APPENDIX C1.1 – Consultation Record

MORRISON HERSHFIELD now Stantec

CONSULTATION RECORD

Comprehensive Environmental Assessment for Transportation Improvements in the Teston Road Area

Presented to:
Billy Cheung
Project Manager

The Regional Municipality of York
17250 Yonge Street, 1st Floor
Newmarket, Ontario L3Y 6Z1

September 2026

TABLE OF CONTENTS

Page

1. INTRODUCTION 1

2. CONSULTATION OVERVIEW 2

3. NOTICE OF STUDY COMMENCEMENT 2
   - 3.1 Newspaper Notifications 2
   - 3.2 Study Mailing List 2
   - 3.3 Letters/Emails 2

4. PROJECT WEBSITE AND SOCIAL MEDIA 3

5. PUBLIC OPEN HOUSES 3
   - 5.1 Public Open House No.1 3
   - 5.2 Public Open House No.2 4
   - 5.3 Public Open House No.3 5
   - 5.4 Public Open House No.4 6

6. AGENCY AND MUNICIPAL CONSULTATION 6

7. INTERESTED STAKEHOLDER ENGAGEMENT 10

8. DRAFT EA REVIEW 10
   - 8.1 Notice of Draft EA 10
   - 8.2 Comments 11

9. NOTICE OF SUBMISSION: FINAL EA REVIEW 11

LIMITATIONS AND SIGN-OFF 13

LIST OF FIGURE

Figure 1: Project Study Area 1

LIST OF TABLES

Table 1: List of Meetings Held with Agencies 7

Table 2: List of Meetings Held with Interested Stakeholders 10

APPENDICES

APPENDIX A – Notice of Study Commencement

APPENDIX B – Project Website Visuals

APPENDIX C - Public Open House Materials

APPENDIX D - Agency/Stakeholder Meeting Minutes

APPENDIX E – Comments/Responses During Draft EA Review

APPENDIX F – Comments/Responses During Final EA Review

1. INTRODUCTION

The Regional Municipality of York (York Region) has completed a Comprehensive (previously Individual) Environmental Assessment (EA) study for transportation improvements in the Teston Road (Regional Road 49) area. The study area covers Highway 400 to Bathurst Street (Regional Road 38) and Kirby Road to Major MacKenzie Drive (Regional Road 25), within the City of Vaughan (see **Figure 1**).

In December 2018, the Minister of the Environment, Conservation, and Parks approved the Terms of Reference (ToR) for the Teston Road Area Transportation Improvements EA study. The EA study has examined solutions that will improve transportation throughout the study area through a comprehensive EA process. Consultation with interested and/or affected parties is an essential part of this planning process and provides a mechanism for York Region to identify and respond to issues before decisions are made and documentation is filed with the Ministry of the Environment, Conservation and Parks (MECP).



Figure 1: Project Study Area

2. CONSULTATION OVERVIEW

Consultation is an essential component of the EA process and reflects York Region's commitment to engaging potentially affected or interested stakeholders including but not limited to technical agencies, members of the public, property owners, municipalities, and Indigenous Communities.

This Consultation report will summarize York Regions adherence to Section 8 of the ToR as it relates to Consultation. Specifically, this section will summarize:

- Notification of project activities.
- Public Open Houses.
- York Regions project website.
- Interested parties including potentially affected provincial ministries, agencies and federal departments and conservation authorities.

3. NOTICE OF STUDY COMMENCEMENT

3.1 Newspaper Notifications

The Notice of Study Commencement was issued to introduce and invite participation in the study and to request any preliminary comments or information. The notice announcing the commencement of the study was published on August 13, 2020, and August 20, 2020 in the King Connection, Richmond Hill/Thornhill Liberal and Vaughan Citizen. The notice was also posted to the project website. Copies of the newspaper notices are included in **Appendix A.**

3.2 Study Mailing List

A study mailing list of potentially affected stakeholder groups and individuals was taken from the ToR and updated and maintained for the EA. The study mailing list included government agencies and ministries, utility companies, municipal staff, Indigenous communities, public interest groups, and property owners.

3.3 Letters/Emails

Letters and emails were provided to interested parties including government agencies, interest groups, residents, and members of the public. A stakeholder list was developed during the Terms of Reference phase of the project and carried over into the EA. The list has been continuously maintained and updated throughout the project as interested parties requested to be informed of the project. Currently the list includes approximately 230 email and letter mail contacts. The emails/letters introduced the project and invited participation in the study.

The notice of study commencement letters can be found in **Appendix A**.

4. PROJECT WEBSITE AND SOCIAL MEDIA

A proactive and flexible approach to public consultation was adopted to ensure the interests of stakeholders and the community were taken into consideration. To enhance the community engagement program, the Region created a project specific webpage to facilitate communication of key project milestones.

The project website (www.york.ca/TestonRoad) was launched to coincide with the first ToR Public Open House and has remained active during the EA Study. The website provides an ongoing opportunity for stakeholders to review up-to-date study information and contact the Project Team through the project team e-mail address (roads.ea@york.ca), provided on the web page. Notifications of Public Open Houses were posted on York Region's website, with materials posted as described in **Appendix B**. The web information conforms to the Accessibility for Ontarians with Disabilities Act.

5. PUBLIC OPEN HOUSES

The varied interests of the surrounding community have been considered through the study processes and have assisted in verifying the existing conditions; the development of design alternatives; and the refinement of the preferred design.

Four public open houses were organized at key points in the study process as described in the Sections below. Details related to the notification of each round of open houses are additionally provided below. The information presented at the open houses, the comments received, and survey results can be found in the Open House summary reports in **Appendix C**.

5.1 Public Open House No.1

The first Public Open House was held virtually due to the ongoing COVID-19 pandemic. The notification program undertaken included newspaper notices, social media posts, local roadside signage and targeted invitation letters.

Notices of the Open House were published in the Richmond Hill Liberal and the Vaughan Citizen on July 22, 2021, and August 5, 2021. Invitations were sent on July 21, 2021, to a variety of interested parties including Indigenous communities, government agencies, and members of the public. Targeted social media ads were also utilized and posted on both Facebook and Twitter, inviting residents to participate in the online survey and referenced the online presentation.

Several roadside signs were deployed along major roads in the region including the link to the project website and timeframe for responses. This included signage on Teston Road, Keele Street, Dufferin Street, and Major Mackenzie Drive.

This Public Open House was held to provide the public with an opportunity to review and comment on the public consultation process, an introduction to the study background, process, and schedule; problems, opportunities, and constraints; alternatives to the undertaking; the

evaluation of alternatives; next steps for the project. All content was made available at the following website: www.york.ca/TestonRoad. All project consultation materials remain available on the project website.

The Open House was conducted in a virtual format with presentation slide decks, narrated videos, and a survey. The survey responses were collected over a 30-day timeframe from July 26, 2021, to August 24, 2021. The initial survey comment period was intended to last 22 days. However, the comment period was extended to 30 days given the number of comments received. In total the survey received 178 responses.

In general comments received were supportive of the progress to date, evaluation process, and recommended alternatives as presented in the Open House. Significant topics of concern included traffic, noise, and environmental concerns.

5.2 Public Open House No.2

The second Public Open House was held virtually due to the ongoing COVID-19 pandemic. The notification program undertaken included newspaper notices, social media posts, local roadside signage and targeted invitation letters.

Notices of the Open House were published in the Richmond Hill Liberal and the Vaughan Citizen on November 25, 2021, and December 2, 2021. Additionally, invitations were sent to a variety of interested parties including Indigenous communities, government agencies, and members of the public. The emails/letters were sent on November 27, 2021, containing information regarding the project website, open house purpose, and online survey response period. Targeted social media ads were also utilized and posted on both Facebook and Twitter, inviting residents to participate in the online survey and referenced the online presentation. The first batch of ads was released on November 29, 2021, the second on December 8, 2021, and the third on December 14, 2021. The final was released on December 19, 2021, to coincide with the final day of survey availability.

