

TESTON ROAD AREA TRANSPORTATION IMPROVEMENTS

Individual Environmental Assessment

Online Public Open House #4

December 2023

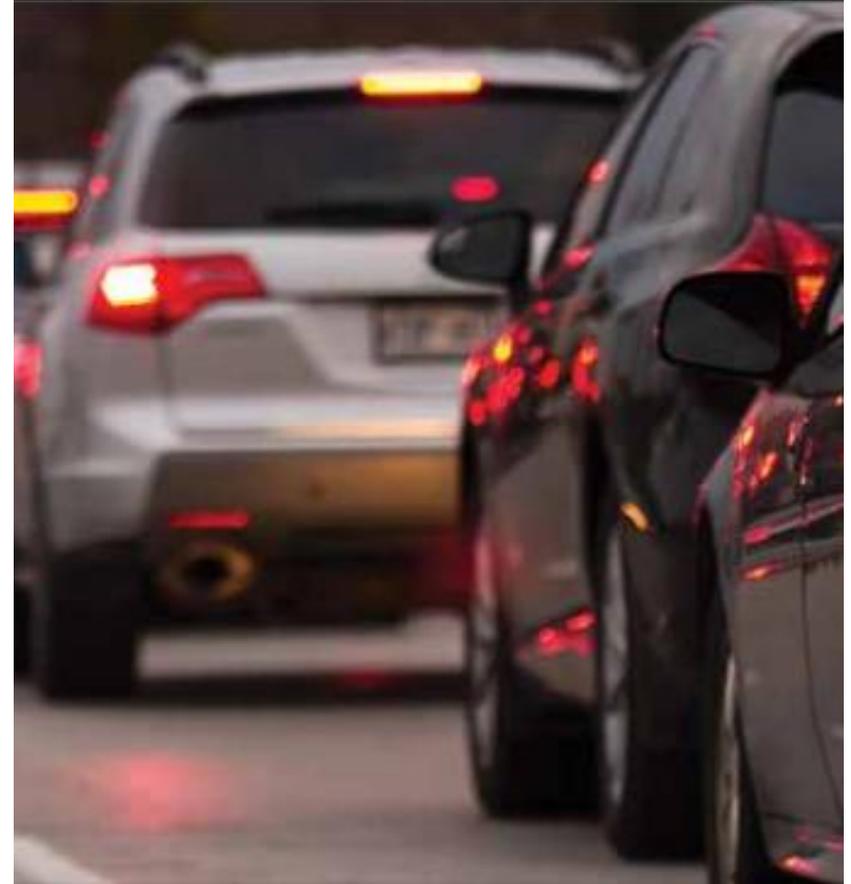
Purpose of the Open House

- Present the preliminary design
- Provide results of the impact assessments and proposed mitigation measures
- Share next steps



Presentation Outline

- Project overview/schedule
- Present recommended design
- Preliminary impact assessment and mitigation measures
- Next steps



Your Feedback is Important

- Your participation is important to the study process
- Join the study mailing list to receive future study notices or submit comments and questions to transportation@york.ca
- Study updates can be found at www.york.ca/TestonRoad
- Please submit your comments on the open house materials by December 22, 2023
- Contact York Region at any time throughout the study to provide your feedback

Your Feedback is Important

Survey question
example



- A survey has been prepared to receive your feedback
- When you see the icon at the top of the slide, you may pause the presentation and answer the question(s)
- The survey can be accessed under the open house material heading at www.York.ca/TestonRoad
- Please complete the survey by December 22, 2023

Study Introduction

Survey questions
1 and 2



Survey available at york.ca/TestonRoad

- York Region is undertaking an Individual Environmental Assessment (IEA) to address transportation challenges and opportunities
- The study area falls within the City of Vaughan and borders the City of Richmond Hill
- The IEA started in spring 2020 and is expected to be complete in 2024

