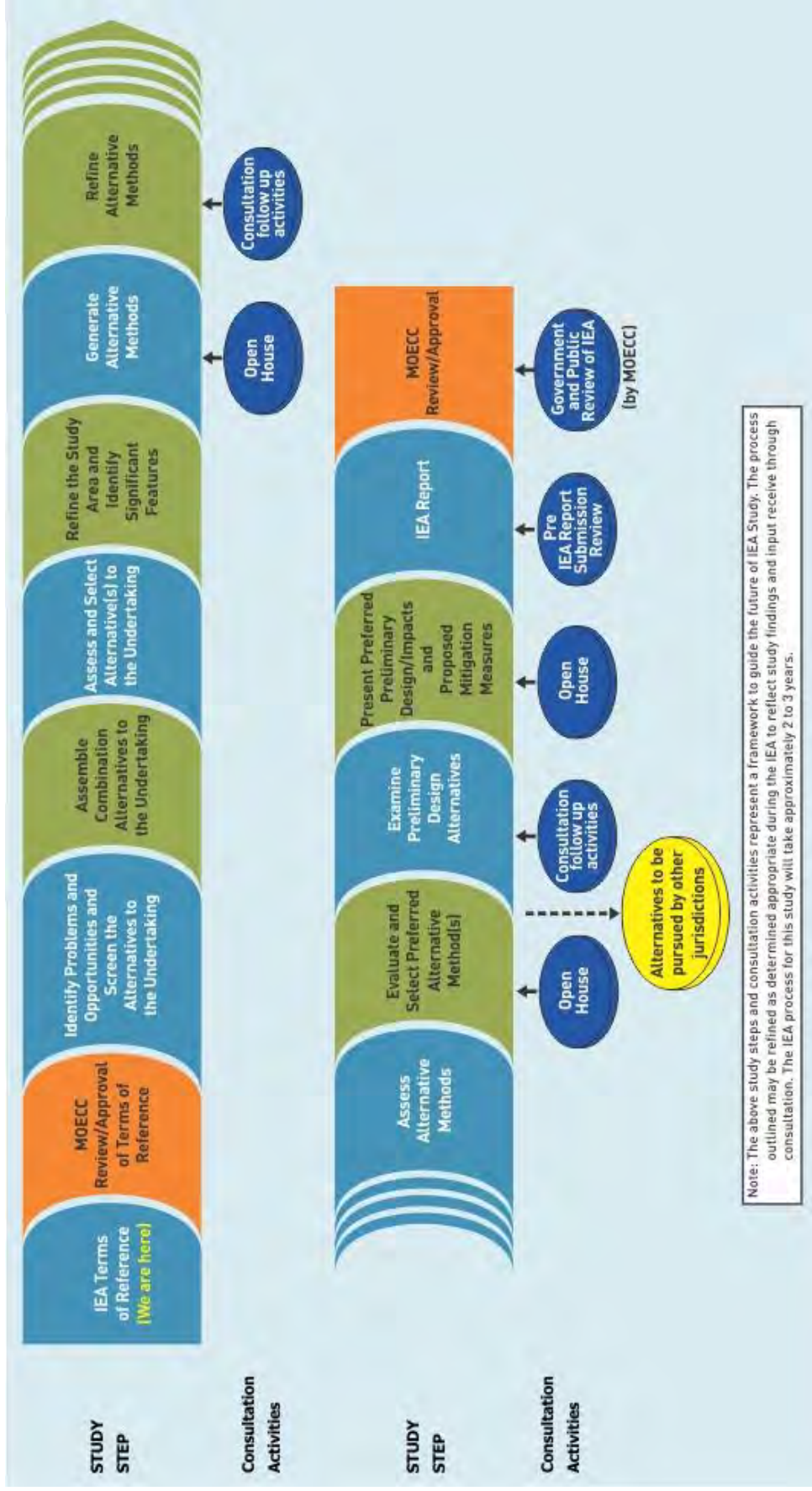
- Previous Study – 2003 Teston Road EA from Pine Valley Drive to Bathurst Street completed by York Region.
- Recommendations included:
  - Upgrade Teston Road to a 2 lane rural cross section from Pine Valley Drive to Weston Road (not constructed, subsequent EA for widening to 4 lanes in November 2016)
  - Reconstruct Teston Road to 4-5 lane urban cross-section between Weston Road and Keele Street, including a full access interchange at Highway 400 and Teston Road (Completed in 2003)
  - Upgrade Teston Road to a basic 2 lane rural section with a 4 m median from Dufferin Street to Bathurst Street (Completed in 2006)
  - Maintain Status Quo along Teston Road between Keele Street and Dufferin Street:
    - This recommendation was mainly due to the concerns brought forward by MOECC and TRCA.
    - MOECC requested that an IEA be completed for this section of Teston Road to determine the most appropriate solution to provide future transportation improvements.



# ToR Project Process



# Proposed IEA Project Process





# Purpose of the Terms of Reference (ToR)

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- The main deliverable for this project is the preparation of the Individual Environmental Assessment Terms of Reference (ToR) document.
- The ToR is a document prepared by the Regional Municipality of York as the proponent and submitted to the Ministry of Environment and Climate Change (MOECC) for approval.
- This document will establish the planning and decision-making process for a subsequent Individual Environmental Assessment (IEA).
- Once the ToR document is approved by MOECC, the IEA study will be required to follow the approved planning and decision-making process.

# Contents of the Draft ToR

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In line with MOECC's Preparing and Reviewing ToR for IEAs guidelines:

- Introduction
- Purpose of the Undertaking
- Description and Statement of Rationale of Alternatives to the Undertaking
- Description and Rationale for Alternatives to the Undertaking
- Description of the Environment and Potential Effects
- Description of the Assessment and Evaluation Methodology
- Description of the approach to identifying Commitments and Monitoring
- Consultation Plan for the IEA
- Consultation Undertaken to Assist in Preparation of the ToR (to be documented under a separate cover than the ToR)
- Flexibility for Accommodating New Circumstances
- Other Approvals Required

# Range of Alternatives – Alternatives to the Undertaking

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- Alternatives to the Undertaking to be considered in the IEA will include (but are not limited to):
  - Do-Nothing
  - Travel Demand Management (TDM)
  - Transportation System Management (TSM)
  - Improved and/or New Transit Services
  - Improved and/or New Roadways/Transitways
  - Combinations of the Above

# Environment and Potential Effects

- Determine the Preliminary Study Area
- High level description of the existing conditions in terms of:
  - Socio-Economic Environment
  - Cultural Environment
  - Natural Environment
- Identify types of potential environmental effects



# Alternative Methods – Preliminary Evaluation Considerations

- Alternatives Methods to be considered in the IEA will include Environmental and Technical Considerations during the evaluations such as:

COMPONENT	Features / Considerations
Natural Environment	<ul style="list-style-type: none"> <li>• Fisheries and Aquatic Ecosystems</li> <li>• Terrestrial Ecosystems</li> <li>• Groundwater</li> <li>• Surface Water</li> <li>• Air Quality</li> <li>• Climate Change</li> </ul>
Cultural Environment	<ul style="list-style-type: none"> <li>• Historical, Archaeological and Cultural Sites</li> <li>• National, Provincial and Local Parks, and Conservation/Recreational Areas</li> </ul>
Social/Economic Environment	<ul style="list-style-type: none"> <li>• Indigenous Communities use of land and resources for traditional purposes</li> <li>• Agricultural Lands</li> <li>• Areas of Residential / Commercial / Institutional / Agricultural Development</li> <li>• Landfills and Hazardous Waste Sites</li> <li>• Petroleum, Mineral and Aggregate Resources</li> <li>• Noise</li> </ul>
Technical	<ul style="list-style-type: none"> <li>• Adherence to Applicable Design Standards</li> <li>• Efficiency</li> <li>• Compatibility with the Transportation Network</li> <li>• Utilization of existing linear corridors (e.g. hydro) where feasible</li> </ul>



# Commitments and Monitoring

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- Terms of Reference IEA commitments:
  - The IEA Report will include a comprehensive list of all commitments made during the ToR process and during the IEA study to guide future environmental work and consultation as well as effects and compliance monitoring.
  - In addition, the IEA Report will demonstrate how ToR commitments were addressed during the IEA Study.
- Environmental Effects and IEA Compliance
  - Commitment to develop a monitoring program during the IEA that will address environmental effects associated with the construction, operation and maintenance of the selected preferred alternative(s).



# Consultation Plan for IEA

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- Overall Process for Stakeholder Consultation
- Public Consultation (Open Houses)
- Regulatory Agency Consultation
- Engaging Indigenous Communities
- Municipal Consultation
- Pre-Submission Review of the Draft Environmental Report

# Consultation and Indigenous Role for the ToR

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- ToR Consultation
  - Notice of Commencement – December 2016
  - Open House – Spring 2017
  - Indigenous and Agency review of draft ToR – Spring/Summer 2017
  - Submission of ToR to MOECC – Summer 2017
- Indigenous Communities Role
  - Provide relevant and current input into existing conditions
  - Provide specific issues and concerns
  - Provide input to the ToR including review prior to submission to MOECC

# Summary of the Archaeology

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- Stage 1 archaeological assessment is ongoing
- Comprehensive examination of the study area that is aimed at:
  - Determining known areas of archaeological significance,
  - Determining areas of archaeological potential,
  - Providing strategies for the protection of known archaeological sites, and
  - Developing strategies for future archaeological assessments required within the study area

# Archaeological Sources

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Historic patent and settlement maps</li> <li>• 20<sup>th</sup> century aerial photographs</li> <li>• Built heritage registers</li> <li>• Commemorative plaques or monuments</li> <li>• The most up-to-date listing of sites from the MTCs' Ontario Archaeological Sites Database</li> <li>• Reports of previous field work within 50 m of the study area</li> <li>• Topographic maps at 1:10,000 (recent and/or historical)</li> <li>• The <i>York Region Official Plan, 2010</i></li> <li>• York Region's <i>Planning for the Conservation of Archaeological Resources in York Region</i></li> <li>• York Region's Archaeological Potential</li> </ul> | <ul style="list-style-type: none"> <li>• Model and Ossuary Potential Model</li> <li>• The <i>City of Vaughan Official Plan: Archaeological and First Nations Policy Study</i></li> <li>• The diaries of avocational archaeologist A.J. Clark</li> <li>• Newspaper articles</li> <li>• Surveyor's notes</li> <li>• The <i>Annual Archaeological Review of Ontario</i></li> <li>• The <i>Archaeological Facility Master Plan Study of the Town of Vaughan</i></li> <li>• Information provided by Indigenous communities</li> </ul> |
|--|--|



# Study Area Conditions

- Headwaters of the Don River
- Oak Ridges Moraine and South Slope physiographic regions
- Mostly well-drained soils
- Dominated by housing, commercial and industrial developments
- Also includes multiple golf courses and former landfills
- Undeveloped areas include agricultural fields, woodlots, and parklands





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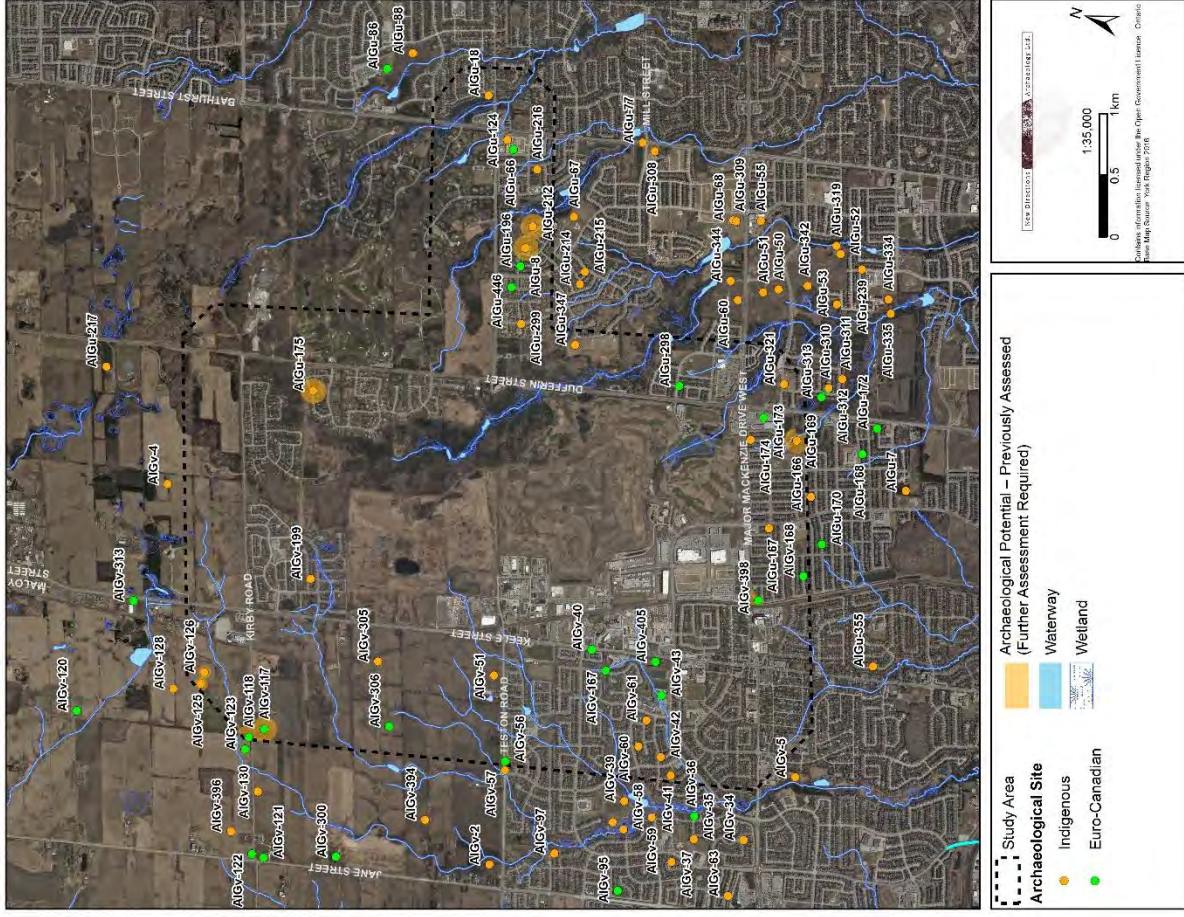
- 41 previous assessment documenting sites within the study area
- Many date to the late 1980s and early 1990s





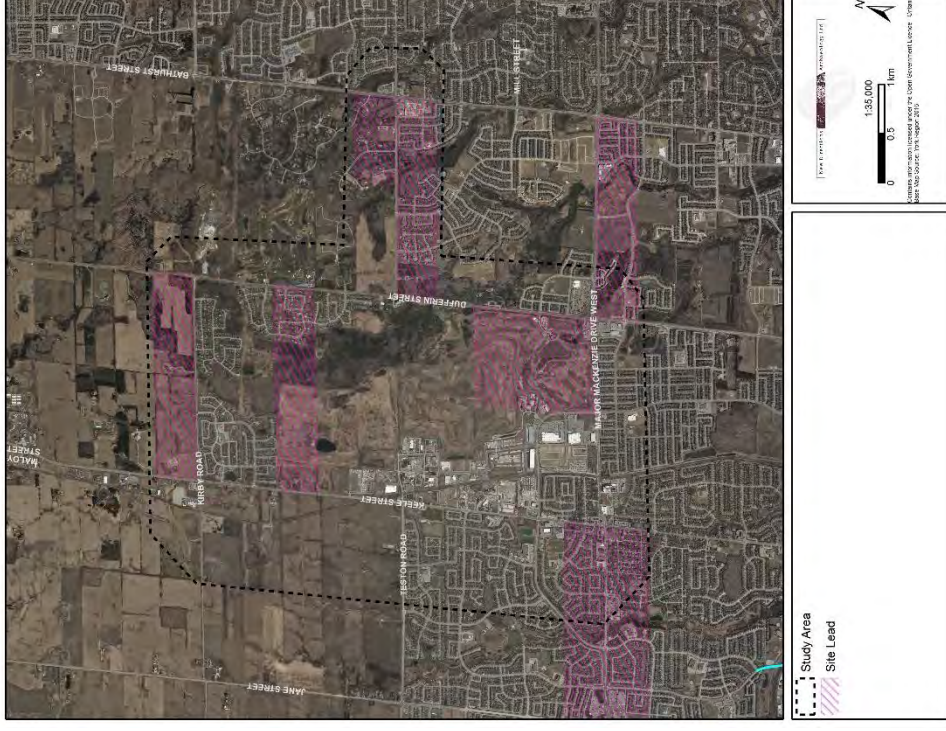
# OASD Search

- 98 sites within 1 km of study area
  - Indigenous and Euro-Canadian
- 41 sites previously identified within the study area
  - 9 sites require further assessment



# Site Leads – Unregistered Sites

- Site leads compiled from a review of secondary sources, Vaughan AMP (1989), diaries of A.J. Clark, newspaper articles, Annual Archaeological Report of Ontario, etc.