Several roadside signs were deployed along major roads in the region including the link to the project website and timeframe for responses from November 30, 2021 to December 20, 2021. This included signage on Teston Road, Keele Street, Dufferin Street, and Major Mackenzie Drive.

This Public Open House was held to provide the public with an opportunity to review and comment on the study background, process, and schedule; alternative corridors; alternative alignments for the Preferred Corridor; the evaluation of alternative alignments; and next steps for the project. All content was made available at the following website: www.york.ca/TestonRoad. All project consultation materials remain available on the project website.

The second Public Open House was conducted in an online format with presentation slide decks, narrated videos, and a survey. The slide decks and videos were split into two parts: a project summary and main presentation. The total survey responses also display public interest and attendance at the virtual event. The survey responses were collected over a 30-day

timeframe from November 29, 2021 to December 20, 2021. In total the survey received 105 responses.

In general comments received were supportive of the progress to date, evaluation process, and recommended alternatives as presented in the Open House. Significant topics of concern included timing of the project, construction noise, and transportation connections.

5.3 Public Open House No.3

The third Public Open House was held virtually due to the ongoing COVID-19 pandemic. The notification program undertaken included newspaper notices, social media posts, local roadside signage and targeted invitation letters.

Notices of the Open House were published in the Richmond Hill Liberal and the Vaughan Citizen on March 17, 2021, and March 24, 2021. Additionally, invitations were sent to a variety of interested parties including Indigenous communities, government agencies, and members of the public. The emails/letters were sent on March 18, 2022, containing information regarding the project website, open house purpose, and online survey response period. Targeted social media ads were also utilized and posted on both Facebook and Twitter, inviting residents to participate in the online survey and referenced the online presentation. The first batch of posts was released on March 21, 2022, the second on March 30, 2022, and the third on April 6, 2022. The final was released on April 10, 2022, to coincide with the final day of survey availability.

Several roadside signs were deployed along major roads in the region including the link to the project website and timeframe for responses from March 21, 2022, to April 11, 2022. This included signage on Teston Road, Keele Street, Dufferin Street, and Major Mackenzie Drive.

This third Public Open House was held to provide the public with an opportunity to review and comment on the recommended alternative to the undertaking; recommended alternative alignment; and next steps for the project. All content was made available at the following website: www.york.ca/TestonRoad. All project consultation materials remain available on the project website.

The Public Open House was conducted in an online format with presentation slide decks, narrated videos, and a survey. The slide decks and videos were split into two parts: a project summary and main presentation. The total survey responses also display public interest and attendance at the virtual event. The survey responses were collected over a 21-day timeframe from Mach 21, 2022 to April 11, 2022. In total the survey received 103 responses.

In general comments received were supportive of the progress to date, evaluation process, and recommended alternatives as presented in the Open House. Significant topics of concern included the above grade crossing, cycling infrastructure, and the single-span bridge.

5.4 Public Open House No.4

The third Public Open House was held virtually due to the ongoing COVID-19 pandemic. The notification program undertaken included social media posts, local roadside signage and targeted invitation letters.

Notices were sent to a variety of interested parties including Indigenous communities, government agencies, and members of the public. The emails/letters were sent between November 29, 2023, and December 2, 2023. The notices contain information regarding the project website, open house purpose, and online survey response period. Targeted social media ads were also utilized and posted on both Facebook and Twitter, inviting residents to participate in the online survey and referenced the online presentation. The first batch of posts was released on December 5, 2023, the second on December 11, 2023, and the third on December 21, 2023.

Several roadside signs were deployed along major roads in the region including the link to the project website and timeframe for responses from November 30, 2023, to December 27, 2023. This included signage on Teston Road, Keele Street, Dufferin Street, and Major Mackenzie Drive.

This third Public Open House was held to provide the public with an opportunity to review and comment on the preferred concept design; impacts and proposed mitigation measures; and next steps for the project. All content was made available at the following website: www.york.ca/TestonRoad. All project consultation materials remain available on the project website.

The Public Open House was conducted in an online format with presentation slide decks, narrated videos, and a survey. The slide decks and videos were split into two parts: a project summary and main presentation. The total survey responses also display public interest and attendance at the virtual event. The survey responses were collected over a 21-day timeframe from December 1, 2023 to December 22, 2023. In total the survey received 83 responses.

In general comments received were supportive of the progress to date, evaluation process, and recommended alternatives as presented in the Open House. Significant topics of concern included the project timeline, the GO rail crossing, public transit routes, and active transportation infrastructure.

6. AGENCY AND MUNICIPAL CONSULTATION

Technical agencies were notified of the commencement of this EA through the mailing of the Notice of Study Commencement. One on one meetings were held with key technical agencies, provincial ministries, and the conservation authority. These include the Ministry of Environment, Conservation, and Parks (MECP), Metrolinx, The City of Toronto, The City of Vaughan, The Ministry of Transportation (MTO), The Ministry of Natural Resources and Forestry (MNRF), and the Toronto and Region Conservation Authority (TRCA).

A list of agency meetings held to date is provided in **Table 1**. The minutes for the various meetings held with agencies can be found in **Appendix D** and **Appendix E** (for the Draft EA Review meetings).

Table 1: List of Meetings Held with Agencies

Agency	Date	Purpose for Meeting
City of Vaughan	June 16, 2020	Start Up Meeting
	July 15, 2020	EMME Model Discussion
	January 22, 2021	Project Update Meeting
	June 10, 2021	Project Update Meeting – OH#1
	September 28, 2021	Alternative Methods Meeting
	February 11, 2022	Alternative Designs Meeting
	May 16, 2022	Update Meeting
	November 11, 2022	Update Meeting
	May 15, 2023	Update Meeting
	June 27, 2023	Landfill Discussion with MECP & City of Toronto
	October 30, 2023	Update Meeting – OH#4
	June 17, 2025	Review Comments on Draft EA Report
City of Toronto	June 17, 2020	Start-Up Meeting
	May 27, 2021	Project Update Meeting – OH#1
	October 7, 2021	Alternative Methods Meeting
	February 15, 2022	Alternative Design Meeting
	June 27, 2023	Landfill Discussion with MECP & City of Vaughan

Agency	Date	Purpose for Meeting
	October 27, 2023	Update Meeting – OH#4
	November 29, 2023	Review Meeting
	September 16, 2025	Review Comments on Draft EA Report
Metrolinx	May 20, 2021	Project Update Meeting
	October 5, 2021	Alternative Methods Meeting
	February 14, 2022	Alternative Design Meeting
Ministry of Environment, Conservation, and Parks	October 19, 2020	Waste Startup Meeting
	November 6, 2020	All Groups Startup Meeting
	January 12, 2021	SAR Group Startup Meeting
	October 5, 2021	Alternative Methods Meeting
	February 4, 2022	Project Update Meeting
	February 22, 2022	Alternative Designs Meeting
	May 24, 2023	Recommended Designs Meeting
	June 19, 2023	Technical Specialists Meeting
	June 27, 2023	Landfill Discussion with City of Toronto & City of Vaughan
Ministry of Natural Resources and Forestry	November 23, 2021	Meeting
	June 8, 2023	Update Meeting
Ministry of Transportation	October 25, 2021	Meeting
Toronto and Region Conservation Authority	June 30, 2020	Start-up Meeting

Agency	Date	Purpose for Meeting
	June 2, 2021	Project Update Meeting
	October 4, 2021	Alternative Methods Meeting
	February 18, 2022	Alternative Designs Meeting
	May 24, 2023	Recommended Designs Meeting
	October 11, 2023	Project Update Meeting
	June 23, 2025	Review Comments on Draft EA Report

7. INTERESTED STAKEHOLDER ENGAGEMENT

In addition to the Open Houses and meetings with agencies, one on one meetings were held with other interested stakeholders, including developers within the Project Study Area. A list of meetings held with interested stakeholders can be found in **Table 2** and meeting minutes can be found in **Appendix D**.