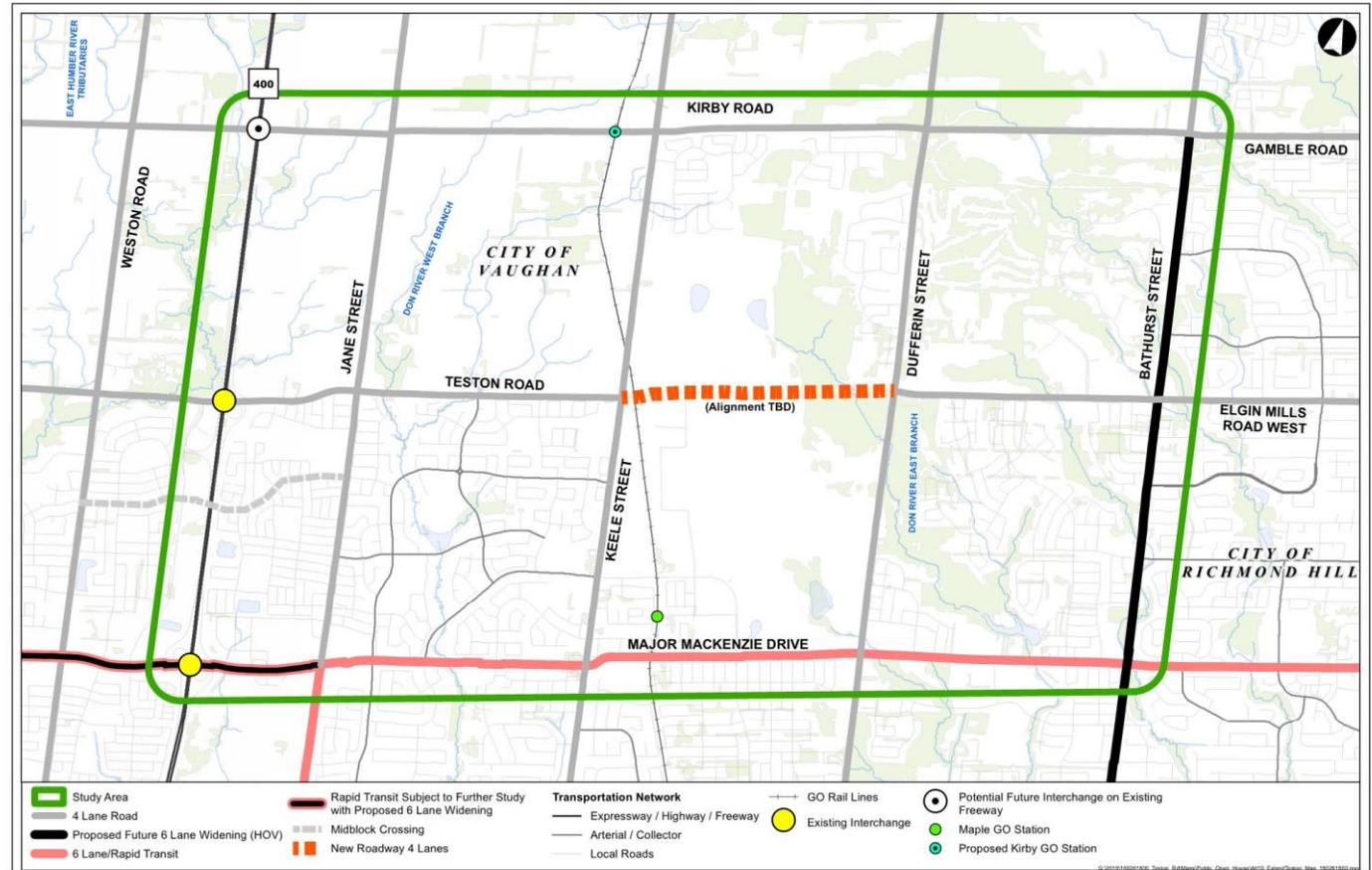


Study Schedule

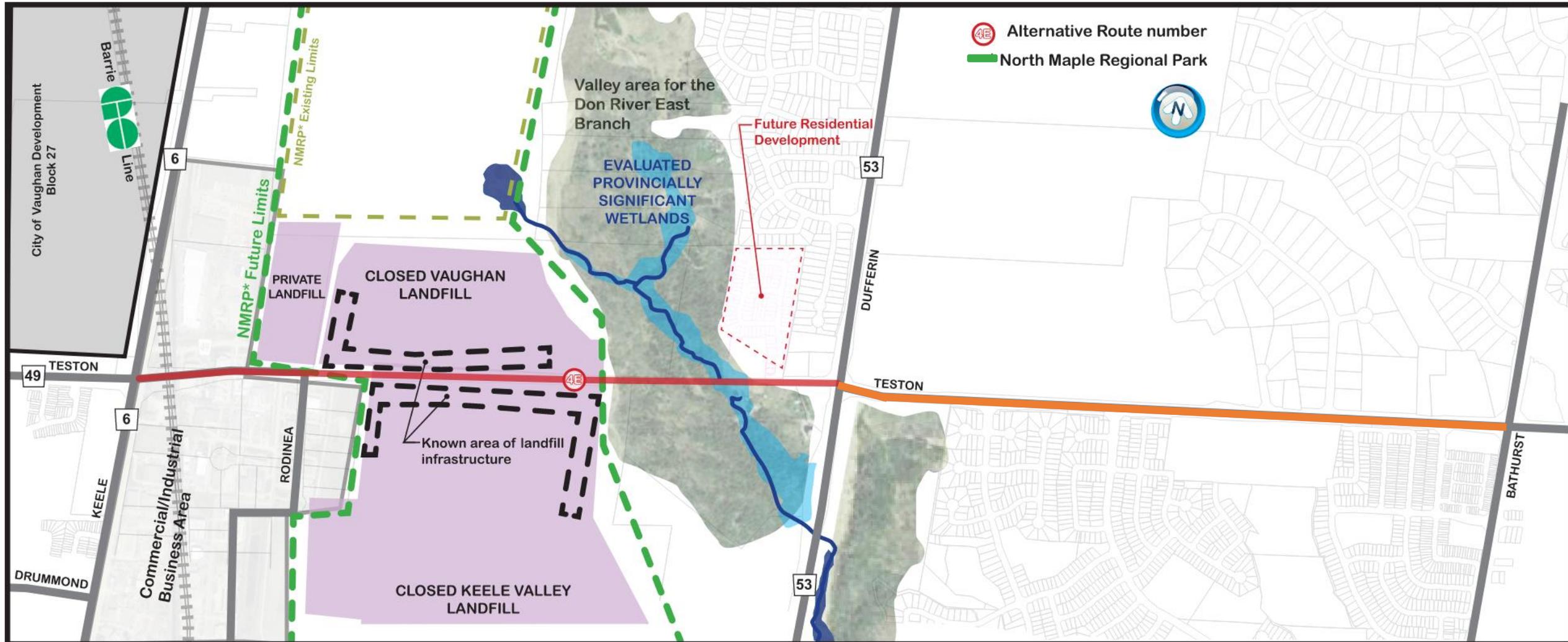
IEA key milestones	Completion date
Identification of problems and opportunities	Spring to fall 2020
Generation of alternatives to the undertaking	Winter to spring 2021
Open house #1	June 2021
Confirm preferred alternative to the undertaking	Summer 2021
Generation of alternative methods	Summer/fall 2021
Open house #2	Fall 2021
Select preferred alternative method	Fall 2021
Open house #3	Spring 2022
Preliminary design	Spring to fall 2022
Technical studies/impact assessments	Fall 2022 to summer 2023
Open house #4 – <u>We are here</u>	Fall 2023
Draft IEA Report (public and government review)	Winter 2024
Final IEA Report to Ministry of the Environment, Conservation and Parks (MECP)	Spring 2024