- 8 previously identified Woodland villages within 1 km of study area
- Application of ossuary potential model
  - 1 km from village *and* 300 m from water source
  - Burial avoidance strategies as per policies in the York Region and City of Vaughan Official Plans



# Burial Avoidance Strategies

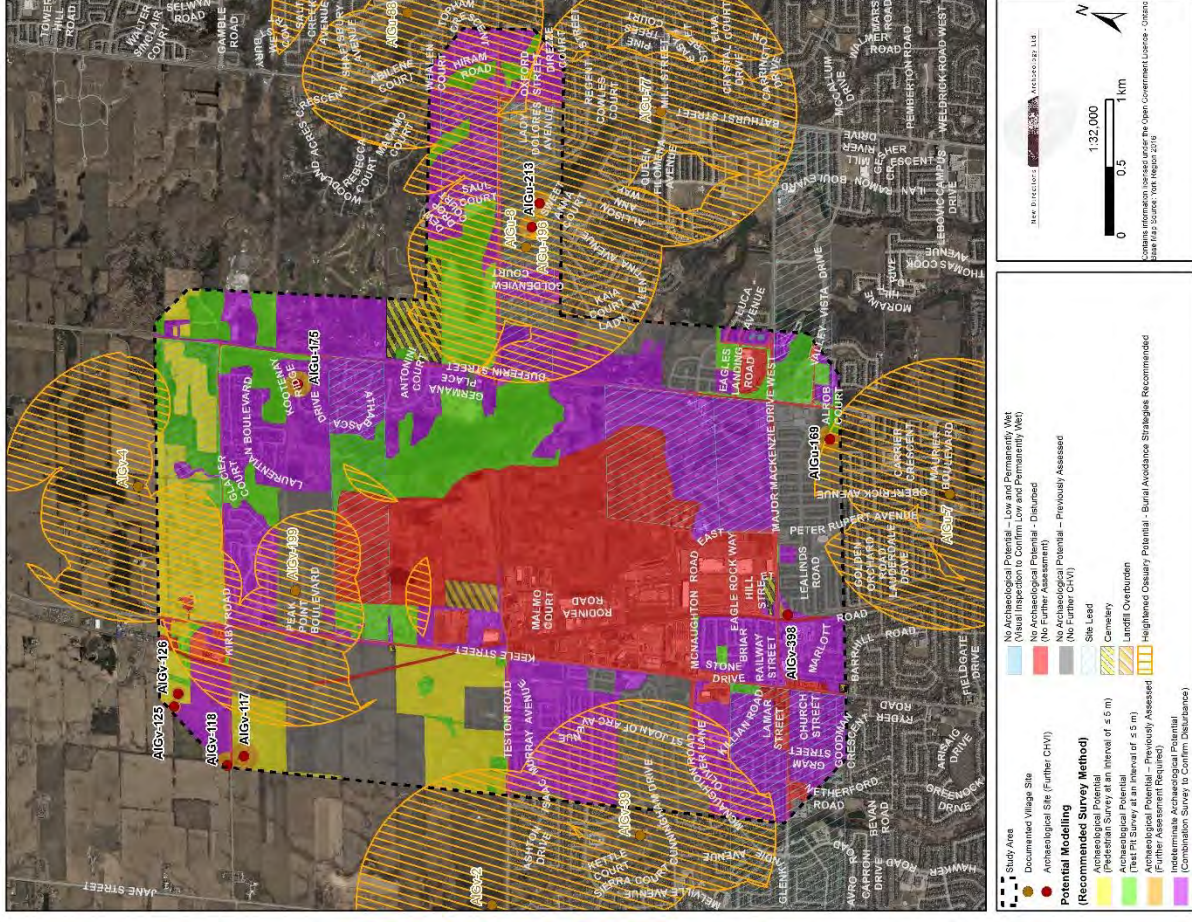
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- Predevelopment topsoil removal (grading) within development lands located within 1000 metres of a documented village site *and* within 300 metres of any current or former water sources should be subject to archaeological *monitoring*
- All site supervisors and heavy equipment operators working on site should be briefed in advance concerning the role and responsibilities of the archaeological monitor. Should they encounter potential human remains while the monitor's attention is elsewhere on site, they must cease work in the area, retain all potentially associated soils in place and notify the monitor and their own supervisors immediately
- In the event that human remains are encountered during construction, the *proponent* must immediately contact the Police and Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services. Should any *ossuary* feature be discovered during the course of the *monitoring* work, *preservation* through *avoidance* and project redesign/revision is the preferred alternative. The details of this form of *mitigation* must be negotiated with the appropriate First Nation(s) and the Cemeteries Registrar



# Preliminary Recommendations

- Stage 2 assessment of all previously unassessed lands that contain archaeological potential
  - Includes portions of housing and commercial developments where disturbance could not be confirmed
- Additional Stage 2-4 assessment required for the 9 sites with further CHVI
- Burial Avoidance Strategies
- No further assessment required for disturbed lands, except where there is a heightened ossuary potential





# Indigenous Input - Stage 1 Archaeological Assessment

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- Participation in the Stage 1 assessment could include:
  - Information on traditional use areas
  - Oral histories
  - Knowledge of sites within the study area
  - Comments on recommendations
  - Other information? What are you interested in seeing?
  - How would you like to be involved in this project moving forward?

# Discussion

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<b>Date:</b>	Friday July 28, 2017 9:30 a.m. to 11:00 a.m.	<b>WSP Project Number:</b>	16M-01443-01 (3216065)
<b>Location:</b>	Teleconference	<b>Project:</b>	Teston Road from Keele Street to Dufferin Street - IEA Terms of Reference

**Purpose:** **Huron-Wendat Meeting #1** – To introduce the project and the project team and provide an overview of the Study Area, Terms of Reference and subsequent IEA process and outline the Consultation and Indigenous Community's role in this project. To provide a summary of the Stage 1 archaeology, request input, and discuss participation.

<b>Attendees:</b>	<b>Agency / Organization</b>
Praveen John	York Region
Melanie Vincent	Huron-Wendat Nation
Maxime Picard	Huron-Wendat Nation
Neil Ahmed	WSP
Sandy Nairn	WSP
Rhonda George-Hiebert	WSP
Phil Woodley	New Directions Archaeology
Amanda Parks	New Directions Archaeology

Item	Details	Action By
<b>1 -</b>	<b>INTRODUCTIONS</b>	
1.1	The following is a summary of the teleconference with Huron-Wendat on Tuesday July 28, 2017 regarding the Teston Road Individual Environmental Assessment Terms of Reference study between Keele Street and Bathurst Street. This set of minutes captures key discussion points.	
1.2	Introduction: <ul style="list-style-type: none"> <li>Those on the teleconference were introduced.</li> </ul>	
1.3	<ul style="list-style-type: none"> <li>It was noted that York Region and WSP met at York Region offices with the following Indigenous Communities on July 11, 2017: <ul style="list-style-type: none"> <li>Mississaugas of Scugog Island First Nation (MSIFN)</li> <li>Mississaugas of the New Credit First Nation (MNCFN)</li> <li>Curve Lake First Nation</li> </ul> </li> </ul>	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	<ul style="list-style-type: none"> <li>○ Alderville First Nation</li> </ul>	
1.4	Using handouts of a presentation, WSP presented the following (see attached presentation):	
<b>2 -</b>	<b>PROJECT OVERVIEW</b>	
2.1	<p><b>Study Area/Context &amp; Key Constraints</b></p> <ul style="list-style-type: none"> <li>• The City of Vaughan is experiencing significant growth and there is continued pressure on the existing east-west corridors within Vaughan. This study has been initiated by York Region in order to review whether a continuous connection of Teston Road between Keele Street and Bathurst Street could be a potential solution to relieve increasing congestion and improve transportation operations within Vaughan. The Region has identified this corridor for road improvements in the current Transportation Master Plan (TMP)(2016).</li> <li>• Teston Road was previously connected from Keele Street to Bathurst Street within a road right-of-way; however in 1954 the bridge over the East Don River was washed out by Hurricane Hazel and was not reinstated so this section of roadway was closed. York Region and the City of Vaughan still retain ownership of the ROW for this former roadway.</li> <li>• The key constraints for this study are (see the presentation for the constraints plan): <ul style="list-style-type: none"> <li>○ East Don River Valley natural area</li> <li>○ Keele Valley Landfill &amp; Vaughan Waste Disposal Site</li> <li>○ GO Transit Barrie Corridor</li> <li>○ Built and proposed community</li> </ul> </li> <li>• The current study area has been identified in order to accommodate a range of potential solutions and is not an indication of the total area that could be impacted by the preferred solution.</li> </ul>	
2.2	<p><b>Previous EA Study</b></p> <p>In 2003 York Region completed an EA for Teston Road from Pine Valley Drive to Weston Road. Due to concerns brought forward by MOECC and TRCA during that EA Study, the status quo was maintained between Keele Street and Dufferin Street. MOECC requested that if the study was to resume, an IEA be completed for this section of Teston Road to determine the most appropriate solution to provide future transportation improvements.</p>	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
2.3	<b>IEA Terms of Reference</b>	
2.3.1	<b><i>Purpose of the ToR</i></b> The main deliverable for this project is the preparation of the Individual Environmental Assessment Terms of Reference.	
2.3.2	<b><i>Scope/Contents of the ToR:</i></b> <ul style="list-style-type: none"> <li>WSP presented an outline of the ToR contents and briefly described each section (see attached presentation).</li> <li>The ToR contents will be consistent with MOECC's current Code of Practice for preparing and reviewing ToRs for IEAs.</li> <li>It was noted that the ToR will be unscoped (prepared in accordance with Section 6.1 (2) of the EA Act).</li> <li>The ToR Contents are as follows: <ul style="list-style-type: none"> <li>Executive Summary</li> <li>Introduction</li> <li>Purpose of the Undertaking</li> <li>Description and Statement of Rationale of Alternatives to the Undertaking</li> <li>Description and Rationale for Alternatives to the Undertaking</li> <li>Description of the Environment and Potential Effects</li> <li>Description of the Assessment and Evaluation Methodology</li> <li>Description of the approach to identifying Commitments and Monitoring</li> <li>Consultation Plan for the IEA</li> <li>Consultation Undertaken to Assist in Preparation of the ToR (to be documented under a separate cover than the ToR)</li> <li>Flexibility for Accommodating New Circumstances</li> <li>Other Approvals Required</li> </ul> </li> </ul>	
2.3.3	<b><i>ToR and IEA Process (see process charts in the attached presentation for further details including consultation milestones)</i></b> <ul style="list-style-type: none"> <li>The ToR project process involves the following steps: <ul style="list-style-type: none"> <li>Notice of Commencement</li> <li>Desktop study and framework for content of Terms of Reference</li> <li>Draft Terms of Reference document</li> <li>Finalization of Terms of Reference document</li> <li>MOECC review/approval</li> </ul> </li> <li>The subsequent IEA project process (if approved) involves the following steps:</li> </ul>	

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Item	Details	Action By
	<ul style="list-style-type: none"> <li>○ Identify problems and opportunities and screen the alternatives to the undertaking</li> <li>○ Assemble and select alternatives to the undertaking</li> <li>○ Refine the study area and identify significant features</li> <li>○ Generate alternative methods</li> <li>○ Refine alternative methods</li> <li>○ Assess alternative methods</li> <li>○ Evaluate and select preferred alternative methods</li> <li>○ Examine preliminary design alternatives</li> <li>○ Present preferred preliminary design/impacts and proposed mitigation measures</li> <li>○ Complete IEA report</li> <li>○ MOECC review/approval</li> </ul>	
2.4	<p><b>Range of Alternatives to the Undertaking</b></p> <p>The range of Alternatives to the Undertaking that are proposed for the IEA include (but are not limited to):</p> <ul style="list-style-type: none"> <li>• Do-Nothing (base case)</li> <li>• Travel Demand Management (TDM)</li> <li>• Transportation System Management (TSM)</li> <li>• Improved and/or New Transit Systems</li> <li>• Improved and/or New Roadways/Transitways</li> <li>• Combinations of the Above</li> </ul>	
2.5	<p><b>Alternative Methods Preliminary Evaluation Considerations (see table in the attached presentation for more detail):</b></p> <p>The evaluation of the alternatives will include environmental and technical consideration components such as:</p> <ul style="list-style-type: none"> <li>• Natural Environment</li> <li>• Cultural Environment</li> <li>• Social/Economic Environment</li> <li>• Technical</li> </ul>	
3 -	<b>CONSULTATION AND INDIGENOUS COMMUNITIES ROLE</b>	
3.1	<p>WSP briefly described the consultation plan for the IEA and the ToR (see attached presentation). WSP noted that the consultation completed for the ToR process will be recorded in a separate document than the ToR document.</p> <p>The Indigenous Communities Role for this Study is:</p> <p>During the ToR:</p> <ul style="list-style-type: none"> <li>• Provide relevant and current input on existing conditions. This input is important for the project team to be able to understand the constraints of the project area.</li> </ul>	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	<ul style="list-style-type: none"> <li>• Provide specific issues and concerns (see section 3.2 below).</li> <li>• Provide input to the ToR including review prior to submission to MOECC.</li> </ul> <p>During the IEA:</p> <ul style="list-style-type: none"> <li>• Indigenous community engagement will be tailored to each group's specific needs and requirements including frequency of meetings, presentations to Council etc.</li> <li>• The ToR sets out a minimum framework for Indigenous engagement including input at the following stages: <ul style="list-style-type: none"> <li>○ need for the undertaking</li> <li>○ identification and assessment of alternatives to the undertaking</li> <li>○ Prior to each of the three rounds of Open Houses</li> </ul> </li> <li>• The format of engagement (Presentation to Chief and Council, committees, community) will be determined during the IEA based on feedback from each interested community</li> </ul>	
3.2	<p>Huron-Wendat outlined some of their preliminary requests and requirements for this Study as follows:</p> <ul style="list-style-type: none"> <li>• Noted that their main concern is the archaeological studies and findings and in particular the high potential for Huron-Wendat ossuary within the study area of this project and as such Huron-Wendat do not want any other Nation to speak for them in this regard.</li> <li>• Requested that for all Stage 2 (3 and 4, if applicable) their monitors be on site.</li> <li>• Huron-Wendat would like to review all archaeological reports, including the Stage 1 report, prior to the reports being finalized.</li> <li>• Huron-Wendat will draft an action plan and budget and send to York Region. NDA will provide York Region's contact information.</li> </ul>	Huron-Wendat /NDA
4.0	<p><b>Stage 1 Archaeological Assessment</b></p> <ul style="list-style-type: none"> <li>• New Directions Archaeology (NDA) is currently undertaking a Stage 1 Archaeology Assessment of the study area which is a comprehensive examination aimed at: <ul style="list-style-type: none"> <li>○ Determining known areas of significance,</li> <li>○ Determining areas of archaeological potential,</li> </ul> </li> </ul>	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	<ul style="list-style-type: none"> <li>○ Providing strategies for the protection of known archeological sites, and</li> <li>○ Developing strategies for future archaeological assessments required within the study area.</li> <li>• NDA provided a brief overview of the following (see attached presentation for further details):               <ul style="list-style-type: none"> <li>○ Archaeological sources – this source list has been expanded beyond what is typically completed in a Stage 1 assessment due to the proximity of several areas of archaeological significance.</li> <li>○ Study area conditions</li> <li>○ 20th Century aerial imagery</li> <li>○ Previous archaeological assessments</li> <li>○ OASD search</li> <li>○ Site leads – unregistered sites</li> <li>○ Previously identified woodland villages</li> <li>○ Burial avoidance strategies</li> <li>○ Preliminary recommendations</li> <li>○ Indigenous input in the Stage 1 Archaeological Assessment</li> </ul> </li> <li>• Further stage archaeology assessments to be completed during the IEA once a preferred alternative is chosen. This is necessary in order to get permission to enter for the site investigations required for the further stage archaeology work.</li> <li>• NDA noted that based on the preliminary review that there are 5 known Huron-Wendat sites with the study area that will require further assessment.</li> <li>• York Region and the City of Vaughan have developed guidelines on how to identify potential ossuary sites.</li> </ul>	
<b>5-</b>	<b>Other Business</b>	
5.1	<ul style="list-style-type: none"> <li>• No other business was brought forth.</li> </ul>	