Table 2: List of Meetings Held with Interested Stakeholders

Agency	Date	Purpose for Meeting
1600 Teston Road Developer	June 6, 2020	Start Up Meeting
	December 8, 2022	Project Update Meeting
	December 20, 2022	Project Update Meeting
	May 26, 2023	Project Update Meeting
Block 27 Landowners	June 14, 2022	Start Up Meeting
	October 6, 2022	Project Update Meeting
	June 9, 2023	Project Update Meeting
York Major Holdings	May 23, 2024	Property Impact Meeting

8. DRAFT EA REVIEW

The draft EA Report was made available to the public and provincial government agencies, municipalities and Indigenous Communities for review prior to formal submission to the MECP. The documentation was made available at government offices, public libraries and on the project web site for a period of 45 calendar days.

After the pre-submission review and consideration of any comments received, the EA Report will be formally submitted to the Minister for an approval decision of the undertaking. After submission, MECP will undertake a formal public and agency review process for the EA Report. MECP is responsible for review and consideration of comments received on the EA and will consider all comments when deciding whether to approve, approve with conditions, and refer to a tribunal for mediation or not to approve the EA Report.

8.1 Notice of Draft EA

The Notice of Draft EA was issued to invite participation in the study and provide any comments on the draft EA. The notice announcing the draft EA was published on November 8, 2024, and can be found in **Appendix E**.

Those on the project contact list were emailed or mailed the notices, including government agencies, impacted stakeholders, and Indigenous Communities. Local residents were also sent the notices through mail.

8.2 Comments

Comments for the draft EA were open to the public from November 8, 2024, to December 22, 2024, on the project's websites. Comments were received from the public, government agencies, and Indigenous communities.

Comments (some quite extensive) were received from several agencies including:

- Ministry of Environment Conservation and Parks
- Ministry of Citizenship and Multiculturalism
- Metrolinx
- City of Toronto
- City of Vaughan
- Toronto Region and Conservation Authority (TRCA)

Detailed responses were provided to all agency comments and follow-up meetings were held with the City of Vaughan, TRCA and the City of Toronto which led to some refinements to the Region's initial responses. Copies of all comments, responses and minutes of meetings are included in Appendix E to this report.

Extensive updates were made to the EA Report and Appendices in response to comments received to provide additional clarity and, in some cases, revisions were made to the recommended design and recommended mitigation measures, and additional future commitments were added to the EA Report to address certain issues of concern.

9. NOTICE OF SUBMISSION: FINAL EA REVIEW

The final CEA Report was made available to the public and provincial government agencies, municipalities and Indigenous Communities for review upon publication of the Notice of Submission. The documentation was made available in hard copy at the Vaughan Public Library – Maple Library and on the project website during the review period that ran from February 27 to April 17, 2026.

The Notice of Submission was issued to notify interested parties of the opportunity to review and comment on the Final CEA Report which was published on February 27, 2026. The notice was also posted to the project website. Those on the project contact list were emailed or mailed the notices, including government agencies, impacted stakeholders, and Indigenous Communities. Local residents were also sent the notices through mail.

Comments were received from the public, government agencies, and Indigenous communities during the review period. Comments received along with responses from York Region can be found in **Appendix F**.

Comments were received from agencies including:

- Ministry of Environment Conservation and Parks
- Ministry of Citizenship and Multiculturalism
- Ministry of Natural Resources
- City of Toronto
- City of Vaughan
- TRCA

Detailed responses were provided to all agency comments. Copies of all comments and responses are included in **Appendix F**.

Updates were made to the CEA Report and Appendices in response to comments received to provide additional clarity.

Limitations and Sign-off

The conclusions in the Report titled Consultation Record are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

Stantec has assumed all information received from The Regional Municipality of York (the "Client") and third parties in the preparation of the Report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This Report is intended solely for use by the Client in accordance with Stantec's contract with the Client. While the Report may be provided to applicable authorities having jurisdiction and others for whom the Client is responsible, Stantec does not warrant the services to any third party. The report may not be relied upon by any other party without the express written consent of Stantec, which may be withheld at Stantec's discretion.

Prepared by: _____
Signature

Victoria Cheng, B.E.S.
Environmental Planner
Printed Name and Title

Reviewed by: _____ Approved by: _____
Signature Signature

Nick Crockford, B.E.S.
Senior Environmental Planner
Printed Name and Title

Andrew Harkness, P. Eng.
Project Manager
Printed Name and Title

APPENDIX A – Notice of Study Commencement

GREAT ISTREETS
Building Roads that Build Community 2020

NOTICE OF COMMENCEMENT

Individual Environmental Assessment Study

Teston Road Area Improvements

Highway 400 to Bathurst Street

in the City of Vaughan

The Regional Municipality of York (York Region) is conducting an Individual Environmental Assessment (IEA) Study to examine transportation improvements in the Teston Road area in the City of Vaughan between Highway 400 to Bathurst Street and between Major Mackenzie Drive and Kirby Road.



Public consultation is an important part of the IEA Study and York Region welcomes resident and stakeholder feedback throughout the study. Information about the study will be posted on **york.ca/testonroad** and on York Region's Facebook and Twitter channels.

In December 2018, the Minister of the Environment, Conservation, and Parks approved the Terms of Reference for the Teston Road Area Transportation Improvements study. A copy of the approved Terms of Reference is available at **york.ca/testonroad**

To submit a comment, question or request to be added to the project mailing list, please contact:

YORK REGION
Transportation Services
Vanessa Savelli
Communications and Community Engagement Specialist
17250 Yonge Street, Newmarket, Ontario, L3Y 6Z1
Phone: 1-877-464-9675 ext. 75923
Email: roads.ea@york.ca

This study will be carried out according to the approved Terms of Reference and the requirements of the *Ontario Environmental Assessment Act*. Personal information submitted (e.g. name, address and phone number) is collected, maintained and disclosed under the authority of the *Ontario Environmental Assessment Act* and the *Municipal Freedom of Information and Protection of Privacy Act* for transparency and consultation purposes. Personal information you submit will become part of the public record that is available to the general public, unless you request that your personal information remain confidential.

An accessible version of this notice is available upon request.
This notice was issued on August 13, 2020.

Wayne Emmerson
York Region Chairman and CEO

York Region

GREAT STREETS
Building Roads that Build Community 2020

NOTICE OF COMMENCEMENT
Individual Environmental Assessment Study

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

The Regional Municipality of York (York Region) is conducting an Individual Environmental Assessment (IEA) Study to examine transportation improvements in the Teston Road area in the City of Vaughan between Highway 400 to Bathurst Street and between Major Mackenzie Drive and Kirby Road.

Public consultation is an important part of the IEA Study and York Region welcomes resident and stakeholder feedback throughout the study. Information about the study will be posted on **york.ca/testonroad** and on York Region's Facebook and Twitter channels.

In December 2018, the Minister of the Environment, Conservation, and Parks approved the Terms of Reference for the Teston Road Area Transportation Improvements study. A copy of the approved Terms of Reference is available at y**ork.ca/testonroad**



To submit a comment, question or request to be added to the project mailing list, please contact:

YORK REGION
Transportation Services
Vanessa Savelli
Communications and Community Engagement Specialist
17250 Yonge Street, Newmarket, Ontario, L3Y 6Z1
Phone: 1-877-464-9675 ext. 75923
Email: roads.ea@york.ca

This study will be carried out according to the approved Terms of Reference and the requirements of the *Ontario Environmental Assessment Act*. Personal information submitted (e.g. name, address and phone number) is collected, maintained and disclosed under the authority of the *Ontario Environmental Assessment Act* and the *Municipal Freedom of Information and Protection of Privacy Act* for transparency and consultation purposes. Personal information you submit will become part of the public record that is available to the general public, unless you request that your personal information remain confidential.