Preferred Alternative to the Undertaking

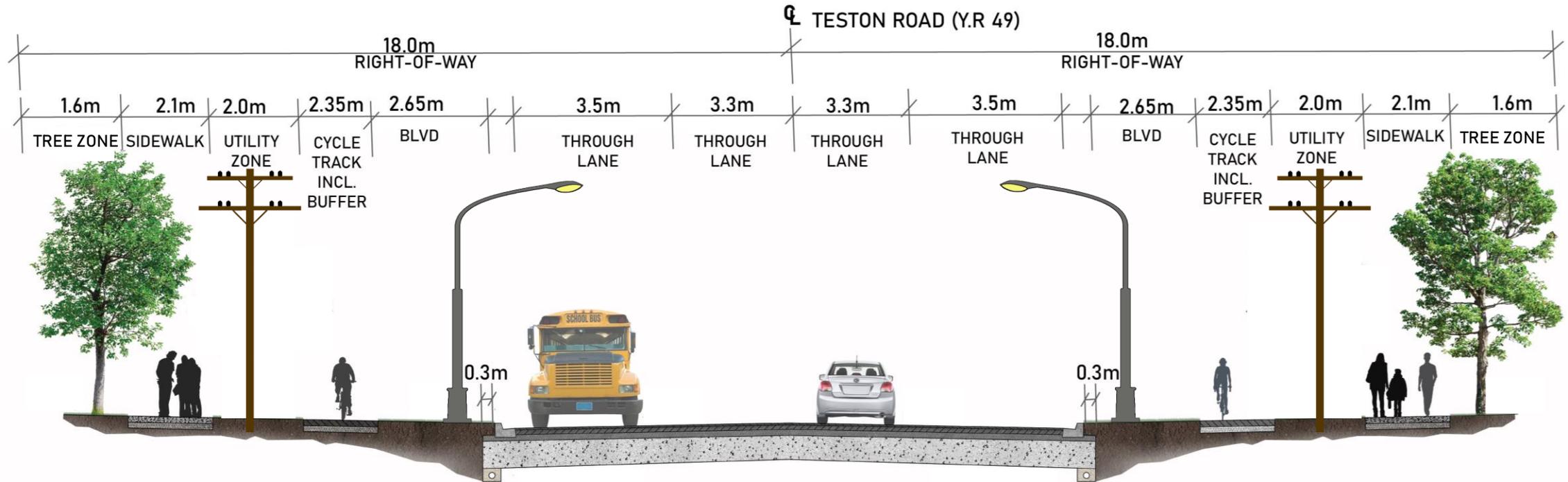
Following Open House #1, a new four-lane connection on Teston Road between Keele Street and Dufferin Street with active transportation and potential for transit service (alternative 4) was confirmed as the preferred alternative to the undertaking.



Preferred Alternative Alignment



Future Full Width Cross Section (For All Sections)



Project Sections



Section 1: Keele Street to Rodinea Road (GO Crossing)

Section 2: Rodinea Road to valley (Landfill Area)

Section 3: Valley crossing

Section 4: Dufferin Street to Bathurst Street

Summary of Preferred Design Alternatives from Open House #3

Alignment section	Preferred design alternative
Section 1: Keele Street to Rodinea Road (GO Rail Crossing)	<ul style="list-style-type: none">• Widened four-lane roadway• At-grade GO Rail Crossing with improved Teston Road alignment (shift to north)• Long-term property protection for GO Rail/Teston Road grade separation
Section 2: Rodinea Road to valley (Landfill Area)	<ul style="list-style-type: none">• New constrained four-lane cross section with property protection for future full width cross section
Section 3: Valley crossing	<ul style="list-style-type: none">• New constrained four-lane cross section with property protection for future full width cross section• Single-span bridge
Section 4: Dufferin Street to Bathurst Street	<ul style="list-style-type: none">• Widen equally on both sides to four-lanes

Section 1: Design Considerations

- GO Rail Crossing – proximity to the Teston Road and Keele Street intersection and at-grade versus grade separation
- Planned Block 27 development within the northwest quadrant of Keele Street and Teston Road
- Industrial facilities and accesses east of Keele Street
- Natural areas and existing residential area in the southwest quadrant