# Teston Road IEA Terms of Reference (ToR) from Keele Street to Bathurst Street

## Meeting with Indigenous Communities

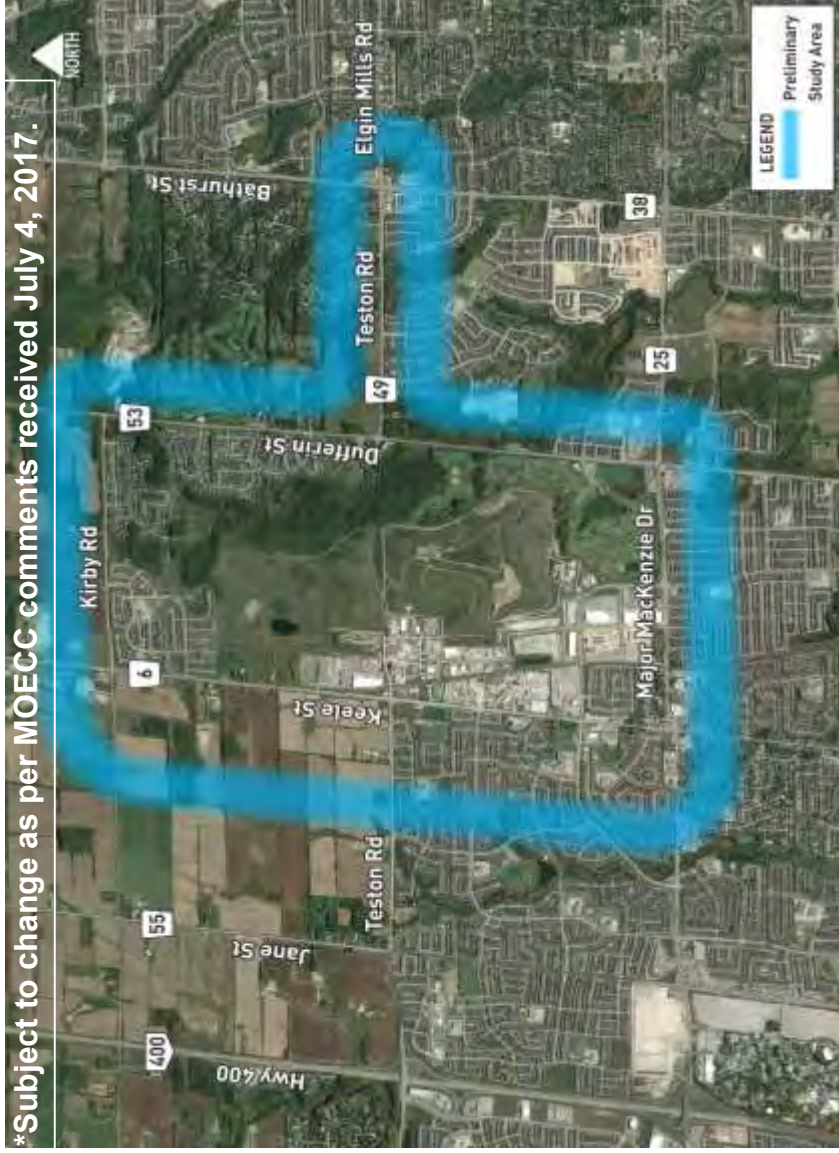
Huron-Wendat Nation

*July 28, 2017*

# Study Area/Context

- Two different parts to the study area:
1. Determine the most appropriate solution to provide future transportation improvements on Teston Road between Keele Street and Dufferin Street.
  2. Potential Road Widening – Potential for the need to increase capacity on Teston Road between Dufferin Street and Bathurst Street should improvements between Keele Street and Dufferin Street be pursued.

\*Subject to change as per MOECC comments received July 4, 2017.



\*Note – the study area is preliminary and will be confirmed as part of the ToR process.



# Key Constraints

- Key Constraints:
- East Don River Valley natural area
  - Keele Valley Landfill & City of Vaughan Waste Disposal Site
  - GO Transit Barrier Corridor
  - Built and proposed community

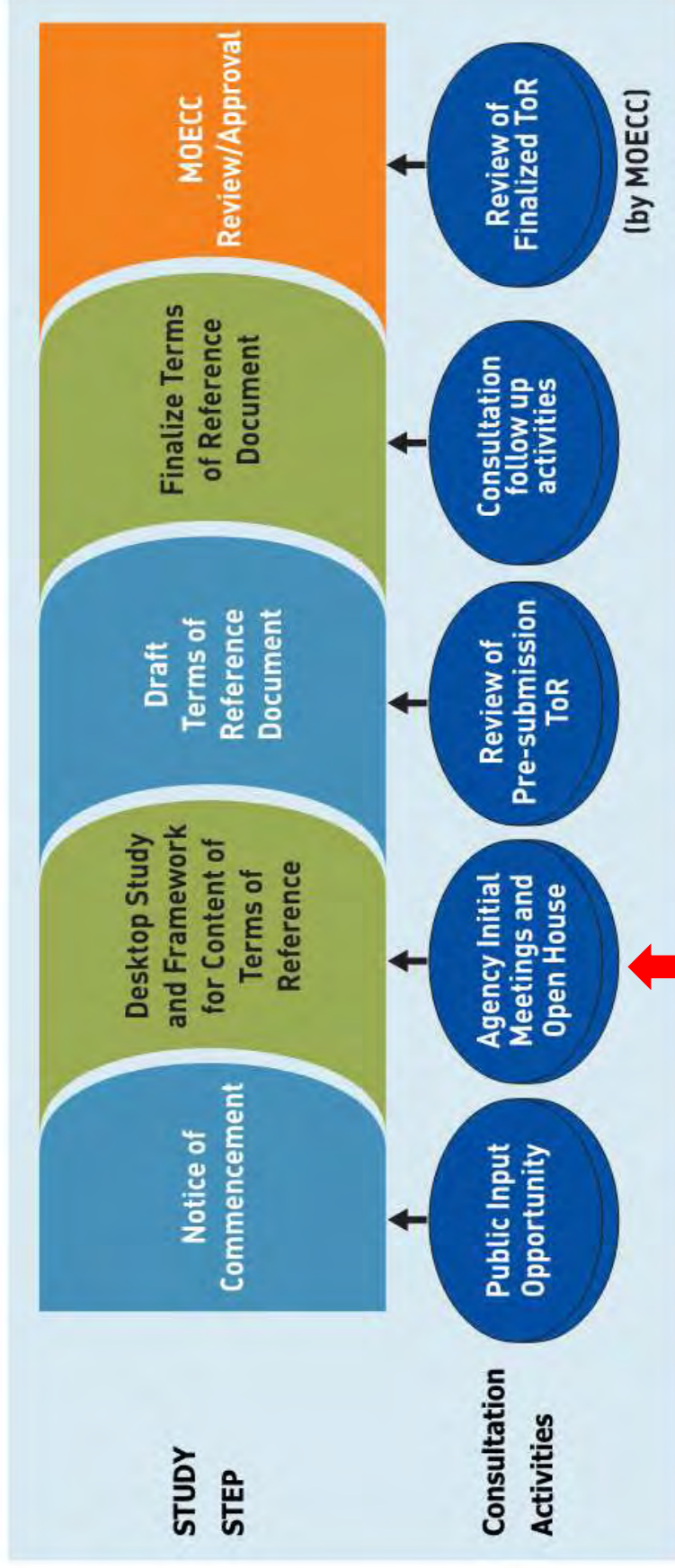


# Previous EA Study

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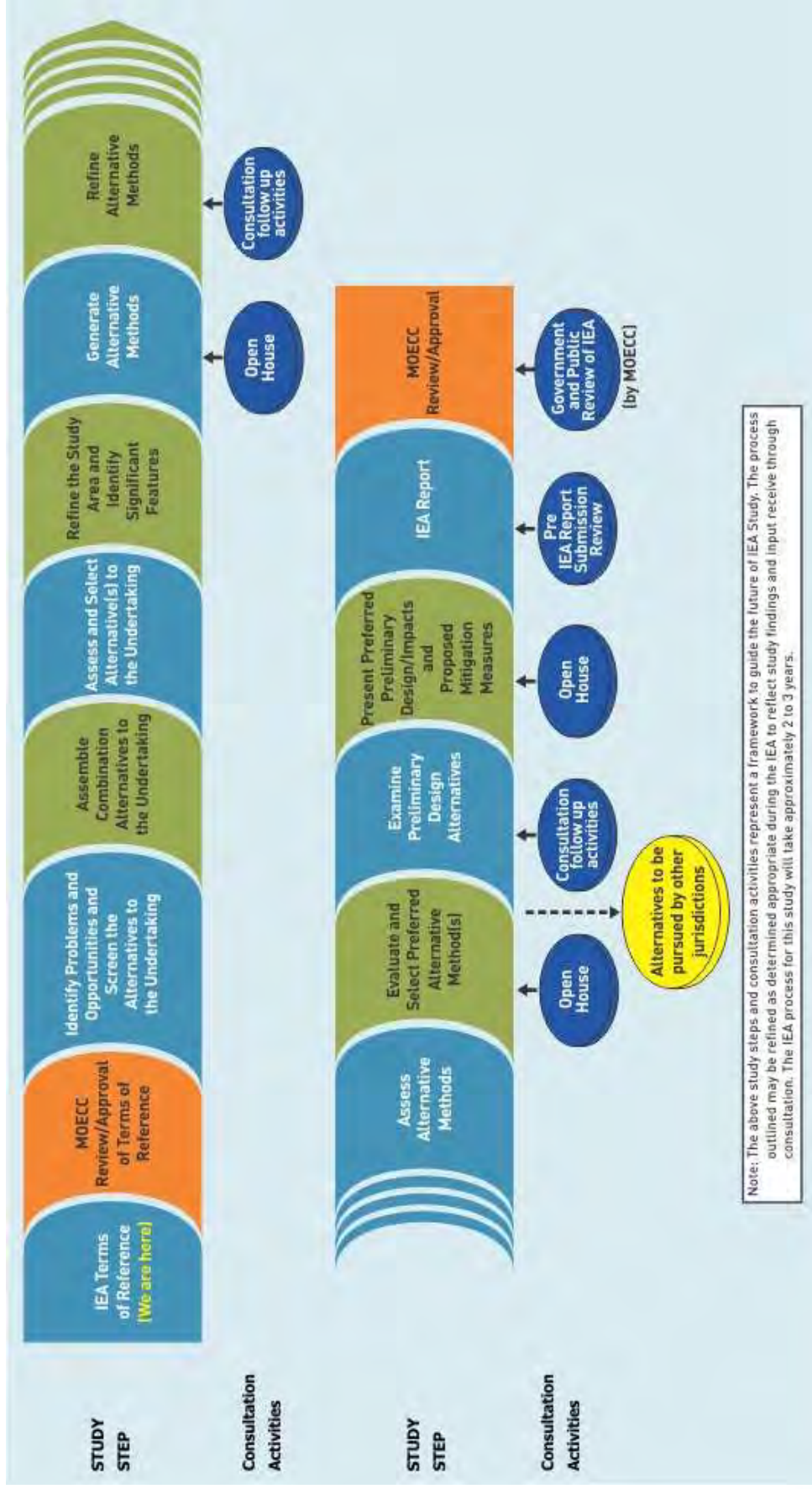
- Previous Study – 2003 Teston Road EA from Pine Valley Drive to Bathurst Street completed by York Region.
- Recommendations included:
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    - This recommendation was mainly due to the concerns brought forward by MOECC and TRCA.
    - MOECC requested that an IEA be completed for this section of Teston Road to determine the most appropriate solution to provide future transportation improvements.

# ToR Project Process





# Proposed IEA Project Process



# Purpose of the Terms of Reference (ToR)

---

- The main deliverable for this project is the preparation of the Individual Environmental Assessment Terms of Reference (ToR) document.
- The ToR is a document prepared by the Regional Municipality of York as the proponent and submitted to the Ministry of Environment and Climate Change (MOECC) for approval.
- This document will establish the planning and decision-making process for a subsequent Individual Environmental Assessment (IEA).
- Once the ToR document is approved by MOECC, the IEA study will be required to follow the approved planning and decision-making process.



# Contents of the Draft ToR

---

In line with MOECC's Preparing and Reviewing ToR for IEAs guidelines:

- Introduction
- Purpose of the Undertaking
- Description and Statement of Rationale of Alternatives to the Undertaking
- Description and Rationale for Alternatives to the Undertaking
- Description of the Environment and Potential Effects
- Description of the Assessment and Evaluation Methodology
- Description of the approach to identifying Commitments and Monitoring
- Consultation Plan for the IEA
- Consultation Undertaken to Assist in Preparation of the ToR (to be documented under a separate cover than the ToR)
- Flexibility for Accommodating New Circumstances
- Other Approvals Required

# Range of Alternatives – Alternatives to the Undertaking

---

- Alternatives to the Undertaking to be considered in the IEA will include (but are not limited to):
  - Do-Nothing
  - Travel Demand Management (TDM)
  - Transportation System Management (TSM)
  - Improved and/or New Transit Services
  - Improved and/or New Roadways/Transitways
  - Combinations of the Above

# Environment and Potential Effects

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- Determine the Preliminary Study Area
- High level description of the existing conditions in terms of:
  - Socio-Economic Environment
  - Cultural Environment
  - Natural Environment
- Identify types of potential environmental effects



# Alternative Methods – Preliminary Evaluation

## Considerations

11 of 26

- Alternatives Methods to be considered in the IEA will include Environmental and Technical Considerations during the evaluations such as:

COMPONENT	Features / Considerations
Natural Environment	<ul style="list-style-type: none"> <li>• Fisheries and Aquatic Ecosystems</li> <li>• Terrestrial Ecosystems</li> <li>• Groundwater</li> <li>• Surface Water</li> <li>• Air Quality</li> <li>• Climate Change</li> </ul>
Cultural Environment	<ul style="list-style-type: none"> <li>• Historical, Archaeological and Cultural Sites</li> <li>• National, Provincial and Local Parks, and Conservation/Recreational Areas</li> </ul>
Social/Economic Environment	<ul style="list-style-type: none"> <li>• Indigenous Communities use of land and resources for traditional purposes</li> <li>• Agricultural Lands</li> <li>• Areas of Residential / Commercial / Institutional / Agricultural Development</li> <li>• Landfills and Hazardous Waste Sites</li> <li>• Petroleum, Mineral and Aggregate Resources</li> <li>• Noise</li> </ul>
Technical	<ul style="list-style-type: none"> <li>• Adherence to Applicable Design Standards</li> <li>• Efficiency</li> <li>• Compatibility with the Transportation Network</li> <li>• Utilization of existing linear corridors (e.g. hydro) where feasible</li> </ul>



# Commitments and Monitoring

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- Terms of Reference IEA commitments:
  - The IEA Report will include a comprehensive list of all commitments made during the ToR process and during the IEA study to guide future environmental work and consultation as well as effects and compliance monitoring.
  - In addition, the IEA Report will demonstrate how ToR commitments were addressed during the IEA Study.
- Environmental Effects and IEA Compliance
  - Commitment to develop a monitoring program during the IEA that will address environmental effects associated with the construction, operation and maintenance of the selected preferred alternative(s).