An accessible version of this notice is available upon request.
This notice was issued on August 13, 2020.

York Region

APPENDIX B – Project Website Visuals

TESTON ROAD IEA STUDY

City of Vaughan

Join our mailing list to stay informed about this project by emailing transportation@york.ca

Teston Road Area Improvements

Project Background

The Regional Municipality of York (York Region) is conducting an Individual Environmental Assessment (IEA) Study to examine transportation improvements in the Teston Road area in the City of Vaughan between Highway 400 to Bathurst Street and between Major Mackenzie Drive and Kirby Road.

Public consultation is an important part of the IEA Study and York Region welcomes resident and stakeholder feedback throughout the study. Information about the study will be posted on the page and on York Region's Facebook and Twitter channels.

In December 2018, the Minister of the Environment, Conservation, and Parks approved the

CYCLING +
ENVIRONMENTAL ASSESSMENT STUDY
PROVINCIAL OFFENCES TICKETS +
ROADS −
LAKE TO LAKE CYCLING ROUTE AND WALKING TRAIL
ROAD WEIGHT RESTRICTIONS
ROADS OPERATIONS
ROUNDABOUTS
MAILBOX DAMAGE REIMBURSEMENT
MUNICIPAL CONSENT TO MOVE OR INSTALL UTILITIES
REGIONAL ROADS

APPENDIX C - Public Open House Materials

MORRISON HERSHFIELD

REPORT

Teston Road Area Transportation Improvements Individual Environmental Assessment

Open House #1 Summary Report

Presented to:

Praveen John, P.Eng.
Project Manager

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

November 23, 2021

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TABLE OF CONTENTS

		Page
1.	INTRODUCTION	1
2.	PUBLIC AND AGENCY NOTIFICATIONS	2
2.1	Newspaper Notices	2
2.2	Invitation Letters & Emails	2
2.3	Social Media	2
2.4	Curbex Signs	3
2.5	Agency Meetings	3
3.	INFORMATION PRESENTED	4
4.	ATTENDANCE	6
5.	COMMENTS	7
6.	SURVEY RESPONSES	9
6.1	Question 1: Do You Live in the Study Area?	9
6.2	Question 2: Which Municipality Do You Live In?	10
6.3	Question 3: Of the Identified Problems and Opportunities Which Do You Agree with the Most? (Pick Up to 3)	11
6.4	Question 4: Are There Any Other Transportation-Related Problems or Opportunities for the Study Area?	12
6.5	Question 5: How Important is Each Evaluation Criteria? Please Note that Equal Rating is Acceptable	15
6.6	Question 6: York Region is Recommending that Alternative 4 (Teston Road Extension from Dufferin Street to Keele Street) Be Carried Forward to the Alternative Methods Stage of the Study. In this Stage Different Alignment Alternatives Will Be Examined. Do You Agree with the Evaluation of Alternatives and the Recommended Alternative (Alternative 4)?	16
6.7	Question 7: Rate This Virtual Open House Based on How Well it Met Your Information Needs	17
6.8	Question 8: Do You Have Any Suggestions for Improvements for Future Virtual Open Houses?	17
7.	SUMMARY	20

TABLE OF CONTENTS (Continued)

Page

LIST OF FIGURES

Figure 1: Teston Road Study Area Map 1

Figure 2: Question 1 Results Chart 9

Figure 3: Question 2 Results Chart 10

Figure 4: Question 3 Results Chart 11

Figure 5: Question 5 Results Chart – Part 1 15

Figure 6: Question 5 Results Chart – Part 2 16

Figure 7:Question 6 Results Chart 16

Figure 8: Question 7 Results Chart 17

LIST OF TABLES

Table 1: Summary of Commnents Reviewed 7

Table 2: Summary of Responses to Question 4 12

Table 3: Summary Responses to Question Quesion 8 18

APPENDICES

APPENDIX A: NEWSPAPER NOTICES

APPENDIX B: INVITATION LETTERS/EMAILS

APPENDIX C: PRESENTATION MATERIALS

APPENDIX D: GENERAL COMMENTS RECEIVED

APPENDIX E: SURVEY RESULTS

1. INTRODUCTION

The Regional Municipality of York (York Region) has retained Morrison Hershfield to conduct an Individual Environmental Assessment (IEA) for transportation improvements in the Teston Road area. The study area is bound by Kirby Road to the north, Bathurst Street to the east, Major Mackenzie Drive to the south, and Highway 400 to the west. A study area map is included below.



Figure 1: Teston Road Study Area Map

The study is following the approved planning process for projects under the *Environmental Assessment Act* (1990) that includes a commitment to an open and consultative process.

This Open House was held virtually due to the ongoing COVID-19 pandemic. All content was made available at the following website: www.york.ca/TestonRoad.

The purpose of the Open House was to present:

- An introduction to the study background, process, and schedule.
- Problems, opportunities, and constraints.
- Alternatives to the undertaking.
- The evaluation of alternatives.
- Next steps for the project.

2. PUBLIC AND AGENCY NOTIFICATIONS

One objective of the Environmental Assessment process is to provide the public, affected agencies and interested parties with opportunities for meaningful input throughout the design process. In order to ensure this objective is met, a comprehensive public and agency consultation program has been undertaken throughout the duration of the project.

The notification program undertaken for this Open House specifically included newspaper notices, social media posts, local Curbex signage and targeted invitation letters, which are outlined below.

2.1 Newspaper Notices

Notices of the Open House were published in the following local newspapers:

- Richmond Hill Liberal – July 22nd, 2021 & August 5th, 2021.
- Vaughan Citizen – July 22nd, 2021 & August 5th, 2021.

A copy of the posted Notice of Open House is provided in **Appendix A**.

2.2 Invitation Letters & Emails

Invitations were sent to a variety of interested parties including Indigenous communities, government agencies, and members of the public.

The list of stakeholders was developed during the Terms of Reference process and carried into the IEA and has been maintained and updated as required. This list includes members of the public who have requested to be notified of the study's process. Currently this list includes approximately 180 email and letter mail contacts. Additionally, properties within the Teston Road corridors between Highway 400 and Bathurst Street were sent letters. This included nearly 2500 properties.

The emails/letters sent contained information regarding the project website, open house purpose and online survey response period. Emails and letters were sent on July 21st, 2021. Letters to Indigenous contacts were distributed by York Region. Copies of the letters that were attached to the emails are available in **Appendix B**.

2.3 Social Media

Targeted social media ads were utilized using both Facebook and Twitter. The ads invited residents to take place in the online survey and referenced the online presentations and survey end date. The project study area was also included.

The first batch of ads was released on July 29th, 2021, the second August 12th, 2021. The final was released on August 15th, 2021, to coincide with the final day of survey availability.

2.4 Curbex Signs

Curbex signs were deployed along major roads within the study area to inform the general public of the OH and survey. These signs contained the link to the project website and the timeframe where comments and survey responses would be accepted. The specific locations of all signs are outlined below:

- Teston Road eastbound towards Jane Street.
- Teston Road westbound toward Dufferin Street.
- Keele Street southbound towards Major Mackenzie.
- Dufferin Street southbound towards Major Mackenzie.
- Major Mackenzie eastbound towards McNaughton/Avro Road.
- Major Mackenzie westbound towards McNaughton/Peter Rupert.

2.5 Agency Meetings

Leading up to Open House #1, several meetings were held with agencies with interest in the project, this included:

- Metrolinx – May 20, 2021.
- City of Toronto, Keele Valley Landfill – May 27, 2021.
- Toronto and Region Conservation Authority – June 2, 2021.
- City of Vaughan – June 10, 2021.

The same information provided at the Open House was presented in these meetings.