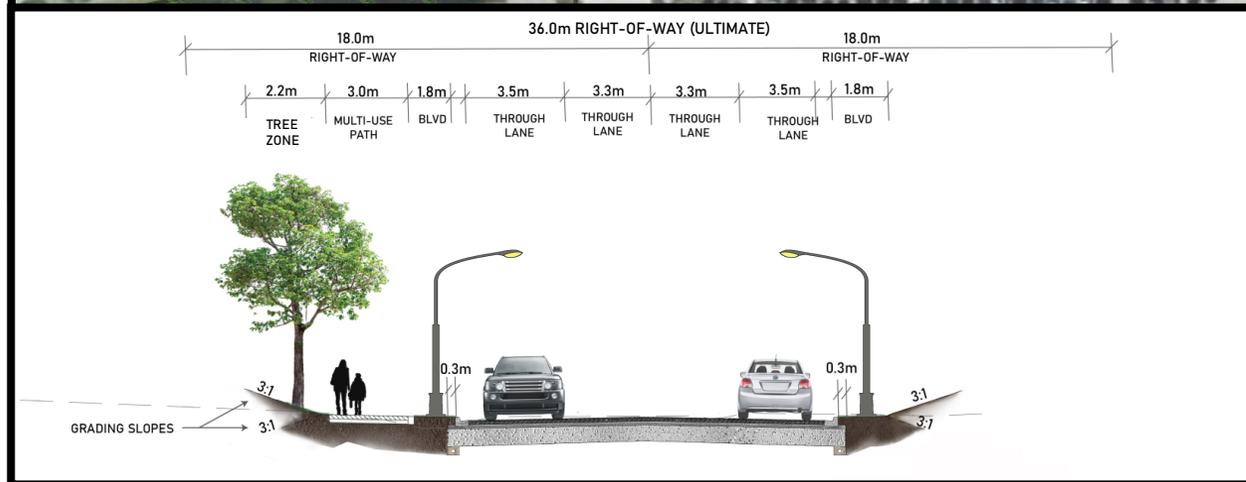
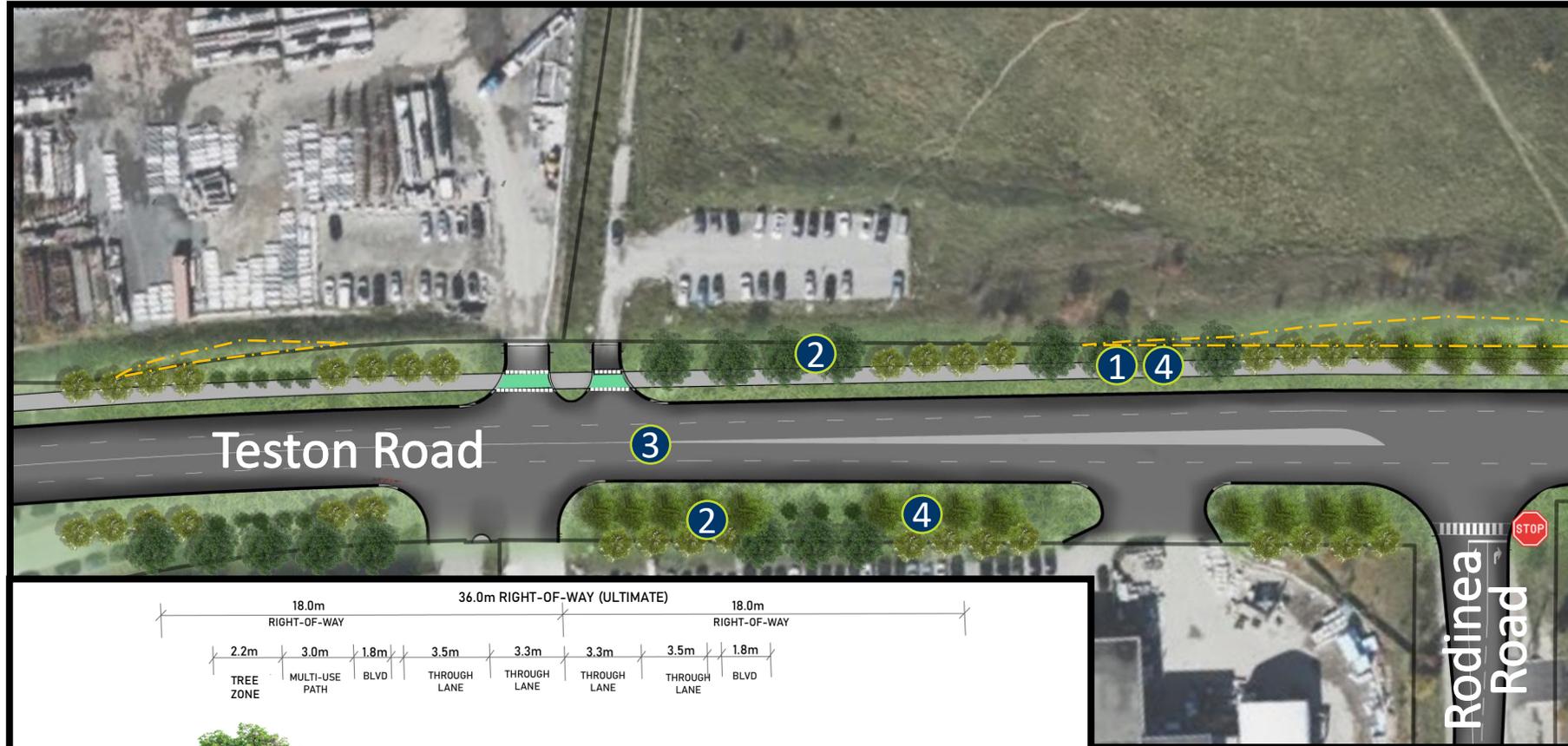
Section 1: Preliminary Design



Section 1 features

- ① At-grade crossing (with safety measures)
- ② Multi-use pathway
- ③ Street plantings
- ④ Widened to four lanes
- ⑤ Stormwater retention
- ⑥ Future sidewalk and cycle track
- - - Potential property required
- - - Potential grading limits on private property

Section 1 (cont.): Preliminary Design



Section 1 Features

- ① Multi-use pathway
 - ② Street plantings
 - ③ Widened to four lanes
 - ④ Future sidewalk and cycle track
- Potential grading limits on private property

Survey Questions 3 and 4 ?

Survey available at york.ca/TestonRoad

Section 1: Potential Impacts and Mitigation Measures

- Limited natural environment impacts associated with footprint increases
- Stormwater flows directed to the stormwater retention area in southwest quadrant of Teston Road and Keele Street via ditching/culverts
- At-grade GO rail crossing fits within existing right-of-way. Future grade separation requires easements/property for grading
- Some property accesses impacted by grade separation but can be accommodated in alternative ways
- Future GO rail grade separation may require additional noise reduction measures for residential properties in the southwest quadrant of Teston Road and Keele Street