# Consultation Plan for IEA

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- Overall Process for Stakeholder Consultation
- Public Consultation (Open Houses)
- Regulatory Agency Consultation
- Engaging Indigenous Communities
- Municipal Consultation
- Pre-Submission Review of the Draft Environmental Report

# Consultation and Indigenous Role for the ToR

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- ToR Consultation
  - Notice of Commencement – December 2016
  - Open House – Spring 2017
  - Indigenous and Agency review of draft ToR – Spring/Summer 2017
  - Submission of ToR to MOECC – Summer 2017
- Indigenous Communities Role
  - Provide relevant and current input into existing conditions
  - Provide specific issues and concerns
  - Provide input to the ToR including review prior to submission to MOECC

# Summary of the Archaeology

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- Stage 1 archaeological assessment is ongoing
- Comprehensive examination of the study area that is aimed at:
  - Determining known areas of archaeological significance,
  - Determining areas of archaeological potential,
  - Providing strategies for the protection of known archaeological sites, and
  - Developing strategies for future archaeological assessments required within the study area



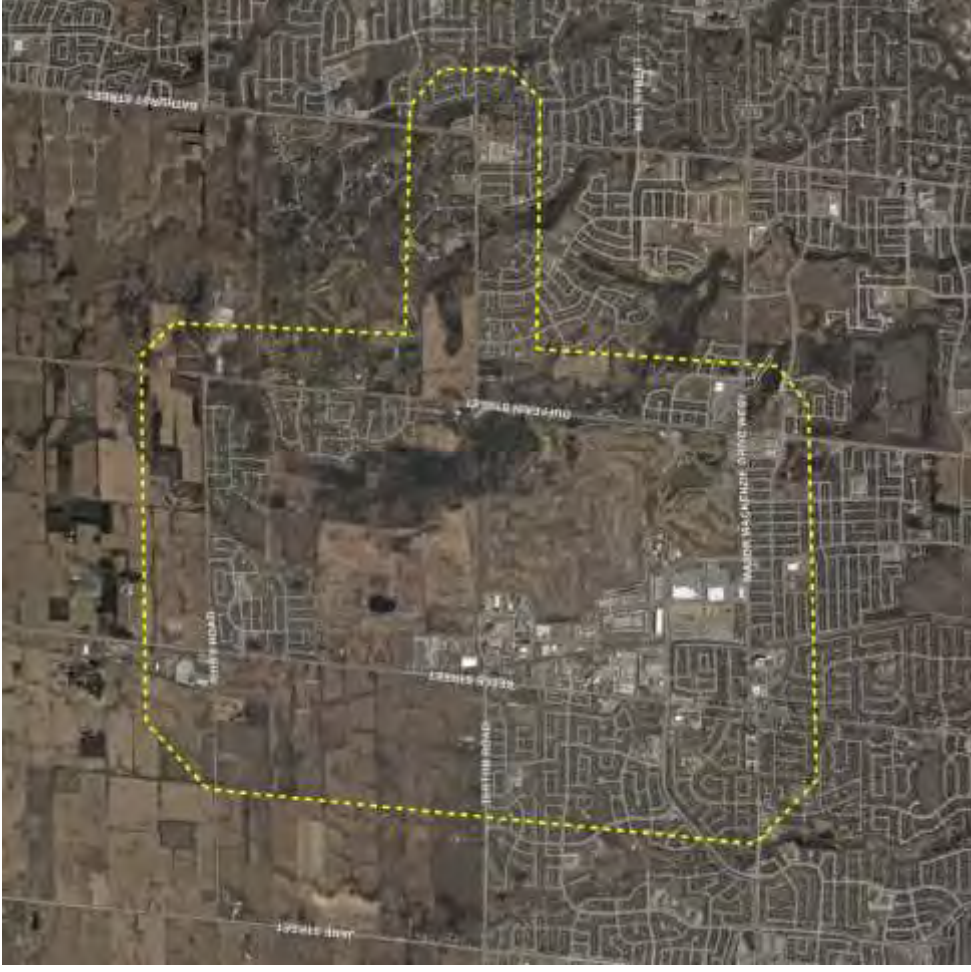
# Archaeological Sources

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Historic patent and settlement maps</li> <li>• 20<sup>th</sup> century aerial photographs</li> <li>• Built heritage registers</li> <li>• Commemorative plaques or monuments</li> <li>• The most up-to-date listing of sites from the MTCs' Ontario Archaeological Sites Database</li> <li>• Reports of previous field work within 50 m of the study area</li> <li>• Topographic maps at 1:10,000 (recent and/or historical)</li> <li>• The <i>York Region Official Plan, 2010</i></li> <li>• <i>York Region's Planning for the Conservation of Archaeological Resources in York Region</i></li> <li>• York Region's Archaeological Potential</li> </ul> | <ul style="list-style-type: none"> <li>• Model and Ossuary Potential Model</li> <li>• <i>The City of Vaughan Official Plan: Archaeological and First Nations Policy Study</i></li> <li>• The diaries of avocational archaeologist A.J. Clark</li> <li>• Newspaper articles</li> <li>• Surveyor's notes</li> <li>• <i>The Annual Archaeological Review of Ontario</i></li> <li>• <i>The Archaeological Facility Master Plan Study of the Town of Vaughan</i></li> <li>• Information provided by Indigenous communities</li> </ul> |
|--|--|

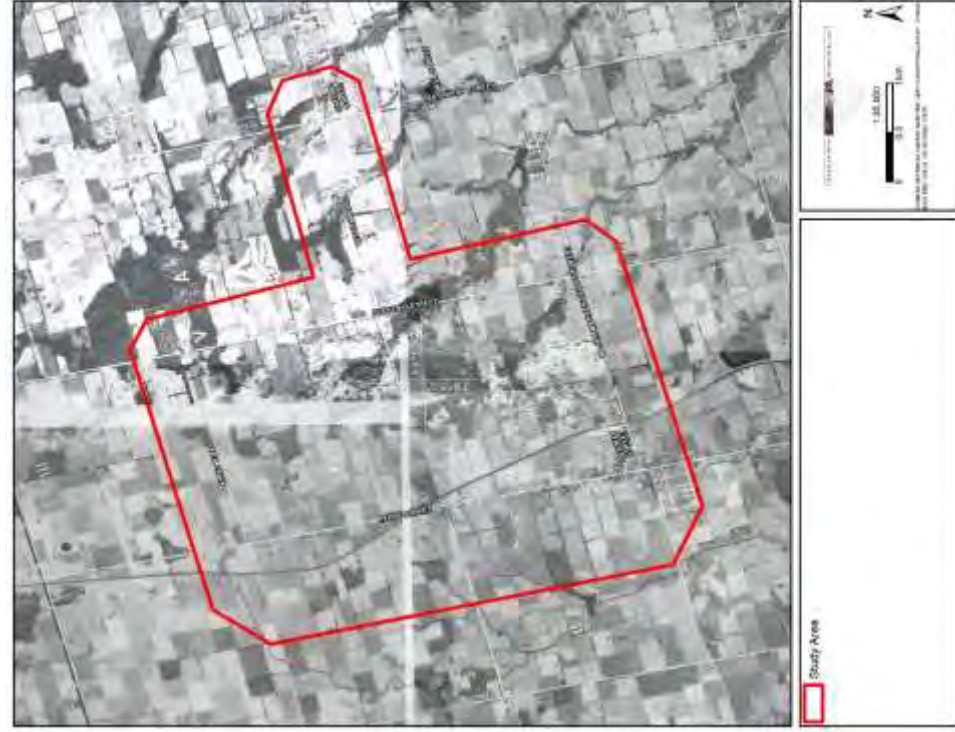
# Study Area Conditions

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- Headwaters of the Don River
- Oak Ridges Moraine and South Slope physiographic regions
- Mostly well-drained soils
- Dominated by housing, commercial and industrial developments
- Also includes multiple golf courses and former landfills
- Undeveloped areas include agricultural fields, woodlots, and parklands



# 20<sup>th</sup> Century Aerial Imagery



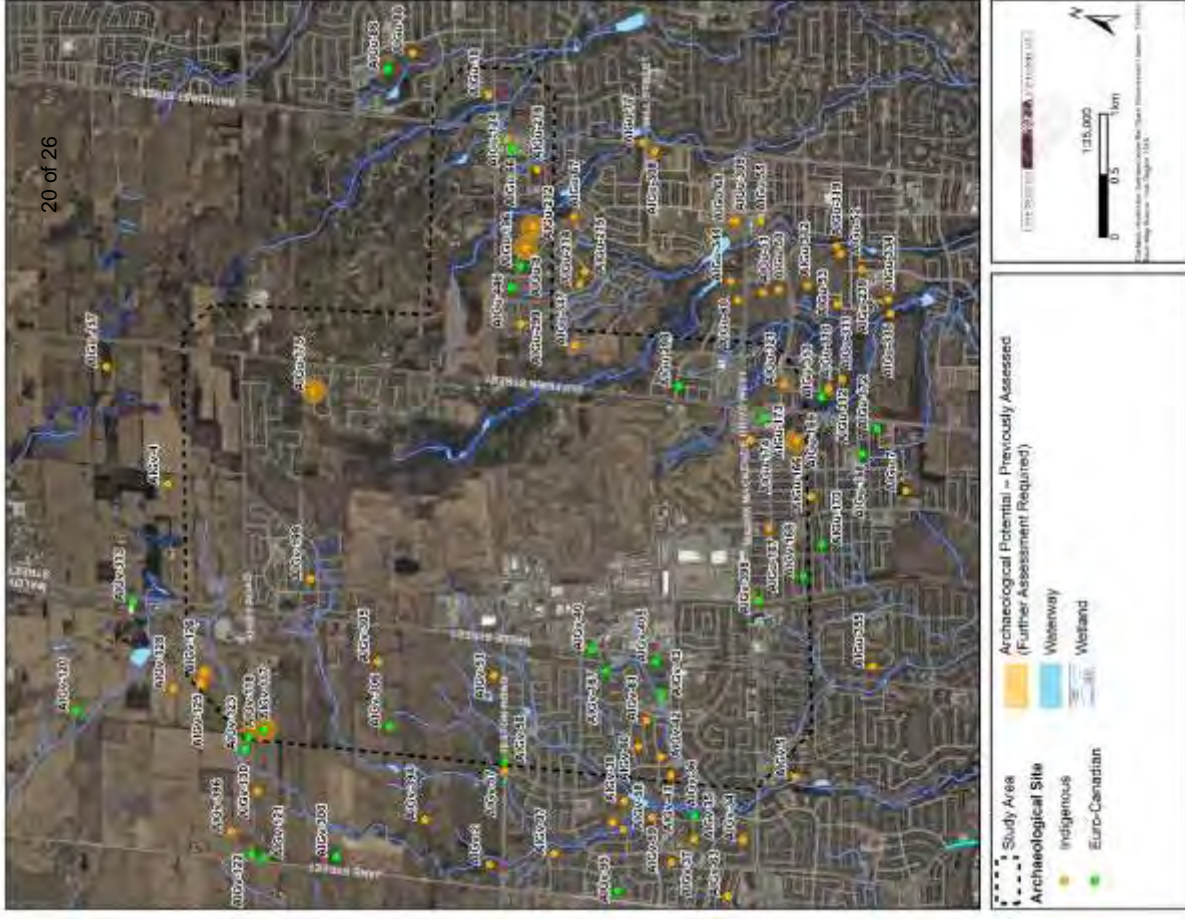


- [illegible]



# OASD Search

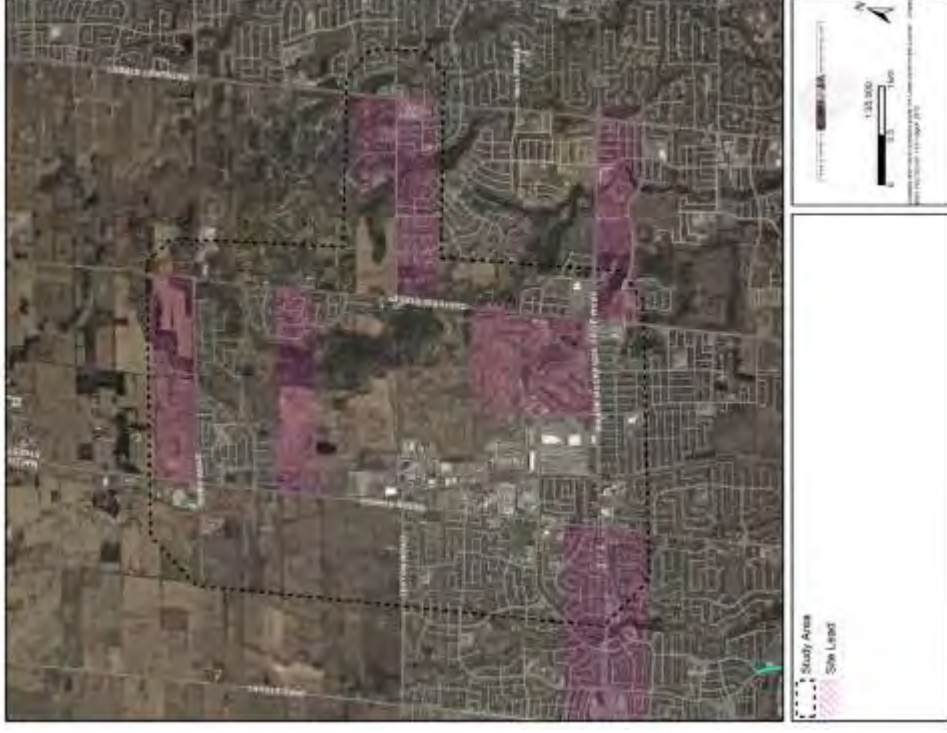
- 98 sites within 1 km of study area
  - Indigenous and Euro-Canadian
- 41 sites previously identified within the study area
  - 9 sites require further assessment



# Site Leads – Unregistered Sites

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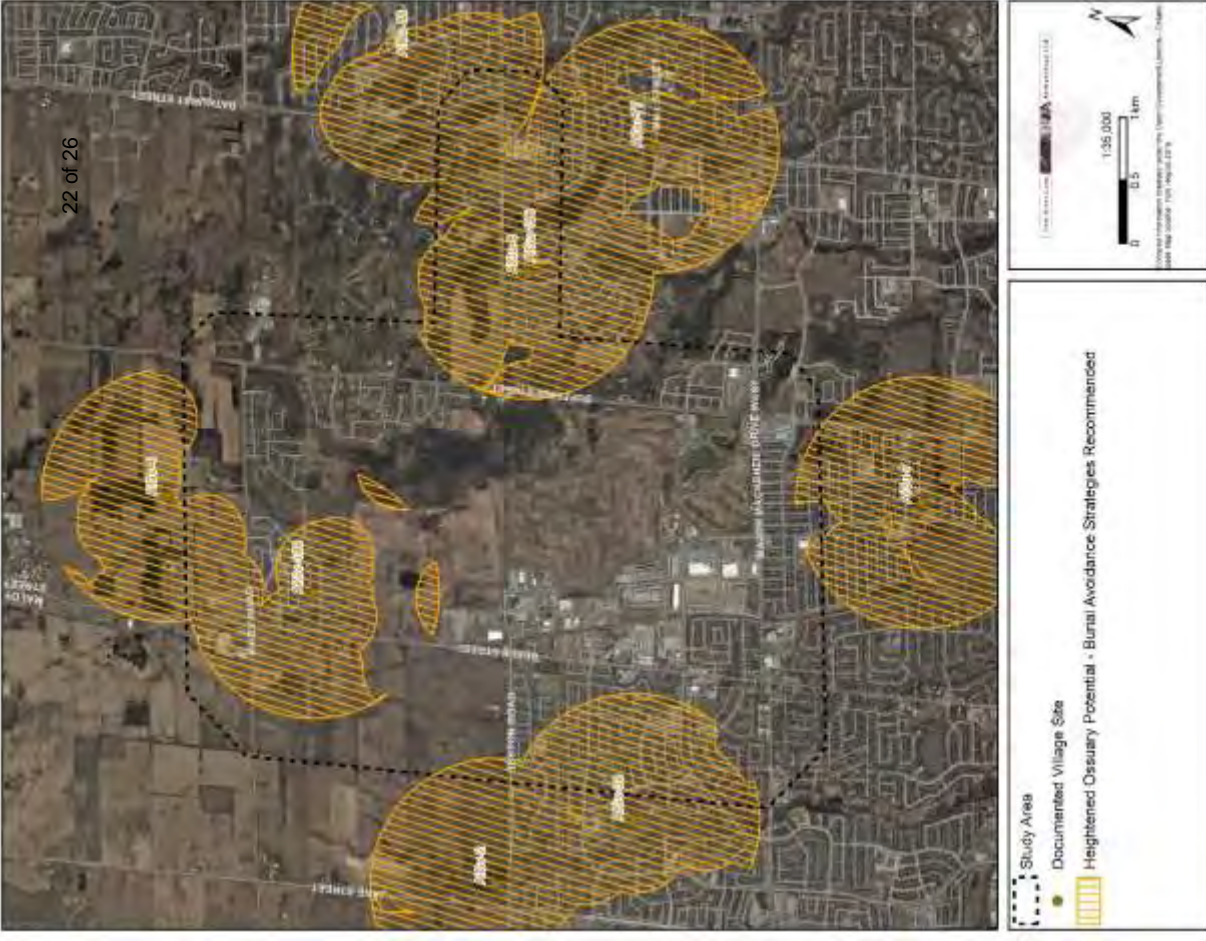
- Site leads compiled from a review of secondary sources, Vaughan AMP (1989), diaries of A.J. Clark, newspaper articles, Annual Archaeological Report of Ontario, etc.