3. INFORMATION PRESENTED

The Open House was conducted in a virtual format with presentation slidedecks, narrated videos, and a response survey. The slide decks and videos were split into three parts: a project summary, part 1 and part 2. The project summary was 5 minutes long and contained 6 slides. The part 1 video was 18 minutes long and contained 26 slides. The part 2 video was 24 minutes long and contained 35 slides. A breakdown of the information provided in each presentation in provided below.

Project Summary:

- Presentation Summary.
- Recommended Alternative to be Carried Forward.
- Alternative 4 – Recommended Alternative.
- Advantages and Disadvantages of the Alternatives.
- Next Steps.

Part 1:

- Purpose of the Open House.
- How to Provide Feedback.
- Study Information, Schedule, and Background.
- Study Process and Feedback Loops.
- Problem Statement.
- Problems and Opportunities in the Study Area.
- Study Area Existing Conditions and Land Use.
- York Region Transportation Mater Plan 2016 and 2041.
- Environmental Features.
- Socio-Economic Environment and Cultural Heritage Resources.
- Existing and Future A.M. Intersection Levels of Service/Capacity Ratios.
- Future Screenline Analysis.

Part 2:

- Process of Selecting a Preferred Alternative.
- The Long List of Alternatives.
- Generating Alternatives.
- Short Listing of Alternatives.
- Discussion of Alternatives 1-4.
- Analysis of Alternatives Based On: Natural, Socio-Economic, Cultural Environments, and Transportation.
- Recommended Alternative to be Carried Forward.
- Considerations for Alternative Methods.

- Next Steps.
- How to Provide Feedback.

A complete copy of the presentations presented at the open house can be found in **Appendix C**. Presentation content will remain on the project website until the study is complete.

4. ATTENDANCE

To best gage the virtual attendance, several metrics were employed. The viewership of the produced videos was tracked to display the audience captured; the specific views are detailed below.

YouTube views:

- Teston Overview Video – 243.
- Teston Part 1 Video – 139.
- Teston Part 2 Video – 94.
- TOTAL for all videos – 386.

The total survey responses also display public interest and attendance to the virtual event. The survey responses were collected over a 30-day timeframe from July 26th, 2021 to August 24th, 2021. The initial survey comment period was intended to last 22 days. However, the comment period was extended to 30 days to capture a wider audience. In total the survey received 178 responses. However, some questions received more responses than others. A full breakdown of each question and the number of responses can be found in **Section** Error! Reference source not found..

5. COMMENTS

All virtual attendees were solicited to patriciate in the online survey. Aside from the prescribed questions, the survey provided a general response question where any comments could be submitted to the project team. Additional comments were received via email in response to the Notice of Open House mailout. A total of 16 comments were received in responses to the Notice of Open House mailout.

Comments from the public were generally supportive of the project. Though a few comments were received that had concerns around noise, traffic and environmental impacts caused by the extension.

Error! Reference source not found. below summarizes the comments received during comment period via email. These comments were submitted in response to the Notice of Open House mail out and the virtual presentation itself. Some comments are condensed or paraphrased for the purposes of this report. Copies of original comments can be found in **Appendix D**.

Table 1: Summary of Comments Reviewed

MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
Supportive Comments	• The lack of a continuous Teston Road is major cause of surrounding area traffic issues. Your Team recognizes this more than others. Please construct as soon as possible.
Interest in Open House	• Multiple comments expressing interest in the open house, some requested more information around how to participate. Many requests to join the project mailing list.
Surrounding Area Transportation Concerns	• Recommended the extension of Teston Road from Dufferin Street to Keele Street as soon as possible and extension of Gamble Road. from Bathurst Street to Dufferin Street and to widen Dufferin Street between Major Mackenzie Drive and King Vaughan Road. • Suggested that this project and the Kirby Road extension proceed to address traffic problems on Major Mackenzie Drive. Also recommended an additional ramp from Highway 400 to Teston Road to reduce the volume of traffic on Major Mackenzie Drive. • Supportive of the project but raised concerns on traffic impacts to the surrounding area, in particular the Highway 400 interchange at Teston Road.
Environmental Concerns	• Concerned with the impacts to the environment resulting from increased traffic. These include poor air quality and increased noise and vibration. Also recommended a new interchange be constructed at Highway 400 and Kirby Road to alleviate traffic congestion.

MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
Traffic	• Expressed an interest in the types of traffic calming methods, noise mitigations requirements (i.e. noise barriers) and the need for additional traffic signals at existing unsignalized intersections within the study area). • Inquired about traffic signal plans and the eventual ROW cross section on Teston Road. Also asked if the increased in traffic noise would lead to noise barrier fencing along the lots of Quail Run Boulevard.
Noise	• Concerns regarding increased noise and what could be done to mitigate any increases. • Concern over increased noise in Teston Road area.
Cost	• Interest in the cost of Alternative 4 and the expected funding from the government.

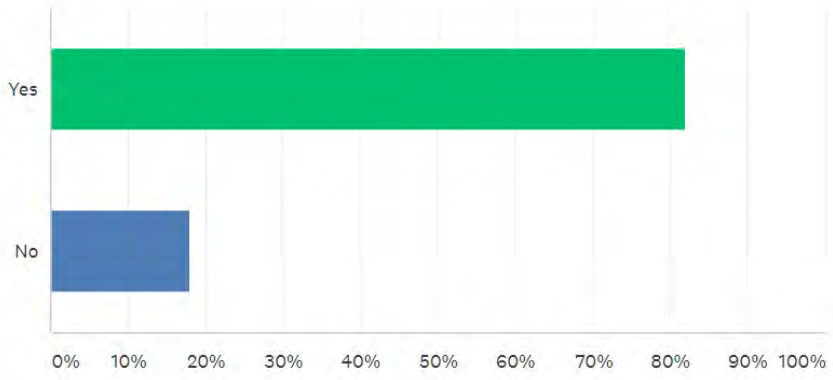
6. SURVEY RESPONSES

The questions posed to the survey respondents contained a variety of options ranging from 'yes/no', level of agreement, and long form comment. The below graphics display the number of questions answered or skipped and the data gathered through the survey. The vast majority of simple questions received a response, where the long form comment questions had considerably less respondents.

A summary of all survey responses is provided in **Appendix E**.

6.1 Question 1: Do You Live in the Study Area?

Answered: 178 **Skipped:** 0

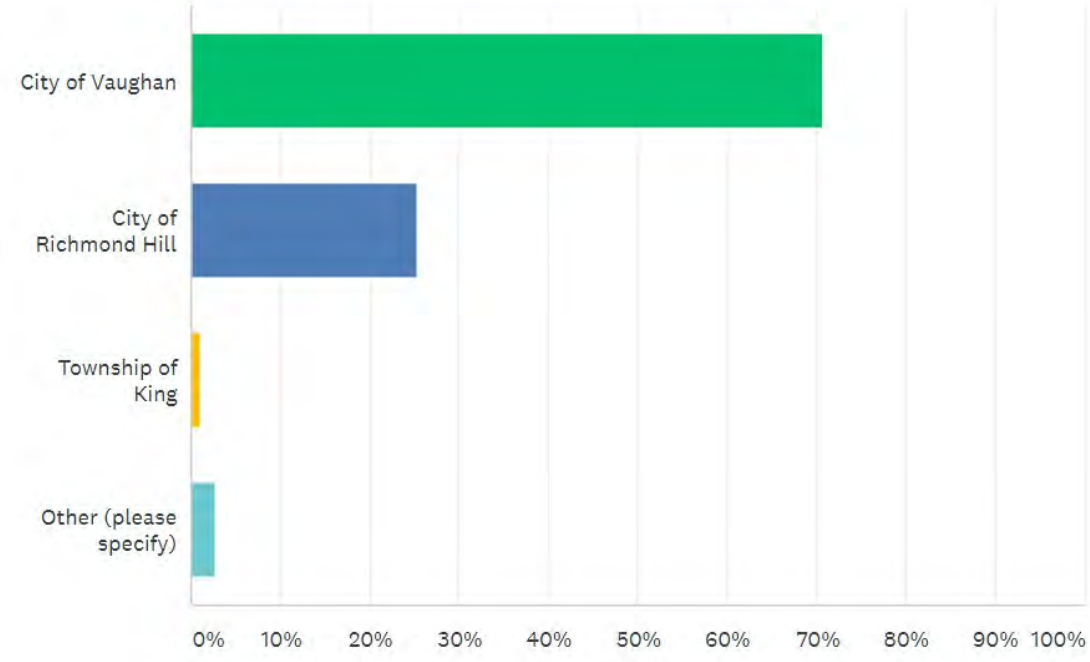


ANSWER CHOICES	RESPONSES	
Yes	82.02%	146
No	17.98%	32
TOTAL		178

Figure 2: Question 1 Results Chart

6.2 Question 2: Which Municipality Do You Live In?

Answered: 178 **Skipped:** 0



ANSWER CHOICES		RESPONSES	
City of Vaughan		70.79%	126
City of Richmond Hill		25.28%	45
Township of King		1.12%	2
Other (please specify)	Responses	2.81%	5
TOTAL			178