Section 2: Design Considerations

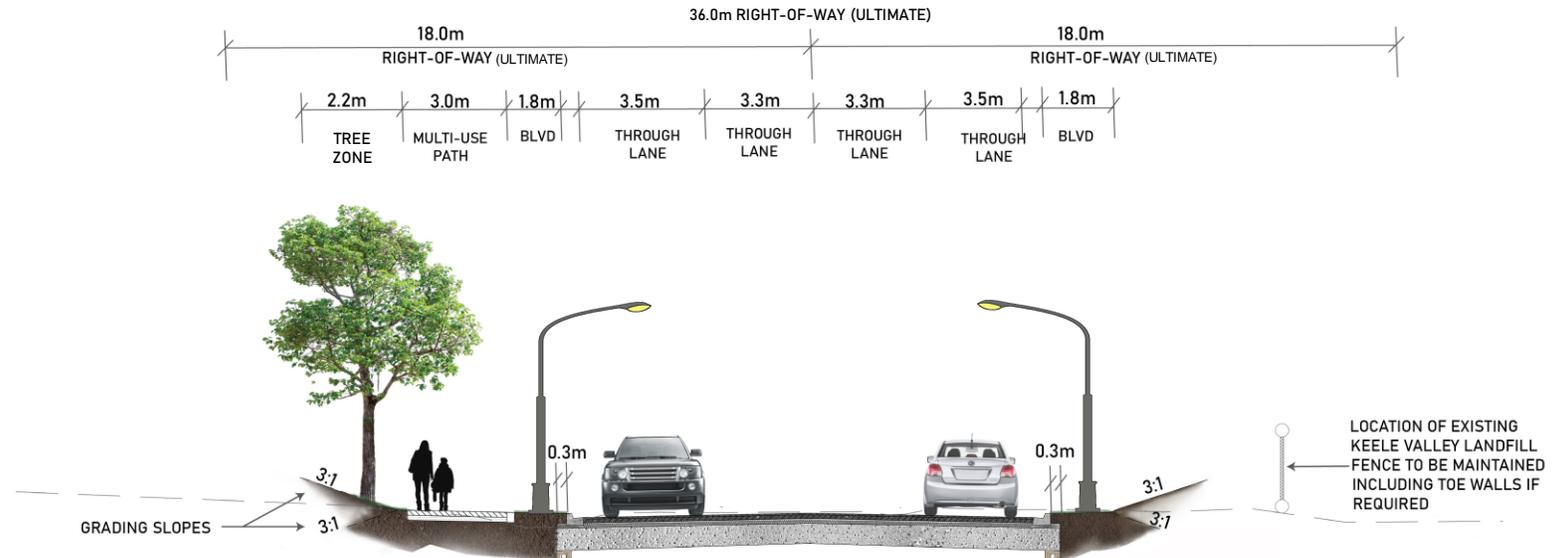
- Avoid complex landfill infrastructure present throughout this section
- Provide connectivity for active transportation users, including links to planned trails and potential Teston Road crossings
- Maintain existing access to landfills from Teston Road
- Prepare for future public access to North Maple Regional Park

Section 2: Preliminary Design



Section 2 features

- ① Multi-use pathway
- ② Plantings/revegetation
- ③ New four-lane road
- ④ Future sidewalk and cycle track
- ⑤ Landfill access
- ⑥ Existing gas flare facility
- ⑦ Future trail connection (potential)
- Potential grading limits on private property



Section 2 (cont.): Preliminary Design



Section 2 features

- ① Multi-use pathway
- ② Street plantings
- ③ New four-lane road
- ④ Future sidewalk and cycle track
- ⑤ Future trails (potential)
- ⑥ Plantings/revegetation
- ⑦ Wildlife fencing
- ⑧ Landfill access

Survey questions
5 and 6



Survey available at york.ca/TestonRoad

Section 2: Potential Impacts and Mitigation Measures

- Natural environment impacts associated with new roadway footprint, however, use of the existing access road reduces overall impact
 - Parklands/landfills contain species at risk such as the grassland bird habitat
- Constrained cross section fits within existing York Region right-of-way, however, protection for future 36-metre right-of-way is required
- Stormwater management split between flowing westerly to Section 1 facilities and easterly to Section 3 facilities
- Consideration to be given to existing landfill groundwater plume (concentrated form of liquid contaminants that is formed when substances are released to groundwater from a source facility) and isolation from impact of road salt application

Section 3: Design Considerations

- Provide connectivity for active transportation users, including linkages to planned trails and potential Teston Road crossings
- Deep valley requiring elevated roadway
- Spanning the existing Don River east branch tributary
- Access to existing residential properties at Dufferin Street and future developments
- Existing constructed dam, pond in valley
- Natural environmental impacts, including tree removal and habitat fragmentation

Section 3: Preliminary Design



Section 3 features

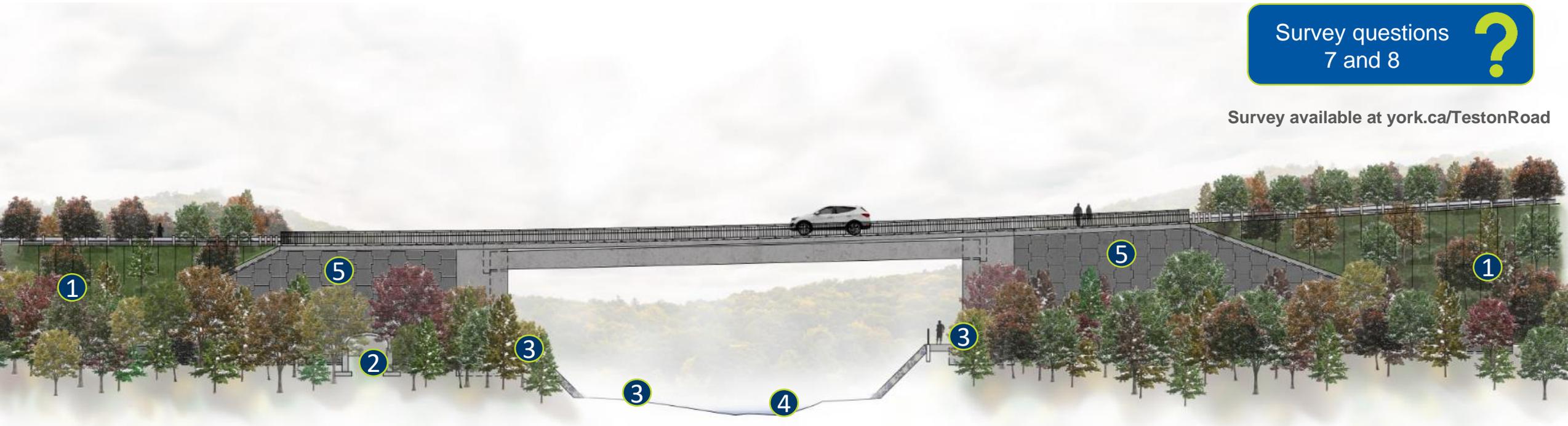
- ① Multi-use pathway
- ② Bridge
- ③ New four-lane road
- ④ Future sidewalk and cycle track
- ⑤ Future trail (potential)
- ⑥ Plantings/revegetation
- ⑦ Wildlife fencing
- ⑧ New municipal road
- ⑨ Wildlife crossing under roadway (potential)
- ⋯ Existing pond/watercourse
- - - Potential property required
- - - Potential grading limits on private property