# Previously Identified Woodland Villages

- 8 previously identified Woodland villages within 1 km of study area
- Application of ossuary potential model
  - 1 km from village *and* 300 m from water source
  - Burial avoidance strategies as per policies in the York Region and City of Vaughan Official Plans



# Burial Avoidance Strategies

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- Predevelopment topsoil removal (grading) within development lands located within 1000 metres of a documented village site *and* within 300 metres of any current or former water sources should be subject to archaeological *monitoring*
- All site supervisors and heavy equipment operators working on site should be briefed in advance concerning the role and responsibilities of the archaeological monitor. Should they encounter potential human remains while the monitor's attention is elsewhere on site, they must cease work in the area, retain all potentially associated soils in place and notify the monitor and their own supervisors immediately
- In the event that human remains are encountered during construction, the *proponent* must immediately contact the Police and Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services. Should any *ossuary* feature be discovered during the course of the *monitoring* work, *preservation* through *avoidance* and project redesign/revision is the preferred alternative. The details of this form of *mitigation* must be negotiated with the appropriate First Nation(s) and the Cemeteries Registrar



[illegible]

- 
- Figure 1: Map of the study area showing the location of the study area in the north-east of the United Kingdom. The map includes a scale bar (0 to 100 km), a north arrow, and a legend. The legend identifies the study area (yellow), the surrounding area (grey), and the location of the study area (yellow). The map also shows the location of the study area in the north-east of the United Kingdom.

# Indigenous Input - Stage 1 Archaeological Assessment

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- Participation in the Stage 1 assessment could include:
  - Information on traditional use areas
  - Oral histories
  - Knowledge of sites within the study area
  - Comments on recommendations
  - Other information? What are you interested in seeing?
  - How would you like to be involved in this project moving forward?

# Discussion

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**Date:** Friday August 11, 2017  
10:00 a.m. to 11:00 a.m.

**Location:** 10 Bay Street Boardroom  
14A, Toronto

**Project Number:** 3216065

**Project:** Teston Road from Keele Street to Dufferin Street - IEA Terms of Reference

**Purpose:** **Metrolinx Meeting #1** – to introduce the project and the project team and provide an overview of the Study Area, Terms of Reference and subsequent IEA process and outline the Consultation and Agency Role in this project.

<b>Attendees:</b>	<b>Agency / Organization</b>	<b>Email</b>
Praveen John	York Region	praveen.john@york.ca
Shannon McNeill	Metrolinx	Shannon.McNeill@metrolinx.com
Brandon Gaffoor	Metrolinx	Brandon.Gaffoor@metrolinx.com
Roberto Sguassero	Metrolinx	Roberto.Sguassero@metrolinx.com
Jarrid Radoslav	Metrolinx	Jarrid.Radoslav@metrolinx.com
Tania Gautam	Metrolinx	Tania.Gautam@metrolinx.com
Nicole Cooke	Metrolinx	Nicole.Cooke@metrolinx.com
Neil Ahmed	WSP	Neil.Ahmed@wsp.com
Sandy Nairn	WSP	Sandy.Nairn@wsp.com (teleconference)
David Hiett	WSP	David.Hiett@wsp.com
<b>CC:</b>		
Philip Brandon	York Region	Philip.Brandon@york.ca
Mike Stancu	Metrolinx	Mike.Stancu@metrolinx.com
Adam Snow	Metrolinx	Adam.Snow@metrolinx.com

Item	Details	Action By
1 -	<b>INTRODUCTIONS</b>	
	The following is a summary of the meeting with Metrolinx August 11, 2017 regarding the Teston Road Individual Environmental Assessment Terms of Reference study between Keele Street and Bathurst Street. This set of minutes captures key discussion points at the meeting.	
1.1	Introduction: <ul style="list-style-type: none"> <li>Those at the meeting were introduced.</li> </ul>	
1.2	Using handouts of a presentation, WSP presented the following (see attached presentation):	

Any omissions or errors in these notes should be forwarded to the author immediately.



Item	Details	Action By
2 -	<b>PROJECT OVERVIEW</b>	
2.1	<b>Study Area/Context &amp; Key Constraints</b> <ul style="list-style-type: none"> <li>The City of Vaughan is experiencing significant growth and there is continued pressure on the existing east-west corridors within Vaughan. This study has been initiated by York Region in order to review whether a continuous connection of Teston Road between Keele Street and Bathurst Street could be a potential solution to relieve increasing congestion and improve transportation operations within Vaughan. The Region has identified this corridor for road improvements in the current TMP (2016).</li> <li>Teston Road was previously connected from Keele Street to Bathurst Street within a road right-of-way; however in 1993 the bridge over the East Don River was washed out by Hurricane Hazel and was not reinstated so this section of roadway was closed. York Region and the City of Vaughan still retain ownership of the ROW for this former roadway.</li> <li>The key constraints for this study are (see the presentation for the constraints plan): <ul style="list-style-type: none"> <li>East Don River Valley natural area</li> <li>Keele Valley Landfill &amp; Vaughan Waste Disposal Site</li> <li>GO Transit Barrie Corridor</li> <li>Built and proposed community</li> </ul> </li> </ul>	
2.2	<b>Previous EA Study</b> In 2003 York Region completed an EA for Teston Road from Pine Valley Drive to Weston Road. Due to concerns brought forward by MOECC and TRCA during this EA Study, the status quo was maintained between Keele Street and Dufferin Street. MOECC requested that if the study was to resume, an IEA be completed for this section of Teston Road to determine the most appropriate solution to provide future transportation improvements.	
2.3	<b>IEA Terms of Reference</b>	
2.3.1	<b>Purpose of the ToR</b> The main deliverable for this project is the preparation of the Individual Environmental Assessment Terms of Reference.	
2.3.2	<b>Scope/Contents of the ToR:</b> <ul style="list-style-type: none"> <li>WSP presented an outline of the ToR contents and briefly described each section (see attached presentation).</li> <li>The ToR contents will be in line with MOECC's current guidelines for preparing and reviewing ToRs for IEAs.</li> <li>It was noted that the ToR will be unscoped (prepared in accordance with Section 6.1 (2) of the EA Act).</li> </ul>	

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Item	Details	Action By
<b>3 -</b>	<b>CONSULTATION AND AGENCY ROLE</b>	
3.1	<p>WSP briefly described the consultation plan for the IEA and the ToR (see attached presentation). The consultation completed for the ToR process will be recorded in a separate document than the ToR document.</p> <p>The Agency Role for the ToR is to:</p> <ul style="list-style-type: none"> <li>• Provide relevant and current input on existing conditions. This input is important for the project team to be able to understand the constraints of the project area.</li> <li>• Provide Agency specific issues and concerns.</li> <li>• Provide input to the ToR including review prior to submission to MOECC.</li> </ul>	
<b>4-</b>	<b>DISCUSSION</b>	
4.1	WSP again noted the Barrie GO Line constraint within the study area and highlighted that grade separation will be included as an alternative in the EA study.	
4.2	WSP, formerly MMM Group, had previously completed a feasibility study in 2003 for Metrolinx to assess the feasibility of grade-separated crossings throughout the wider GO network. At Teston Road, the feasibility study identified a possible solution that included the realignment of Teston Road to the north to enable a grade-separated crossing over both Keele St. and the Barrie GO Line. The realignment would require land to the northwest of the Teston Rd and Keele St. intersection and this land is currently earmarked for development (Block 27). WSP highlighted that a possible outcome from this TOR study would be to recommend delaying development in that corner until the IEA is completed.	
4.3	Metrolinx inquired when the draft TOR would be available for review. WSP is providing the Draft TOR to MOECC and will wait for MOECC to complete their review. WSP anticipate that the Draft TOR would be available near the end of August for agency review.	
4.4	WSP confirm that notifications will be sent out when the draft TOR is available for review.	WSP
4.5	Metrolinx inquired when construction is anticipated of the identified technically preferred alternative, identified by the IEA. York Region anticipates construction around 2026, pending approval.	

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Item	Details	Action By
4.6	Metrolinx advised that they anticipate starting a double tracking study around 2023-25.	
4.7	<p>Metrolinx advised that a Notice of Completion has been issued for the Barrie Rail Corridor Expansion (BRCE) Project. The report and supporting documentation can be accessed online. Metrolinx advised that in some locations the environmental assessments conducted included a buffer of 100 m outside of the rail right-of-way, and so some information could also be pertinent to the Teston Road IEA TOR Study.</p> <p>The recommended plan identified by the BRCE did not include any expansion improvements at the Teston Rd. / Keele St. crossings and the existing alignment and double tracks are maintained.</p> <p><i>[Post Meeting Note: the BRCE Project can be accessed at <a href="http://www.metrolinx.com/en/regionalplanning/rer/rer_barrie.aspx">http://www.metrolinx.com/en/regionalplanning/rer/rer_barrie.aspx</a>]</i></p>	
4.8	<p>Metrolinx informed that the electrification of the Barrie Rail Corridor is currently being undertaken by a separate EA. The EA currently has identified the land between Keele Street and the Barrie GO line, north of Teston Road, as a potential location for a Proposed Parallel Station.</p> <p><i>[Post Meeting Note: GO Transit Electrification EA can be accessed at <a href="http://www.gotransit.com/electrification/en/default.aspx">http://www.gotransit.com/electrification/en/default.aspx</a>]</i></p>	
4.9	Metrolinx identified that the Kirby Road and Keele Street intersection is the currently-identified location for the proposed Kirby GO station. If alternatives to the undertaking include the upgrade of Kirby Road, this should be taken into consideration.	
4.10	WSP inquires if the Keele St. structure could accommodate electrification. Metrolinx to confirm. Metrolinx noted that typical solutions to provide for additional vertical clearance include lowering the tracks.	Metrolinx
4.11	Metrolinx confirmed that the Teston Rd at-grade crossing is not in the top 10 priority crossings in need of grade separation. However, if a link to Dufferin Street is provided, it will increase traffic on Teston Road and increase the priority of having the grade separation.	
4.12	WSP emphasised that a grade separation would be one of the alternatives included. Other alternatives (including network or transit improvements) will also be considered by the EA.	

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Item	Details	Action By
4.13	Metrolinx advised that AECOM will conduct technical reviews of any modifications to the rail corridor. This includes any proposed grade separation and at grade crossing alterations	
4.14	Metrolinx requested Shannon McNeil be the contact for the study.	
<b>4-</b>	<b>Other Business</b>	
4.1	<ul style="list-style-type: none"><li>No other business was brought forth.</li></ul>	



# Teston Road IEA Terms of Reference (ToR) from Keele Street to Bathurst Street

## Meeting with Technical Agencies

City of Toronto (Landfill Operations) – March 20, 2017  
Toronto and Region Conservation Authority (TRCA) – March 20, 2017  
Ministry of Environment and Climate Change (MOECC) – March 24, 2017  
[Metrolinx/GO Transit – August 11, 2017](#)  
Ministry of Natural Resources and Fisheries (MNR) – April 18, 2017

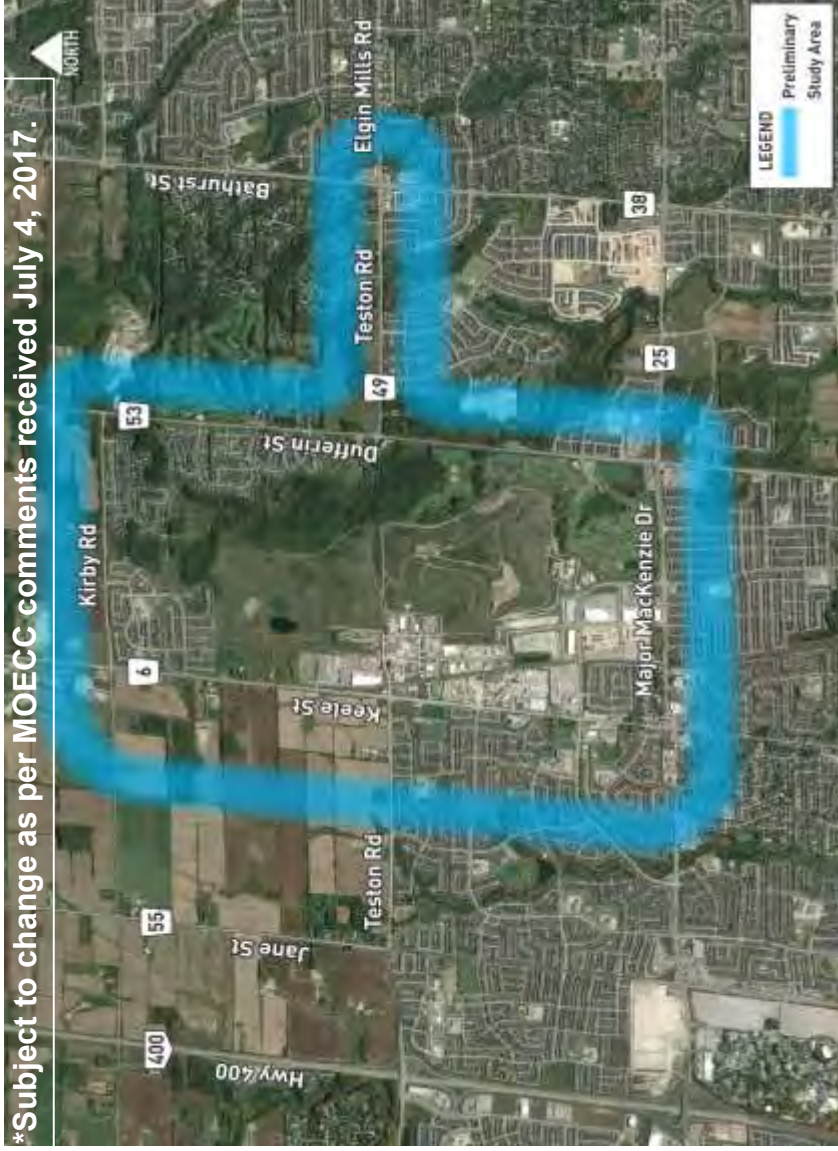
***August 11, 2017***

# Study Area/Context

Two different parts to the study area:

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\*Subject to change as per MOECC comments received July 4, 2017.



\*Note – the study area is preliminary and will be confirmed as part of the ToR process.