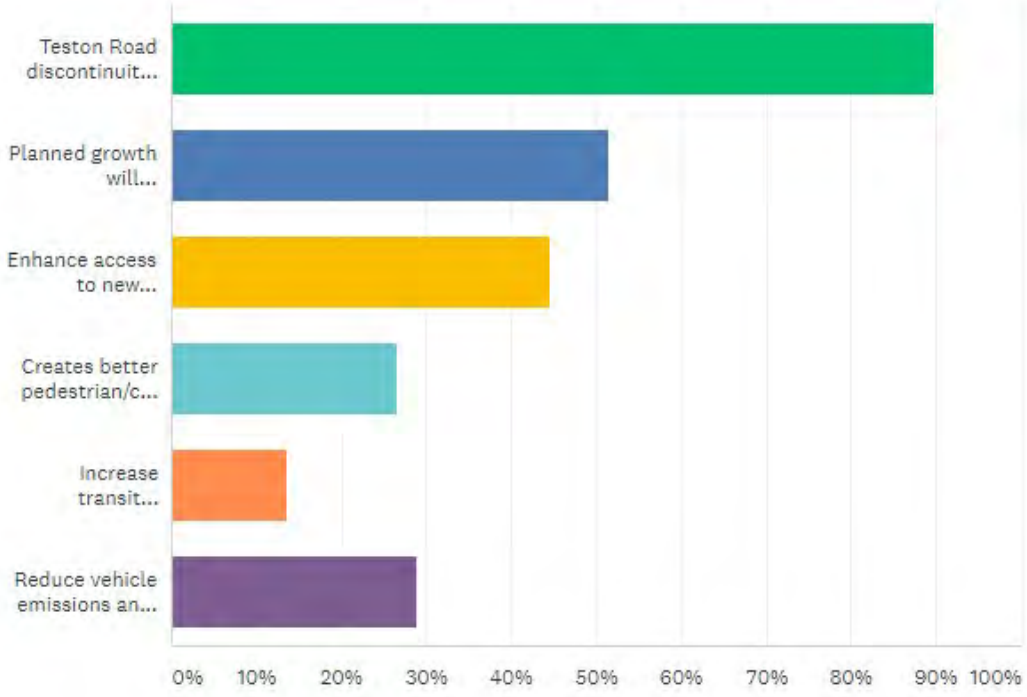
Figure 3: Question 2 Results Chart

Other responses:

- Whitchurch-Stouffville.
- Georgina.
- Maple.
- Toronto.

6.3 Question 3: Of the Identified Problems and Opportunities Which Do You Agree with the Most? (Pick Up to 3)

Answered: 177 **Skipped:** 1



ANSWER CHOICES	RESPONSES	
Teston Road discontinuity (causes barrier to east/west trips, increases out-of-way travel and congestion on adjacent routes)	89.83%	159
Planned growth will significantly increase travel demand and congestion	51.41%	91
Enhance access to new development areas, amenities (e.g., North Maple Regional Park), and public services and facilities, including Emergency Services	44.63%	79
Creates better pedestrian/cyclist routes	26.55%	47
Increase transit ridership	13.56%	24
Reduce vehicle emissions and impacts on climate change	28.81%	51
Total Respondents: 177		

Figure 4: Question 3 Results Chart

6.4 Question 4: Are There Any Other Transportation-Related Problems or Opportunities for the Study Area?

Answered: 62 **Skipped:** 116

Table 2 below summarizes the comments received in response to question 4. Comments that addressed more than one topic area were filed based on the most discussed topic. Some comments are condensed or paraphrased for the purposes of this report. A full list of all comments received can be found in **Appendix E**.

Table 2: Summary of Responses to Question 4

MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
Surrounding Area Traffic Concerns	• Traffic between Teston Road and Major Mackenzie Drive (on connecting northbound streets) is significant. • Traffic is too congested on Dufferin Street between Major Mackenzie Drive and Teston Road. • The inadequate interchange at Highway 400 and Teston to southbound 400. Accessing Highway 400 from Teston Road requires two left turns, causing congestion and safety issues. • The missing link on Kirby Road between Dufferin Street and Bathurst Street. • Relief for traffic on Major Mackenzie Drive with a Teston Road through lane. • Widen Dufferin Street from 2 lanes to minimum 4 lanes north of Major Mackenzie Drive. • Traffic relief on Major Mackenzie Dr. West between Highway 400 to Bayview Ave should be considered. • There are often lines of large trucks at the water pumping station at the northeast corner of Teston Road and Keele Street should be considered as part of traffic/congestion as the trucks tend to park and wait. • Kirby Road/Gamble Road's discontinuous nature compounds the problem. Having both being continuous would be the best, however Teston being continuous is a step in the right direction. • Need to examine the impact for the Highway 400 interchange at Teston Road which is already congested. • Upgrade Elgin Mills from Yonge Street to Dufferin Street at the same time. • Potential impacts to arterial road within the Study Area. • Dufferin Street from north of Major Mackenzie Drive has only one lane on each way causes a lot of traffic on rush hours. If both directions could have double lanes will significantly ease traffic flow.

MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
	• Ensure new developments are considered in the traffic analysis as they will further increase traffic. • Lack of east/west connections. Many cars are required to take circuitous routes, this creates capacity constraints on parallel corridors like Dufferin Street and Major Mackenzie Drive.
Active Transportation/ Pedestrian Movement	• York Region needs better and safer cycling infrastructure. • A trail connecting the eastside of Dufferin Street, south of Teston Road to Teston Road between Dufferin Street and Keele Street should be prioritized. This will provide an active transportation corridor between North Maple Region Park and the study area. • Walkability is an issue in downtown Maple compared to the rest of Vaughan. Invest in curbside appeal like flowers and decor to encourage community walkability. • Suggestion to double the size of sidewalk when building a brand sidewalk. This will provide opportunity for cyclists to travel away from vehicle traffic. • Speeding vehicles Safety for cyclists, pedestrians, runners etc. (ending bike lanes, lack of easement, paving, road markings) Accessibility Connectivity between main areas of city. More “universal design” needed. • Multiuse path/bike lanes absent (and a gap in the sidewalk for pedestrians) on Major Mackenzie Drive between Bathurst Street and Dufferin Street. • Build physically separated bike lane to GO-train station to reduce car usage.
Speed	• Examine surrounding zoning to limit intersections and allow a higher speed. • The senior citizen home at Dufferin Street and Teston Road should have some form of speed regulation in order to protect residents. • As part of the Teston Road improvements, it would be great to explore opportunities to introduce traffic calming (e.g. irregular timing between Jane and Keele in the evening to ensure that lights are always cycling sporadically to minimize a scenario where it is a green all the time). Grade separate the GO Train tracks immediately east of Keele Street.

MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
Emissions	• The increase in zero-emission vehicles will make congestion/emissions less environmentally harmful. • The increase in zero-emission vehicles will make congestion/emissions less environmentally harmful. • Remove the Keele Valley Landfills to reduce toxic emissions into local resident air quality. Add routes for walking from Keele to NMRP for the residents that live between Keele and Jane. The new super trail does not include them or give them access to NMRP or any other parks. I live at Keele Street and Drummond Drive and have no parks or trails with walking access, the NMRP is close, but the landfill prevents access to local residents in this area.
Lane Design	• The multiple new lanes should be well designated as people tend to use the right lanes to get around traffic.
Noise	• Review Noise emissions resulting from implementation of the project.
Traffic Signals	• Examine roundabouts as the preferred intersection treatment. • Better synchronization of traffic lights, especially at Dufferin Street and Teston Road.
Public Transportation	• Examine opportunities to increase transit frequency and make it a more efficient option. • Address the at-grade crossing of the GO rail line to increase safety, reduce noise and traffic interruptions.
Truck Traffic	• Industrial areas at Keele Street/Drummond Drive, Keele Street/Teston Road and Keele Street/McNaughton Road add large amount of truck traffic to the area. This project will hopefully reduce the noise and pollution associated with truck traffic in these areas.

6.5 Question 5: How Important is Each Evaluation Criteria? Please Note that Equal Rating is Acceptable

Answered: 175 **Skipped:** 3

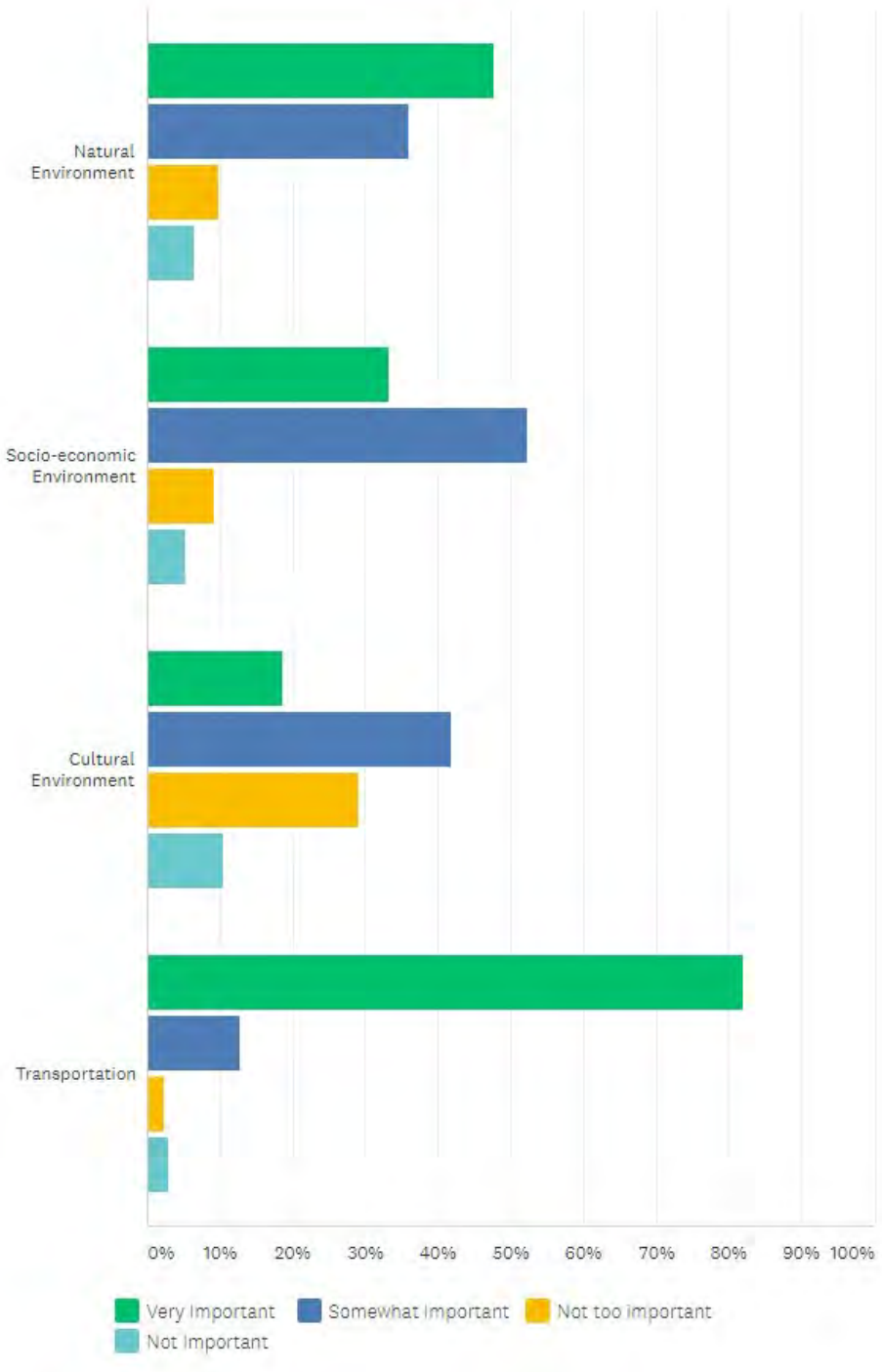


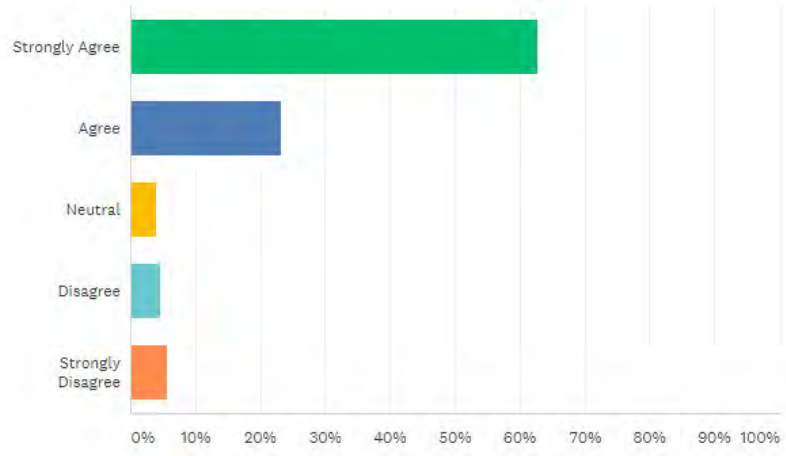
Figure 5: Question 5 Results Chart – Part 1

	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT TOO IMPORTANT	NOT IMPORTANT	TOTAL
Natural Environment	47.67% 82	36.05% 62	9.88% 17	6.40% 11	172
Socio-economic Environment	33.33% 58	52.30% 91	9.20% 16	5.17% 9	174
Cultural Environment	18.60% 32	41.86% 72	29.07% 50	10.47% 18	172
Transportation	82.08% 142	12.72% 22	2.31% 4	2.89% 5	173

Figure 6: Question 5 Results Chart – Part 2

6.6 Question 6: York Region is Recommending that Alternative 4 (Teston Road Extension from Dufferin Street to Keele Street) Be Carried Forward to the Alternative Methods Stage of the Study. In this Stage Different Alignment Alternatives Will Be Examined. Do You Agree with the Evaluation of Alternatives and the Recommended Alternative (Alternative 4)?