Section 3: Preliminary Design

Survey questions
7 and 8

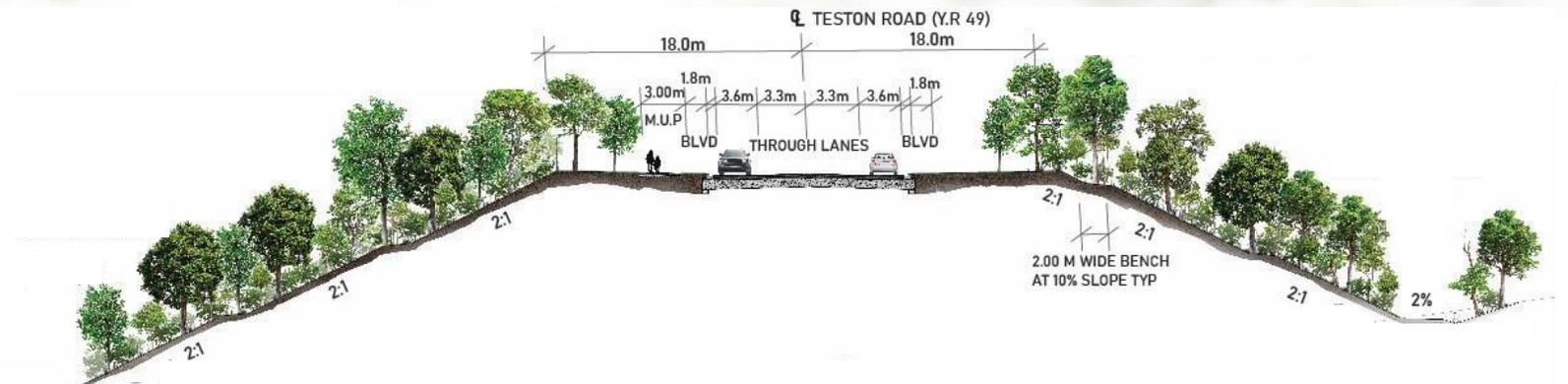


Survey available at york.ca/TestonRoad



Section 3 features

- 1 Revegetated embankments
- 2 Wildlife passage (Potential)
- 3 Potential trail location
- 4 Watercourse
- 5 Vertical retaining wall