# Key Constraints

- Key Constraints:
  - East Don River Valley natural area
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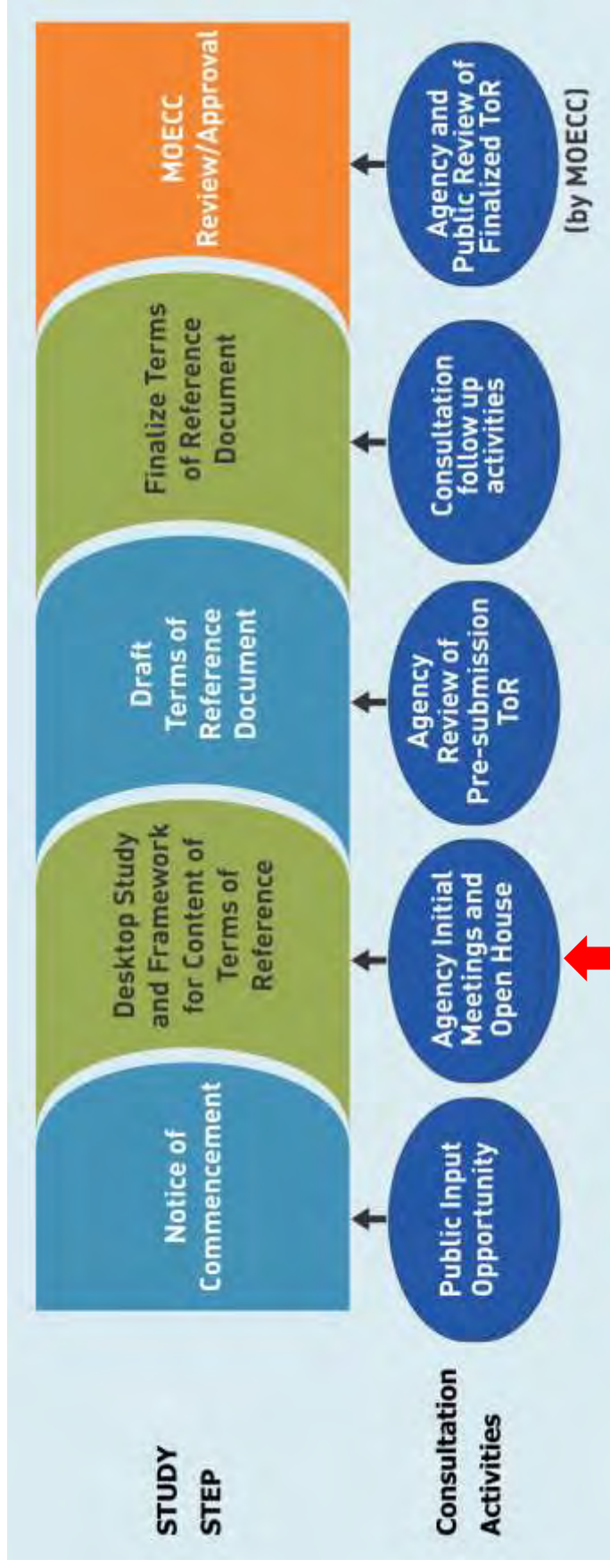
# Previous EA Study

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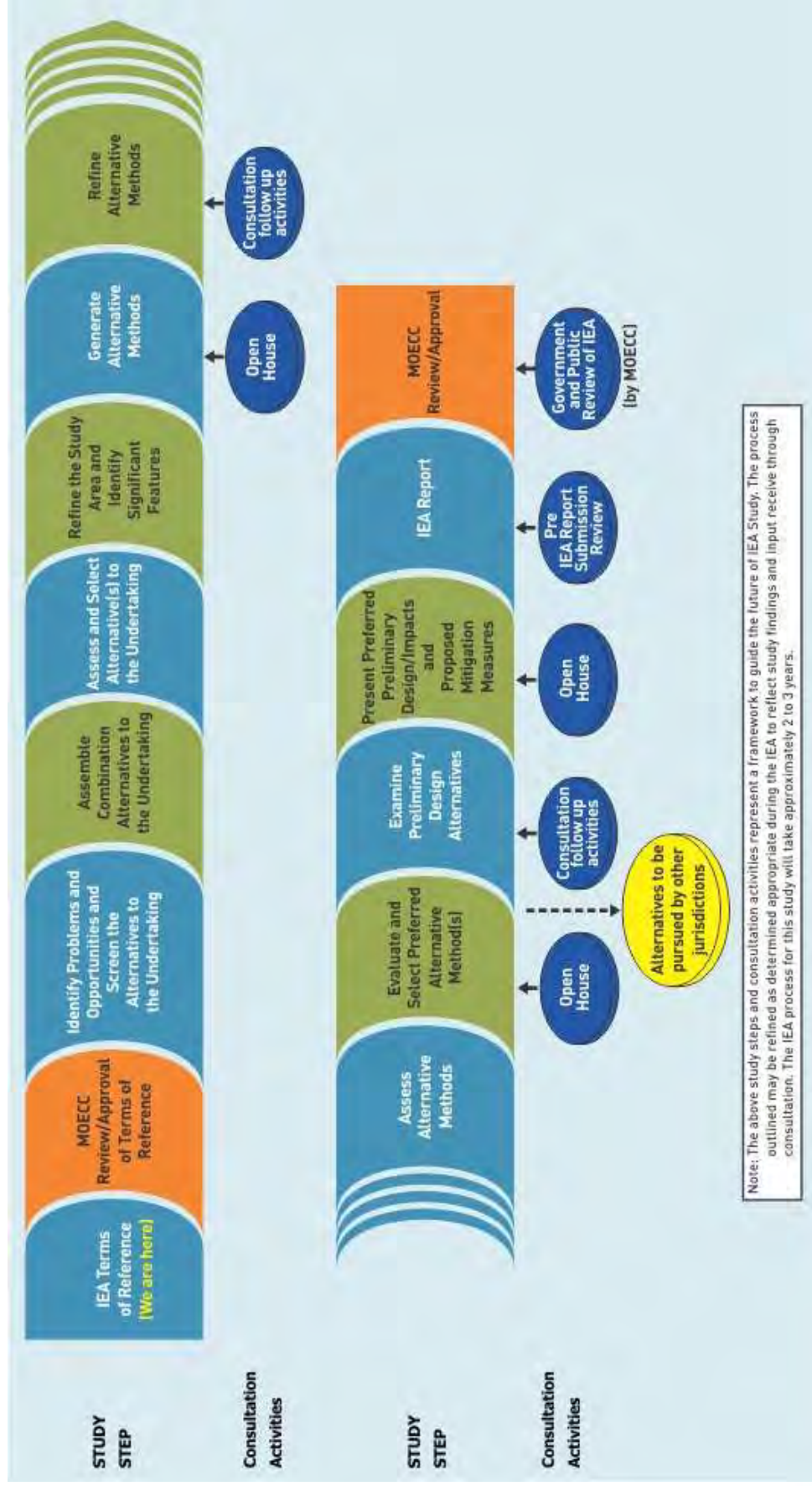
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  - Maintain Status Quo along Teston Road between Keele Street and Dufferin Street:
    - This recommendation was mainly due to the concerns brought forward by MOECC and TRCA.
    - MOECC requested that an IEA be completed for this section of Teston Road to determine the most appropriate solution to provide future transportation improvements.



# ToR Project Process



# Proposed IEA Project Process



# Purpose of the Terms of Reference (ToR)

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- The main deliverable for this project is the preparation of the Individual Environmental Assessment Terms of Reference (ToR) document.
- The ToR is a document prepared by the Regional Municipality of York as the proponent and submitted to the Ministry of Environment and Climate Change (MOECC) for approval.
- This document will establish the planning and decision-making process for a subsequent Individual Environmental Assessment (IEA).
- Once the ToR document is approved by MOECC, the IEA study will be required to follow the approved planning and decision-making process.
- An approved ToR will allow York Region to proceed with an IEA that is clear and concise, providing direction on the level of stakeholder participation required.

# Contents of the Draft ToR

---

In line with MOECC's Preparing and Reviewing ToR for IEAs guidelines:

- Introduction
- Purpose of the Undertaking
- Description and Statement of Rationale of Alternatives to the Undertaking
- Description and Rationale for Alternatives to the Undertaking
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- Flexibility for Accommodating New Circumstances
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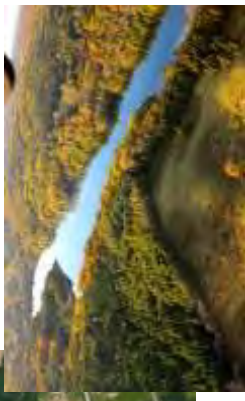
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# Environment and Potential Effects

- Determine the Preliminary Study Area
- High level description of the existing conditions in terms of:
  - Socio-Economic Environment
  - Cultural Environment
  - Natural Environment
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# Alternative Methods – Preliminary Evaluation Considerations

- Alternatives Methods to be considered in the IEA will include Environmental and Technical Considerations during the evaluations such as:

COMPONENT	Features / Considerations
Natural Environment	<ul style="list-style-type: none"> <li>• Fisheries and Aquatic Ecosystems</li> <li>• Terrestrial Ecosystems</li> <li>• Groundwater</li> <li>• Surface Water</li> <li>• Air Quality</li> <li>• Climate Change</li> </ul>
Cultural Environment	<ul style="list-style-type: none"> <li>• Historical, Archaeological and Cultural Sites</li> <li>• National, Provincial and Local Parks, and Conservation/Recreational Areas</li> </ul>
Social/Economic Environment	<ul style="list-style-type: none"> <li>• Indigenous Communities use of land and resources for traditional purposes</li> <li>• Agricultural Lands</li> <li>• Areas of Residential / Commercial / Institutional / Agricultural Development</li> <li>• Landfills and Hazardous Waste Sites</li> <li>• Petroleum, Mineral and Aggregate Resources</li> <li>• Noise</li> </ul>
Technical	<ul style="list-style-type: none"> <li>• Adherence to Applicable Design Standards</li> <li>• Efficiency</li> <li>• Compatibility with the Transportation Network</li> <li>• Utilization of existing linear corridors (e.g. hydro) where feasible</li> </ul>

# Commitments and Monitoring

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- Terms of Reference IEA commitments:
  - The IEA Report will include a comprehensive list of all commitments made during the ToR process and during the IEA study to guide future environmental work and consultation as well as effects and compliance monitoring.
  - In addition, the IEA Report will demonstrate how ToR commitments were addressed during the IEA Study.
- Environmental Effects and IEA Compliance
  - Commitment to develop a monitoring program during the IEA that will address environmental effects associated with the construction, operation and maintenance of the selected preferred alternative(s).



# Consultation Plan for IEA

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- Overall Process for Stakeholder Consultation
- Public Consultation (Open Houses)
- Regulatory Agency Consultation
- Engaging Indigenous Communities
- Municipal Consultation
- Pre-Submission Review of the Draft Environmental Report

# Consultation and Agency Role for the ToR

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- ToR Consultation
  - Notice of Commencement – December 2016
  - Open House – Spring 2017
  - Agency review of draft ToR – Spring/Summer 2017
  - Submission of ToR to MOECC – Summer 2017
- Agency Role
  - Provide relevant and current input into existing conditions
  - Provide Agency specific issues and concerns
  - Provide input to the ToR including review prior to submission to MOECC

# New Circumstances & Approvals

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Flexibility for accommodating new circumstances:

- During the course of the IEA Study it may become evident that some of the commitments outlined by the ToR may require modifications, additions or refinements as further details of the study are determined.

Other Approvals Required:

- It is recognized that a number of approvals may be required for this project. Consultation with approval agencies will continue during the IEA to coordinate timing of approvals, approval requirements and to ensure that approvals are ultimately obtainable.

**Date:** Tuesday October 3, 2017  
10:00 a.m. to 11:00 a.m.

**Project Number:** 3216065

**Location:** MOECC's Offices  
135 St Clair Ave West

**Project:** Teston Road from Keele Street to Dufferin Street - IEA Terms of Reference

**Purpose:** **MOECC Meeting #2** – To review the MOECC's comments on the "pre-draft" ToR document.

**Attendees:**  
David Atkins  
Praveen John  
Philip Brandon  
Solange Desautels  
Anne Cameron  
Sandy Nairn  
Rhonda George-Hiebert

**Agency / Organization**  
York Region  
York Region  
York Region  
MOECC  
MOECC  
WSP  
WSP

Item	Details	Action By
<b>1 -</b>	<b>INTRODUCTIONS</b>	
1.1	The following is a summary of the meeting with MOECC held on Tuesday October 3, 2017 regarding the Teston Road Individual Environmental Assessment Terms of Reference study between Keele Street and Bathurst Street. This set of minutes captures key discussion points at the meeting.	
1.2	Introduction: <ul style="list-style-type: none"> <li>Those at the meeting were introduced.</li> </ul>	
<b>2 -</b>	<b>STUDY AREA</b>	
2.1	<p><b>Previous Study Area</b></p> <p>In 2003 York Region completed an EA for Teston Road from Pine Valley Drive to Bathurst Street. Due to concerns brought forward by MOECC and TRCA for the section of Teston Road between Keele Street and Dufferin Street during this EA Study, the status quo was maintained between Keele Street and Bathurst Street. At that time, MOECC requested that if study was to resume, an IEA be completed for the section of Teston Road Keele Street and Dufferin Street to determine the most appropriate solution to provide future transportation improvements. The 2003 EA recommended updating Teston from Dufferin Street to Bathurst</p>	

Any omissions or errors in these notes should be forwarded to the author immediately.



Item	Details	Action By
	Street to a 3 lane rural cross-section to improve road safety and eliminate geometric deficiencies. This improvement has been implemented. York Region included this section in the ToR because any proposed improvement to the west would require an improvement to this section	
2.2	<b>Rationale For Currently Defined Area</b> York Region noted that the current study area was determined based on the previous work that was completed (i.e. west of Keele Street EA and construction has already been completed), additionally the section east of Dufferin Street would only require widening (based on the 2003 EA). Recognizing that a review of the north and south east/west corridors would be required the study area was expanded to include Kirby Road and Major Mackenzie Drive. York Region also noted that just beyond the study area York Region has multiple EA and Construction projects that include widening and operational improvements and as such expanding the study area would overlap these projects.	
2.3	<b>MOECC Comments</b> MOECC noted that there is currently not sufficient rationale for the narrowed study area, regardless of the work that was done previously or the ongoing EA studies in the area. As this is an IEA, the study area needs to be broad enough to allow for a broad range of alternatives to be considered and to avoid the perception that the preferred alternative is a new roadway that connects the “missing link”. A detailed traffic analysis completed as part of the IEA may provide justification to refine the study area at that time. MOECC also noted: <ul style="list-style-type: none"> <li>• The narrowed section of the study area between Dufferin Street and Bathurst Street should be expanded to the same north/south limits as the remainder of the study area.</li> <li>• The west limits of the study area should be expanded to Highway 400.</li> <li>• MOECC will not support the Region removing the section of Teston Road from Dufferin Street to Bathurst Street from this IEA study.</li> <li>• A general rationale for the study area should be included in the text of the ToR document.</li> <li>• Under the “purpose and need” of the document, north/south connections may need to be considered in conjunction with east/west connections so this should be more explicitly noted.</li> </ul> The MOECC requested that the draft ToR document be updated to address the above comments and then resubmitted for their review prior to the stakeholder review submission.	WSP/York Region

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
3-	Other Business	
3.1	MOECC noted that they would like to see the comments received from the agency/stakeholder meetings to discuss the project. All meetings with and comments received from the Agencies will be included in the consultation document which will be provided to MOECC with the final submission of the ToR.	York Region/ WSP



## MEETING NOTES

<b>JOB TITLE</b>	Teston Road from Keele Street to Bathurst Street – IEA Terms of Reference		
<b>PROJECT NUMBER</b>	16M-01443-00	<b>DATE</b>	20 August 2018
<b>TIME</b>	9:30 am	<b>VENUE</b>	MNRF Offices – 50 Bloomington Road, Aurora
<b>SUBJECT</b>	Review MNRF's comments on the ToR Document		
<b>CLIENT</b>	York Region		

ATTENDEES		
Name	Company	Email
Praveen John	York Region	Praveen.john@york.ca
Jeff Andersen	MNRF	Jeff.Andersen@ontario.ca
Neil Ahmed	WSP	Neil.ahmed@wsp.com
Rhonda George-Hiebert	WSP	Rhonda.george-hiebert@wsp.com

ADDITIONAL DISTRIBUTION		
Name	Company	Email
Philip Brandon	York Region	Philip.Brandon@york.ca
Sandy Nairn	WSP	Sandy.nairn@wsp.com

MATTERS ARISING		ACTION
<b>1.0 MEETING PURPOSE</b>		
1.1	The purpose of this meeting was to go over the MNRF comments on the final Terms of Reference Document that was distributed by MECP for agency and stakeholder review and comment on June 7, 2018.	
<b>2.0 BACKGROUND</b>		
2.1	WSP noted that this ToR has similar language and process that has been used for previously approved ToRs. The ToR will require the Minister's (MECP) approval. MECP has reviewed the draft version of the ToR multiple times and all comments from MECP on the three previous reviews have been addressed and are reflected in the agency review draft ToR document.	
<b>3.0 COMMENT REVIEW/DISCUSSION</b>		
3.1	The MNRF comments received via MECP from the review of the final ToR were reviewed (see attached table). The comments that require further discussion are as follows:	

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## MEETING NOTES

<ul style="list-style-type: none"> <li>— Comment #1 – Request for the ToR to include a full analysis of the proposal against all applicable policies in the ORCMP. WSP noted that the ToR does not include a preferred alternative, and as such an analysis cannot be completed at this time; this will be completed during the IEA.</li> </ul>	
<ul style="list-style-type: none"> <li>— Comment #2 - The ToR has noted that detailed inventory and site investigations will be required during the IEA in the subject area and that consultation with all agencies will be a significant part of the IEA; at that time MNRF will be contacted to obtain further inventory work and requests for site visits can be coordinated.</li> </ul>	
<ul style="list-style-type: none"> <li>— Comment #6 – At this ToR stage no weighting will be given to any specific consideration, this will be reviewed during the IEA. The ToR does not specifically state that the considerations need to be balanced between the factors and does leave room for other evaluation methodologies to be used during the IEA (MNRF will have opportunity for input to this during the IEA).</li> </ul>	
<ul style="list-style-type: none"> <li>— Comment #8 – Specific guidelines and policies will be implemented as applicable during the IEA once alternatives are developed, which is committed to in the ToR.</li> </ul>	
WSP will provide a digital copy of MNRF comments with the responses discussed during this meeting <b><i>(Post Meeting Note: the updated comment/response table was sent to MNRF on August 22, 2018)</i></b>	
Jeff Andersen will review the responses provided by WSP and York Region (on the attached table) and confirm whether MNRF is satisfied with the responses.	MNRF

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

## NEXT MEETING

An invitation will be issued if an additional meeting is required.



### MNRF Comment Summary Table

**Proposal:** Teston Road Area Transportation Improvements – Terms of Reference  
**Proponent:** Regional Municipality of York

Comment #	Submitter	Summary of Comments	Proponent's Response	Status
<b>MNRF</b>				
1	Ministry of Natural Resources and Forestry (MNR)	<p><b><u>General</u></b></p> <p>The Term of Reference (ToR) does not include any analysis of the Oak Ridges Moraine Conservation Plan (ORMCP) and the policies contained therein that may have implications on this EA.</p> <p>The ORMCP is an ecologically-based plan which provides land use and resource management direction for land and water for areas within the Moraine. The unopened road allowance for Teston Road is located within an area designated as <i>Natural Core</i> in the Oak Ridges Moraine Conservation Plan (ORMCP). This land use designation represents the highest level of policy constraint in the ORMCP. The study area includes a large, mature significant woodland, earth and life science Areas of Natural and Scientific Interest (ANSI), provincially significant wetlands and unevaluated wetlands. These features would meet the definition of <i>Key Natural Heritage Features</i> under the ORMCP and are afforded a high level of policy protection.</p> <p>Please note the following excerpt from Section 41 of</p>		

Comment #	Submitter	Summary of Comments	Proponent's Response	Status
		<p>the ORMCP dealing with transportation, infrastructure and utilities:</p> <p><i>(2) An application for the development of infrastructure in or on land in a Natural Linkage Area shall not be approved unless,</i></p> <p><i>(a) the need for the project has been demonstrated and there is no reasonable alternative; and</i></p> <p><i>(b) the applicant demonstrates that the following requirements will be satisfied, to the extent that is possible while also meeting all applicable safety standards:</i></p> <ol style="list-style-type: none"> <li><i>1. The area of construction disturbance will be kept to a minimum.</i></li> <li><i>2. Right of way widths will be kept to the minimum that is consistent with,</i> <ol style="list-style-type: none"> <li><i>i. meeting other objectives such as stormwater management and erosion and sediment control, and</i></li> <li><i>ii. locating as much infrastructure uses within a single corridor as possible.</i></li> </ol> </li> <li><i>3. The project will allow for wildlife movement.</i></li> </ol>		

Comment #	Submitter	Summary of Comments	Proponent's Response	Status
		<p><i>4. Lighting will be focused downwards and away from Natural Core Areas.</i></p> <p><i>5. The planning, design and construction practices adopted will keep any adverse effects on the ecological integrity of the Plan Area to a minimum.</i></p> <p>...</p> <p><i>(3) An application for the development of infrastructure in or on land in a Natural Core Area shall not be approved unless the applicant demonstrates that,</i></p> <p><i>(a) the requirements of subsection (2) have been met;</i></p> <p><i>(b) the project does not include and will not in the future require a highway interchange or a transit or railway station in a Natural Core Area; and</i></p> <p><i>(c) the project is located as close to the edge of the Natural Core Area as possible.</i></p> <p><i>(4) Except as permitted in subsection (5), with respect to land in a key natural heritage feature or a key hydrologic feature, the development of new infrastructure and the upgrading or extension of</i></p>		

Comment #	Submitter	Summary of Comments	Proponent's Response	Status
		<p><i>existing infrastructure, including the opening of a road within an unopened road allowance, is prohibited.</i></p> <p><i>(5) Infrastructure may be permitted to cross a key natural heritage feature or a key hydrologic feature if the applicant demonstrates that,</i></p> <p><i>(a) the need for the project has been demonstrated and there is no reasonable alternative;</i></p> <p><i>(b) the planning, design and construction practices adopted will keep any adverse effects on the ecological integrity of the Plan Area to a minimum;</i></p> <p><i>(c) the design practices adopted will maintain, and where possible improve or restore, key ecological and recreational linkages, including the trail system referred to in section 39;</i></p> <p><i>(d) the landscape design will be adapted to the circumstances of the site and use native plant species as much as possible, especially along rights of way; and</i></p> <p><i>(e) the long-term landscape management approaches adopted will maintain, and where</i></p>		



Comment #	Submitter	Summary of Comments	Proponent's Response	Status
		<p><i>possible improve or restore, the health, diversity, size and connectivity of the key natural heritage feature or a key hydrologic feature.</i></p> <p><i>(6) Service and utility trenches for infrastructure shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.</i></p> <p>MNRF staff notes that the infrastructure policies in the ORMCP address both siting/route selection as well as construction design considerations. Section 41 requires the applicant to demonstrate “there is no reasonable alternative” when crossing a key natural heritage feature. Further, the policies specifically address unopened road allowances. It should also be noted that the subject area is located within an area designated as a Landform Conservation Area as defined in the ORMCP. Based on the foregoing, the ToR should include a full analysis of the proposal against all applicable policies in the ORMCP.</p>	<p><b><u>Previous Response</u></b></p> <p>An analysis cannot be completed at this time as the preferred alternative is unknown. This will be completed in the IEA. It has been noted in section 4.3 (p.20, 5<sup>th</sup> paragraph) that parts of the study area are subject to the ORMCP and it is noted several times throughout the ToR that Federal, Provincial, Conservation Authority and Municipal legislation, plans, policies, guidelines, consideration and planning objectives must be used during the IEA.</p>	<p>Have added the sentence (p. 20, 5<sup>th</sup> paragraph, before last sentence) “<i>The Provincial Policy Statement (2014) contains policies that protect Ontario’s natural heritage and water resources.</i>”</p>
2	Ministry of Natural Resources and Forestry (MNRF)	<p><b><u>General</u></b></p> <p>MNRF should be contacted to determine if there is any additional inventory work required within the study area (e.g., Feature delineation). Further, MNRF would appreciate the opportunity to undertake a site visit(s) to better inform our review to</p>	<p>The ToR commits to consulting with agencies during the IEA.</p>	<p>No Change to ToR</p>

Comment #	Submitter	Summary of Comments	Proponent's Response	Status
		the proposal.		
3	Ministry of Natural Resources and Forestry (MNRF)	<p><b><u>General</u></b></p> <p>MNRF would appreciate an opportunity to meet with the proponent to review proposed inventory work related to species-at-risk to ensure it is consistent with requirements of the Endangered Species Act (ESA).</p>	Agreed, this commitment for the IEA is noted in Section 4.2.3, page 30.	No Change to ToR
4	Ministry of Natural Resources and Forestry (MNRF)	<p><b><u>Section 4</u></b></p> <p>Page 27, second paragraph - mentions "These forest and wetland habitats can be expected to be sensitive to encroachment, however, current land use practices have likely already had impacts to ecological features. In addition, the current land use practices have already fragmented these features on the landscape". MNRF staff are of the opinion that the study area contains a number of very high quality natural heritage features and demonstrates a high degree of ecological function. The study area is located in a major core area of the southern Oak Ridges Moraine.</p>	Deleted the following wording "..., however, current land use practices have likely already had impacts to ecological features. In addition, the current land use practices have already fragmented these features on the landscape"	ToR revised
5	Ministry of Natural Resources and Forestry (MNRF)	<p><b><u>Section 4</u></b></p> <p>Table 4-1 Potential Environmental Effects – Should also specifically mention: permanent affects such as lighting, increased traffic, increased noise and changes to fish and wildlife passage.</p>	Lighting effects can be added Natural Environment under Table 4-1. Noise and wildlife passage is already addressed in Table 4-1. As the one of the objectives of the study is	Updated Table 4-1

Comment #	Submitter	Summary of Comments	Proponent's Response	Status
			to provide additional transportation capacity, traffic should be reduced not increased.	
6	Ministry of Natural Resources and Forestry (MNR)	<p><b><u>Section 5</u></b></p> <p>Given the policy direction in section 41 of the ORMCP around the development of infrastructure on the Moraine, evaluation methods should give substantially more weight to natural heritage considerations than typical weighting exercises that seek to “balance” economic, social and environmental considerations.</p>	The evaluation methodology proposed in Section 5 notes that “additional evaluation methodologies may be utilized to ensure that the nature and magnitude of potential effects (of significant community and/or environmental value) are identified and mitigated.” The proposed reasoned argument method allows for the relative significance of the effects to be considered thus providing a clear traceable decision making supported by stakeholder input to ensure that issues, concerns and the magnitude of potential effects are identified and mitigated.	No Change to ToR
7	Ministry of Natural Resources and	<p><b><u>Section 6</u></b></p> <p>Section 6.3 should include specific reference to the</p>	Agreed, where the alternative is within the ORM Plan area	Added to second bullet point in Section 6.3 (e.g.

Comment #	Submitter	Summary of Comments	Proponent's Response	Status
	Forestry (MNRF)	ORMCP policies as a guiding principle for consideration in the considerations to generate alternatives.		"Consider relevant government policies and plans including the Oak Ridges Moraine Conservation Plan (2017), the Greenbelt Plan (2017), Provincial Policy Statement (2014), Growth Plan for the Greater Golden Horseshoe (2017))
8	Ministry of Natural Resources and Forestry (MNRF)	<p><b><u>Section 6</u></b></p> <p>The ORMCP also provides guides on design considerations for infrastructure that should also be acknowledged in the Terms of Reference (e.g., mitigating lighting, wildlife passage, enhancing ecological integrity). These will need to be incorporated into the development of alternative methods.</p>	<p>We are not predisposing that infrastructure is going to built in the ORM at this time.</p> <p>It doesn't really fit in Section 6 (too specific). Will be applied as applicable during the IEA. Section 6.5, p.47, second paragraph does note that <i>"Approval requirements, mitigation or compensation measures and enhancement opportunities will be addressed with agencies, conservation authorities,</i></p>	No Change to ToR

Comment #	Submitter	Summary of Comments	Proponent's Response	Status
			<i>municipalities, Indigenous Communities and other stakeholders at this study stage."</i>	
9	Ministry of Natural Resources and Forestry (MNRF)	<p><b><u>Section 7</u></b></p> <p>Terms of Reference Commitments and Monitoring should incorporate requirements established in Section 41 of the ORMCP. These include requirements to improve or restore ecological linkages using native plants, adopt long-term landscape management approaches, etc.</p>	This is too specific for this section. Section 7 is consistent with the MECP Code of Practice for Preparing and Reviewing ToRs Requirements The ToR Acknowledges that part of the study area is subject to the requirements of Oak Ridges Moraine Conservation Plan (2017) (refer to Sections 4.2.1, 4.2.3, Figure 4-3, Appendix A).	No Change to ToR
10	Ministry of Natural Resources and Forestry (MNRF)	<p><b><u>Section 11</u></b></p> <p>Given the number of species at risk, it is likely that the undertaking will require one of more authorizations pursuant to the Endangered Species Act (ESA). MNRF recommends the consulting team contact ministry staff to address potential ESA requirements early on in the EA process to ensure these approval processes are harmonized to the extent possible.</p>	The ToR commits to consulting with agencies during the IEA.	No Change to ToR





## MEETING NOTES

<b>JOB TITLE</b>	Teston Road Area Transportation Improvements – IEA Terms of Reference		
<b>PROJECT NUMBER</b>	16M-01443-00	<b>DATE</b>	20 August 2018
<b>TIME</b>	1:30 pm	<b>VENUE</b>	Teleconference
<b>SUBJECT</b>	Review TRCA's comments on the Final ToR Document		
<b>CLIENT</b>	York Region		

ATTENDEES		
Name	Company	Email
Praveen John	York Region	Praveen.john@york.ca
Philip Brandon	York Region	Philip.brandon@york.ca
Scott Smith	TRCA	ssmith@trca.on.ca
Rhonda George-Hiebert	WSP	Rhonda.george-hiebert@wsp.com
Shveta Shukla	WSP	Shveta.shukla@wsp.com

ADDITIONAL DISTRIBUTION		
Name	Company	Email
Sandy Nairn	WSP	Sandy.nairn@wsp.com
Neil Ahmed	WSP	Neil.ahmed@wsp.com

MATTERS ARISING	ACTION
<b>1.0 MEETING PURPOSE</b>	
1.1 The purpose of this meeting was to go over the TRCA comments on the final Terms of Reference Document.	
1.2 WSP and the Region noted that they recognize and appreciate that TRCA put effort into providing relevant comments.	
<b>2.0 BACKGROUND</b>	
2.1 WSP noted that the ToR has been updated based on TRCA's first round of comments on the draft submission and the MECP has also reviewed and provided their comments that have been addressed.	
<b>3.0 COMMENT REVIEW/DISCUSSION</b>	
3.1 The specific comments TRCA submitted to MECP, including York Region's responses to these comments are in the attached table.	

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## MEETING NOTES

3.2	TRCA noted that they are satisfied with the revisions that were made to the ToR and are aware that any further details will be added during a future IEA process.	
3.3	<p>The two major items that the TRCA has commented on to be considered are as follows:</p> <ul style="list-style-type: none"><li>— Ecosystem Services – in general TRCA would like the Region to consider an assessment of ecosystem functions in a comprehensive manner within the IEA. TRCA has provided some specific suggestions on how to incorporate Ecosystem Services (ES) through guideline that can be accessed through <a href="http://publications.gc.ca">publications.gc.ca</a>.</li><li>— Form and Function –TRCA will continue to encourage the use of the “form and function” wording during the IEA process.</li></ul>	
3.4	WSP noted that the appropriate revisions have been made to the ToR based on TRCA's comments and the team is always open to discussion on TRCA's comments, however no additional changes will now be made to the document. All of the TRCA's comments will be responded to and any required revisions to the document will be made prior to the formal and final submission of the ToR to MECP.	