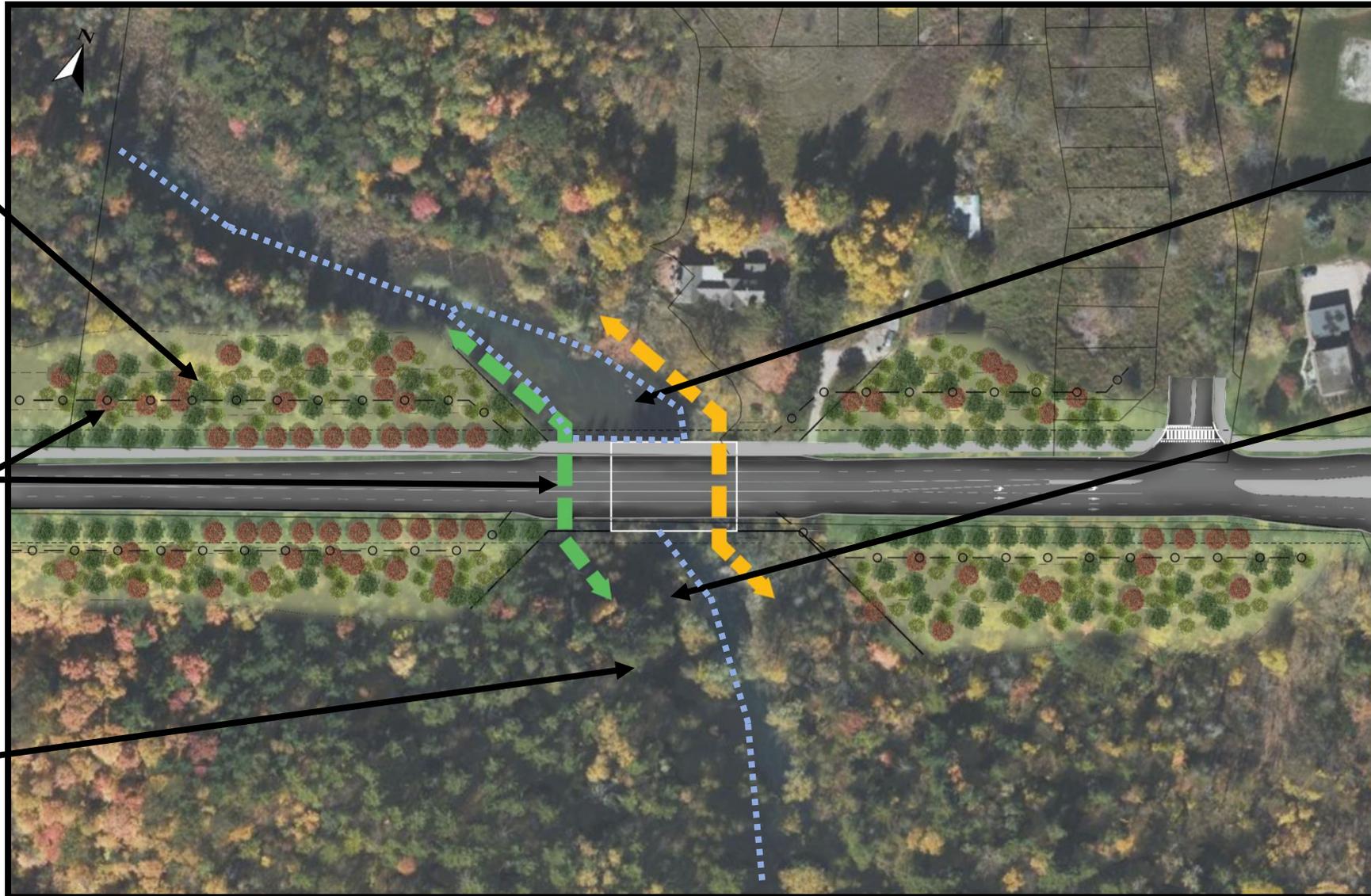


Section 3: Potential Impacts and Mitigation Measures

Recommendation #1:
Revegetation of the embanks reduces the permanent footprint impacts of the project.

Recommendation #2:
Wildlife fencing and wildlife crossings prevent roadway crossings and help direct wildlife through the valley.

Recommendation #3:
Removal/management of invasive species in the valley helps promote native species.



Recommendation #4:
Conversion of the existing pond to a natural wetland improves habitat quality for fish and amphibians.

Recommendation #5:
Plantings along the stream banks can improve conditions and habitat quality as well as water quality.

Recommendation #6:
Plantings and habitat creation outside of the right-of-way to compensate for footprint impacts and impacts to specific habitat types (for example, bat habitat).

Section 3: Potential Impacts and Mitigation Measures

- Total permanent footprint impacts of 2.2 hectares and an additional 1.8 hectares temporarily impacted by construction that will be restored
- The valley likely contains species at risk including bat habitats (suitable habitat is present, acoustic surveys to be completed during detail design). Offsetting plans typically include installation of artificial habitat structures (bat boxes), planting plans, monitoring and reporting
- Stormwater management being addressed by storage/treatment facilities under the roadway and outlets to stream

Section 4: Design Considerations

- Reduce impacts to property
- Reduce impacts to existing culvert
- Minimize utility relocations (hydro poles on the south side)
- Consider traffic signals at each intersection along Teston Road
- Improve/use existing stormwater management infrastructure
- Connect active transportation infrastructure at Bathurst Street to infrastructure to the east

Section 4: Preliminary Design

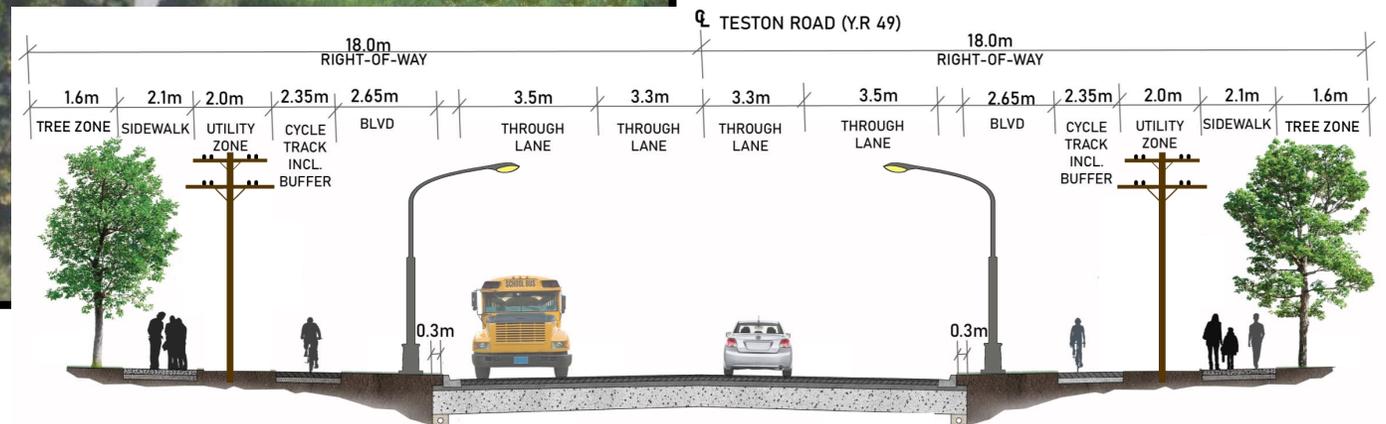


Section 4 Features

- ① Multi-use pathway
- ② Sidewalk and cycle track
- ③ Street plantings
- ④ Widened to four lanes