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

## NEXT MEETING

An invitation will be issued if an additional meeting is required.

## TRCA Comment Summary Table

**Proposal:** Teston Road Area Transportation Improvements – Terms of Reference

**Proponent:** Regional Municipality of York

Submitter	Summary of Comments	Proponent's Response	Status
<b>TRCA</b>			
Toronto and Region Conservation Authority (TRCA)	<p><b><u>General</u></b></p> <p>While TRCA staff acknowledges that many ecosystem functions are already included the factors/criteria for the alternatives assessment and alternative methods assessment, TRCA staff strongly encourages York Region to consider a much more comprehensive assessment of ecosystem functions that captures site to landscape level functions, and quantifies functions to a greater extent than in a Schedule C Municipal Engineer's Class EA, taking into account exceptional circumstances at this location (e.g. s41 Oak Ridges Moraine Conservation Plan (ORMCP) requirements). A more comprehensive assessment of functions will support a stronger, more defensible assessment of alternative methods, alternative designs, and mitigation measures for the preferred design. Should the connection across the unopened road allowance proceed to design alternatives, meeting TRCA's policies, especially regarding maintaining ecological and hydrological functions, not exacerbating existing natural hazards (including slopes), and meeting TRCA's stormwater management criteria, will require extensive and innovative designs that would be supported by a detailed assessment of ecosystem functions. Additional statements in the TOR supporting the need to assess ecosystem functions comprehensively at various scales, and quantified where</p>	<p>This undertaking is being carried out as an Individual Environmental Assessment under the Ontario Environmental Assessment Act and is therefore following a more detailed and rigorous process than a Class Environmental Assessment process such as the referenced Municipal Class Environmental Assessment process. Consideration of ecosystem functions in the assessment can be discussed with TRCA at the outset of the IEA.</p>	<p>Added in section 6.4.1 the following statement  <i>"Consideration of other factors such as Ecosystems Services could be considered as appropriate"</i></p>

Submitter	Summary of Comments	Proponent's Response	Status
	possible, should be sufficient (e.g. s4.7, s5.2, s6.3 & s6.4.1).		
Toronto and Region Conservation Authority (TRCA)	<p><b><u>General</u></b></p> <p>Please consider supplementing the analysis of ecosystem functions with an assessment of ecosystem services (ES). An ecosystem services assessment will provide a more integrated assessment of socio-ecological systems with a focus on human well-being, and be a more effective way to frame and communicate the environmental impacts. The Ecosystem Services Toolkit, 2017, created by the Canadian Councils of Resources Ministers, is a useful guide that has a section on incorporating an assessment of ES into the impact assessment process. The guide can be accessed through <a href="http://publications.gc.ca">publications.gc.ca</a>. The guideline suggests that the ES assessment may include:</p> <ul style="list-style-type: none"> <li>• Review of the extent, condition and trends in ecosystem services in the study area</li> <li>• Socio-cultural and economic values of ecosystem services benefits (valuation)</li> <li>• The interactions among ES</li> <li>• The relationships among ES, drivers of change and the provision of ES benefits</li> <li>• Alternative future scenarios of ES and human well-being resulting from possible management interventions (page 6)</li> </ul> <p>Valuation should be used selectively where it is not cost prohibitive and can be undertaken with robustness, objectivity and with sound and defensible methodology. TRCA staff note that based on the current state of science it is not appropriate to assign a value to the majority of ecosystem services; rather most ecosystem services should be qualitatively assessed.</p>	See response above	See above

Submitter	Summary of Comments	Proponent's Response	Status
	<p>TRCA staff has expertise in ES assessment techniques and are available to assist in the revisions to the Terms of Reference and in the preparation of the RFP to ensure that the ES assessment is scoped to be sufficiently robust, while flexible enough to accommodate the variety of approaches to this rapidly evolving science.</p>		
<p>Toronto and Region Conservation Authority (TRCA)</p>	<p><b><u>Section 4.6, Figure 4-6</u></b></p> <p>Please note that all of the wetlands on Block 27 have now been evaluated by the MNRF and most of the wetlands within the North Maple Park have been evaluated. The referenced ponds within the North Maple Park have now been identified as PSWs. Please contact MNRF for updates to the Block 27 planning area and the landfill site area.</p>	<p>MNRF have been contacted and they have provided available data at the time of data collection. The Data collection dates have been noted in the ToR and it is recognized that during the IEA data collection, background review and site investigations will be required.</p>	<p>No change to ToR</p>
<p>Toronto and Region Conservation Authority (TRCA)</p>	<p><b><u>Section 4.6</u></b></p> <p>The second paragraph states “These forest and wetland habitats can be expected to be sensitive to encroachment; however, current land use practices have likely already had impacts to ecological functions of these features. In addition, the current land use practices have already fragmented these features on the landscape.” Please note that close to all of the wetland features on the Block 27 site have been identified as PSWs by the MNRF. The City of Vaughan has also identified a number of Significant Woodlands as well as Key Natural Heritage Features within the Block 27 lands. Given the significance of these features, they are protected individually and are to be considered together as a more comprehensive</p>	<p>The second paragraph has been revised to delete the following wording...”, however, <i>current land use practices have likely already had impacts to ecological functions of these features. In addition, the current land use practices have already fragmented these features on the landscape.</i>”</p>	<p>ToR updated</p>



Submitter	Summary of Comments	Proponent's Response	Status
	and connected natural heritage system through the Secondary Plan and Block Plan process.		
Toronto and Region Conservation Authority (TRCA)	<p><b><u>Figure 4-6</u></b></p> <p>Please update Figure 4-6 to include: PSWs, and Significant Woodlands (Vaughan). Please note that the Natural Heritage System (TRCA) is very difficult to discern in the figure; please change the legend to better showcase the system. If needed please provide two figures to reflect requested layers.</p>	Figure 4-7 (previously 4-6 in draft ToR) has been updated.	No change to ToR
Toronto and Region Conservation Authority (TRCA)	<p><b><u>Table 6-1 and 6-2</u></b></p> <p>The first two bullets under Natural Environment are incomplete. TRCA staff suggests the following categories:</p> <ul style="list-style-type: none"> <li>• Landscape form and function, including wildlife passage and the genetic connectivity of plants</li> <li>• Aquatic ecosystem form and function, including flora, fauna &amp; habitat</li> <li>• Terrestrial ecosystem form and function, including flora, fauna &amp; habitat</li> </ul> <p>Wetlands could be a separate category or included in one of the above. Furthermore, each bullet should also evaluate alterations to system resiliency especially to chronic or acute stressors exacerbated by climate change.</p> <p>TRCA staff recommends the inclusion of landform as a separate sub-factor in table 6-2.</p>	See previous response – Form and Function wording is specific to the TRCA. Recognize that during the IEA TRCA will encourage the use of “form and function”.	No change to ToR



Transportation Services

Capital Planning and Delivery  
Fax: 905-836-4590

May 17, 2018

Chief Laurie Carr  
Hiawatha First Nation  
123 Paudash Street, RR #2  
Keene, ON K0L 2G0

Dear Chief Carr:

**RE: Individual Environmental Assessment (IEA) Terms of Reference for Teston Road from Keele Street to Bathurst Street City of Vaughan – Final Submission Our File No. 99816 T02 (C)**

Thank you for your interest and feedback regarding the Terms of Reference (ToR) for a future Individual Environmental Assessment (IEA) Study of Teston Road between Keele Street and Bathurst Street in the City of Vaughan. The Notice of Commencement for this study was initiated on December 29, 2016, an Open House was held on April 18, 2017 and the draft ToR document was provided for review on February 20, 2018.

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Should you have any question please do not hesitate to contact the project team at [roads.ea@york.ca](mailto:roads.ea@york.ca).

Yours sincerely,

Praveen John, P.Eng  
Senior Project Manager

PJ/ch

Copy to: Ms. Karry Sandy-McKenzie, Barrister & Solicitor, Williams Treaty First Nations

YORK-#8424357



Transportation Services

Capital Planning and Delivery  
Fax: 905-836-4590

May 17, 2018

Chief Phyllis Williams  
Curve Lake First Nation  
22 Winookeeda Road  
Curve Lake, ON K0L 1R0

Dear Chief Williams:

**RE: Individual Environmental Assessment (IEA) Terms of Reference for Teston Road from Keele Street to Bathurst Street City of Vaughan – Final Submission Our File No. 99816 T02 (C)**

Thank you for your interest and feedback regarding the Terms of Reference (ToR) for a future Individual Environmental Assessment (IEA) Study of Teston Road between Keele Street and Bathurst Street in the City of Vaughan. The Notice of Commencement for this study was initiated on December 29, 2016, an Open House was held on April 18, 2017 and the draft ToR document was provided for review on February 20, 2018.

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Yours sincerely,

Praveen John, P.Eng  
Senior Project Manager

PJ/ch

Copy to: Ms. Karry Sandy-McKenzie, Barrister & Solicitor, Williams Treaty First Nations

YORK-#8424439





Transportation Services

Capital Planning and Delivery  
Fax: 905-836-4590

May 17, 2018

Grand Chief Konrad Sioui  
Huron-Wendat Nation Council  
255 Place Chef-Michel Laveau  
Wendake, QC G0A 4V0

Dear Grand Chief Sioui:

**RE: Individual Environmental Assessment (IEA) Terms of Reference for Teston Road from Keele Street to Bathurst Street City of Vaughan – Final Submission Our File No. 99816 T02 (C)**

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Should you have any question please do not hesitate to contact the project team at [roads.ea@york.ca](mailto:roads.ea@york.ca).

Yours sincerely,

Praveen John, P.Eng  
Senior Project Manager

PJ/ch

Copy to: Ms. Karry Sandy-McKenzie, Barrister & Solicitor, Williams Treaty First Nations

YORK-#8424393



Transportation Services  
Capital Planning and Delivery  
Fax: 905-836-4590

May 17, 2018

Chief James R. Marsden  
Alderville First Nation  
11696 Second Line  
PO Box 45  
Roseneath, ON K0K 2X0

Dear Chief Marsden:

**RE: Individual Environmental Assessment (IEA) Terms of Reference for Teston Road from Keele Street to Bathurst Street City of Vaughan – Final Submission Our File No. 99816 T02 (C)**

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Should you have any question please do not hesitate to contact the project team at [roads.ea@york.ca](mailto:roads.ea@york.ca).

Yours sincerely,

Praveen John, P.Eng  
Senior Project Manager

PJ/ch

Copy to: Ms. Karry Sandy-McKenzie, Barrister & Solicitor, Williams Treaty First Nations

YORK-#8424323





Transportation Services

Capital Planning and Delivery  
Fax: 905-836-4590

May 17, 2018

Chief Kelly LaRocca  
Mississaugas of Scugog Island First Nation  
Administrative Building  
22521 Island Road  
Port Perry, ON L9L 1B6

Dear Chief LaRocca:

**RE: Individual Environmental Assessment (IEA) Terms of Reference for Teston Road from Keele Street to Bathurst Street City of Vaughan – Final Submission  
Our File No. 99816 T02 (C)**

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Should you have any question please do not hesitate to contact the project team at [roads.ea@york.ca](mailto:roads.ea@york.ca).

Yours sincerely,

Praveen John, P.Eng  
Senior Project Manager

PJ/ch

YORK-#8424207



Transportation Services

Capital Planning and Delivery  
Fax: 905-836-4590

May 17, 2018

Karry Sandy-McKenzie  
Barrister & Solicitor  
Williams Treaty First Nations  
8 Creswick Court  
Barrie, ON L4M 2J7

Dear Ms. Sandy-McKenzie:

**RE: Individual Environmental Assessment (IEA) Terms of Reference for Teston Road from Keele Street to Bathurst Street City of Vaughan – Final Submission**  
**Our File No. 99816 T02 (C)**

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Should you have any question please do not hesitate to contact the project team at [roads.ea@york.ca](mailto:roads.ea@york.ca).

Yours sincerely,

Praveen John, P.Eng  
Senior Project Manager

PJ/ch

YORK-#8424467



Transportation Services

Capital Planning and Delivery  
Fax: 905-836-4590

May 17, 2018

Chief Donna Big Canoe  
Chippewas of Georgina Island First Nation  
Administrative Office  
RR #2, PO Box 13  
Sutton West, ON L0E 1R0

Dear Chief Big Canoe:

**RE: Individual Environmental Assessment (IEA) Terms of Reference for Teston Road from Keele Street to Bathurst Street City of Vaughan – Final Submission  
Our File No. 99816 T02 (C)**

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Should you have any question please do not hesitate to contact the project team at [roads.ea@york.ca](mailto:roads.ea@york.ca).

Yours sincerely,

Praveen John, P.Eng  
Senior Project Manager

PJ/ch  
YORK-#8424184





Transportation Services

Capital Planning and Delivery  
Fax: 905-836-4590

May 17, 2018

Dave Mowat  
Lands and Membership Supervisor  
Mississaugas of Scugog Island First Nation  
22521 Island Road  
Port Perry, ON L9L 1B6

Dear Mr. Mowat:

**RE: Individual Environmental Assessment (IEA) Terms of Reference for Teston Road from Keele Street to Bathurst Street City of Vaughan – Final Submission  
Our File No. 99816 T02 (C)**

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Should you have any question please do not hesitate to contact the project team at [roads.ea@york.ca](mailto:roads.ea@york.ca).

Yours sincerely,

Praveen John, P.Eng  
Senior Project Manager

PJ/ch

YORK-#8424244



Transportation Services

Capital Planning and Delivery  
Fax: 905-836-4590

May 17, 2018

Metis Nation of Ontario  
500 Old Patrick Street, Unit 3  
Ottawa, ON K1N 9G4

Dear Sir or Madam:

**RE: Individual Environmental Assessment (IEA) Terms of Reference for Teston Road from Keele Street to Bathurst Street City of Vaughan – Final Submission  
Our File No. 99816 T02 (C)**

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Should you have any question please do not hesitate to contact the project team at [roads.ea@york.ca](mailto:roads.ea@york.ca).

Yours sincerely,

Praveen John, P.Eng  
Senior Project Manager

PJ/ch

YORK-#8424262





Transportation Services

Capital Planning and Delivery  
Fax: 905-836-4590

May 17, 2018

Fawn Sault  
Consultation Manager  
Mississaugas of the New Credit First Nation  
2789 Mississauga Road, RR #6  
Hagersville, ON N0A 1H0

Dear Ms. Sault:

**RE: Individual Environmental Assessment (IEA) Terms of Reference for Teston Road from Keele Street to Bathurst Street City of Vaughan – Final Submission**  
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Yours sincerely,

Praveen John, P.Eng  
Senior Project Manager

PJ/ch

YORK-#8424282



Transportation Services  
Capital Planning and Delivery  
Fax: 905-836-4590

May 17, 2018

Karen Derocher  
Interim President  
MNO Credit River Metis Council  
350 Rutherford Road South Plaza II  
Suite 305  
Brampton, ON L6W 4N6

Dear Ms. Derocher:

**RE: Individual Environmental Assessment (IEA) Terms of Reference for Teston Road from Keele Street to Bathurst Street City of Vaughan – Final Submission  
Our File No. 99816 T02 (C)**

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Yours sincerely,

Praveen John, P.Eng  
Senior Project Manager

PJ/ch  
YORK-#8424536



Transportation Services

Capital Planning and Delivery  
Fax: 905-836-4590

May 17, 2018

President Tera Beaulieu  
MNO Toronto & York Region Metis Council  
75 Shelbourne Street, Suite 311  
Toronto, ON M5A 2P9

Dear President Beaulieu:

**RE: Individual Environmental Assessment (IEA) Terms of Reference for Teston Road from Keele Street to Bathurst Street City of Vaughan – Final Submission**  
**Our File No. 99816 T02 (C)**

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Yours sincerely,

Praveen John, P.Eng  
Senior Project Manager

PJ/ch

YORK-#8424517