--- Potential property required

- - - Potential grading limits on private property



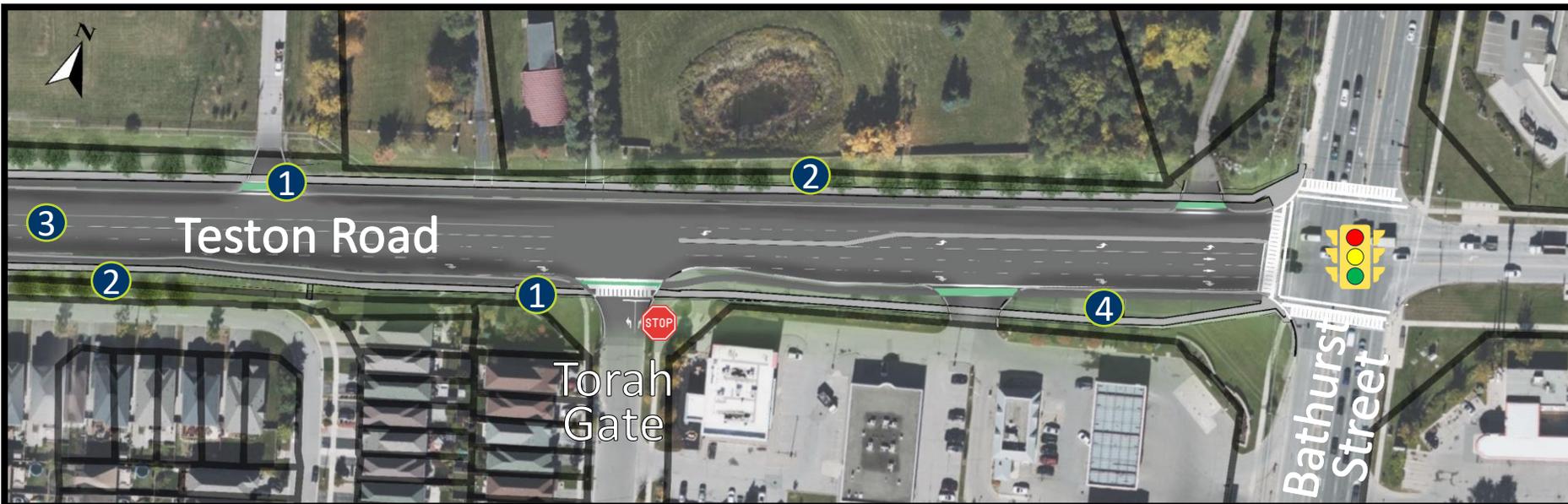
Section 4 (cont.): Preliminary Design



Section 4 Features

- ① Sidewalk and cycle track
- ② Bus stop
- ③ Street plantings
- ④ Widened to four lanes
- - - Potential grading limits on private property

Section 4 (cont.): Preliminary Design



Section 4 features

- 1 Sidewalk and cycle track
- 2 Street plantings
- 3 Widened to four lanes
- 4 Transition to on-street bike lanes
- Existing watercourse

Survey questions 9 and 10 ?

Survey Available at york.ca/TestonRoad

Section 4: Potential Impacts and Mitigation Measures

- Limited natural environmental impacts due to the increase in the width of the roadway occurring within the existing right-of-way
- Limited grading requirements outside of right-of-way along north side of Teston Road from Dufferin Street to Lady Fenytrose Avenue
- Proposed stormwater management through upgrades to existing facilities along this section
 - Coordination with the City of Vaughan required to integrate with existing stormwater management
- Limited property acquisition required
- Noise lessening measures are not required

Air Quality and Climate Change

Survey questions
11 and 12



Survey Available at york.ca/TestonRoad

Air quality:

- Maximum combined concentrations below guidelines, except where background concentrations exceeded the guideline
- Overall contribution from the roadway emissions to the combined concentrations was small. Extra measures are not warranted

Climate change:

- Recommendations divided into design and policy categories (for example, monitoring and inspection) measures
- Potential greenhouse gas mitigation measures proposed for: construction equipment emissions, maintenance equipment emissions and embodied carbon in materials

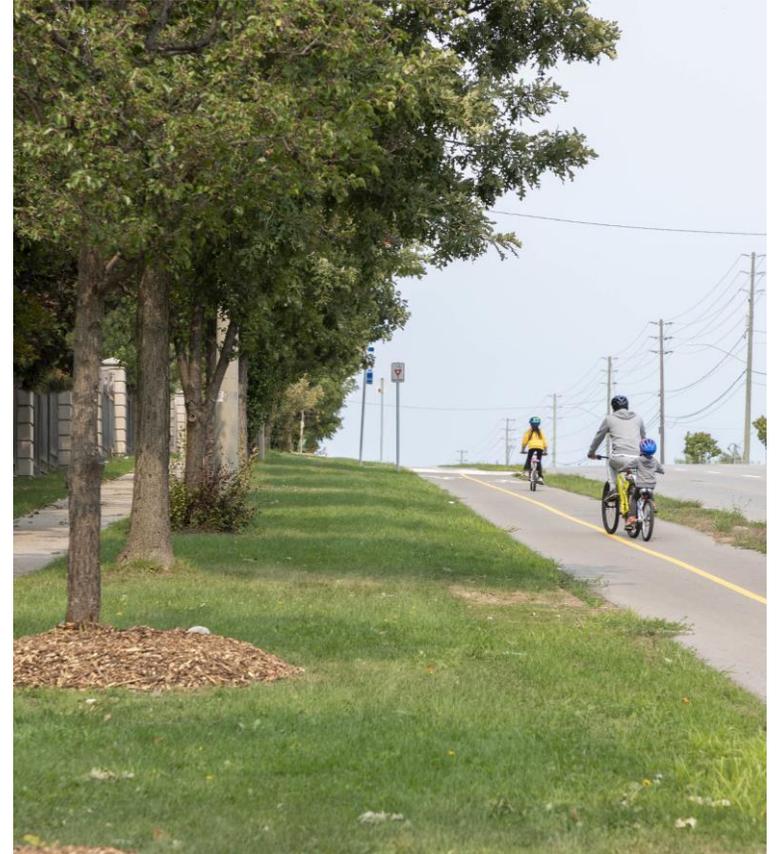
Next Steps

- Review feedback received from Open House #4
- Subject to feedback received and further review, develop the Individual Environmental Assessment Report, documenting the process and seek approval for the project from the Minister of the Environment Conservation and Parks (MECP)

Survey Question
13



Survey Available at [York.ca/TestonRoad](https://york.ca/TestonRoad)



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Survey Questions
14 & 15



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Thank You

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