Answered: 177 **Skipped:**1

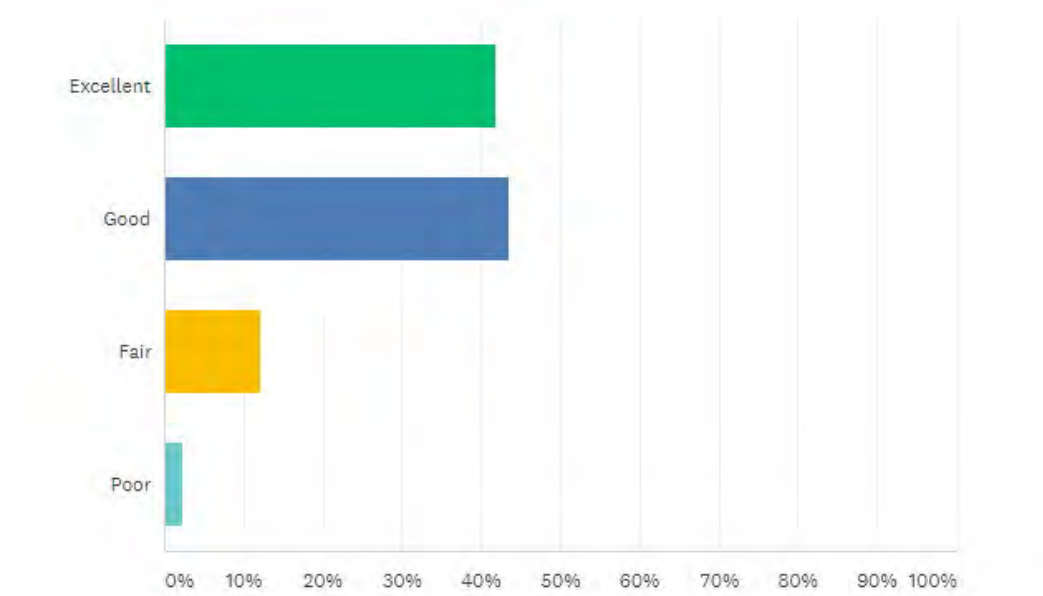


ANSWER CHOICES	RESPONSES	
Strongly Agree	62.71%	111
Agree	23.16%	41
Neutral	3.95%	7
Disagree	4.52%	8
Strongly Disagree	5.65%	10
TOTAL		177

Figure 7:Question 6 Results Chart

6.7 Question 7: Rate This Virtual Open House Based on How Well it Met Your Information Needs

Answered: 172 **Skipped:** 6



ANSWER CHOICES	RESPONSES	
Excellent	41.86%	72
Good	43.60%	75
Fair	12.21%	21
Poor	2.33%	4
TOTAL		172

Figure 8: Question 7 Results Chart

6.8 Question 8: Do You Have Any Suggestions for Improvements for Future Virtual Open Houses?

Answered: 45 **Skipped:** 133

Error! Reference source not found. outlines the comments received on the virtual open house content. The supportive and constructive themes are broken down and filed into major topics. A considerable number of responses contained comments directed towards the overall project, these are saved in the 'Other' topic. Some comments are condensed or paraphrased for the purposes of this report. A full list of the responses can be found in **Appendix E**.

Table 3: Summary Responses to Question 8

MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
Supportive Comments	• Your videos were excellent and clearly understood. • The presentation was well done. • Very clear layout and great expertise. Sometimes with a simple question and answer format we could reach more people. The visual components go a long way, make the presentation interactive. • Really liked this format. Clear and easy to follow. Made it accessible to all that were interested. • Very good. Look forward to the alignment options. • Great to host an online event with the Project Manager presenting the background, rationale, next steps, and fielding a question-and-answer period.
Constructive Comments	• It was too hard to access new information about the study. The website link repeated the same information too much. • Have boarder promotion for future virtual open houses. • Great idea to have a virtual open house that is flexible and accessible to more people in the community but many of the questions were confusing. • Though the presentation addresses the environmental impact the pictures were difficult to view to evaluate what the full impact would be. • The person reading the text of the video drones on and on. I would prefer to read a slide deck. • Survey questions pertaining to a specific presentation topic should include a link to the relevant slide. This will refresh information and provide context for the survey respondent. Slides with more pictures of the proposed work site would be preferred over a video that is just a narrated presentation. • More links to background information would be appreciated. • A true virtual open house should include an opportunity to ask questions and have them answered (virtually). • Confusion over question 3, all the answers speak in favour of the conclusion, but there is no discussion of costs, impacts. The survey as presented appears biased. • Discuss realistic timelines and actionable items. • Show a map of the planned new road.

MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
Other	• Multiple comments supporting the project and encouraging rapid construction. • Multiple comments opposed to extending Teston Road. • Why not look at Dufferin Street widening at the same time? Which is partly the same problem with traffic congestion. • Teston Road/Elgin Mills Road funnels from a 4-lane roadway (2 lanes on each side) both east and west to a single lane roadway both east and west from Yonge Street to Dufferin Street. This portion of Teston/Elgin Mills should be widened so it does not produce a bottleneck/congestion travelling west at Yonge and (once option 4 is completed) travelling east at Dufferin St. • The natural environment needs to be held most important for all future studies and needs much better protection. • I prefer alternative 3 since it has the least impact on the Oak Ridges Moraine and the Green Belt. • Projects should be considered together - not separately. Teston Road, Kirby Road, King Vaughan Road and Dufferin Street projects all affect each other but seem to be considered separately instead of an overall plan. There is more benefit and cost effectiveness to extending some projects and not others. • Please, also improve Elgin Mills between Bathurst and Yonge. This section of the road must be widened in order to bring it at par with all other roads in the area. Elgin Mills Road West is busy, out of date and needs to be redone especially before it gets connected to the improved Teston Road.

7. SUMMARY

In general comments received were supportive of the progress to date, evaluation process, and recommended alternatives as presented at the Open House.

Significant topics of concern were surrounding area transportation issues, noise generated from the new road, and adequate active transportation. Individual concerns will continue to be reviewed, and issues/items that require further evaluation with respect to the design alternatives will be assessed and, where appropriate, designs will be adjusted.

Responses have been prepared for individuals who sent a letter or email.

APPENDIX A: NEWSPAPER NOTICES

edition.pagesuite-professional.co.uk/html5/reader/production/default.aspx?pubname=&edid=3ec211c5-9d28-4d02-9830-c48941dd3c40

YorkRegion.com

14-15 / 20

WHOM DO YOU TRUST?

KIM ZARZOUR
kzarzour@yrmg.com

Do you like your neighbours?

Do you trust them?

Do you have people you can call on if you get sick, need to talk or want help finding a job or services in your community?

That's called "social capital" and it's more important than you think.

A new report released July 20 shines a light on how well York Region residents are connected with each other, how vibrant our social networks are and how much trust and belonging we feel.

Turns out, most of us are feeling pretty good about this place we call home.

But there are gaps — folks who are feeling left out and ways we can work together to better bridge, bond and belong. Because if COVID-19 has taught us nothing else, it's made clear: we are all in this together

This two-part series looks at where York Region residents feel most connected to their communities, where they feel least, and what we can do to bring us all together.

*****

When Katharina Jen Piller Morgan's grandma takes her dog for a walk around her Gorham and Mulock neighbourhood, she smiles and says hello to the people she passes.

They greet her back, asking how she's doing now that her husband has died, offering words of comfort.

Simple things — but they mean a lot.

The other day, she lost her keys and two strangers saw her retracing her path. They stopped to walk alongside her to help her find them.

"Another day, she was chatting with a gentleman about her aches and pains and how she longs for the pools to open up again so she can start swimming for her muscles," Morgan says. "Well, doesn't he respond with 'we have a pool, the gate is always open just come on over and swim whenever you please.'

"I am so grateful to know there is an entire community of kindness watching over her."

It's an example of community done right: folks reaching out, and looking out, for each other.

When that happens, the entire community is stronger, says Daniele Zanotti, president and CEO of United Way Greater Toronto, which has just completed the first major research report on trust and connections in York Region.



Steve Somerville/Metroland

Tuba Koktay and Victoria Shelton package goodies for neighbours in need.

The 37-page Social Capital Study is the result of a unique collaboration between the community sector, (United Way), a research leader on equity and social determinants of health, (Wellesley Institute) and the government (Regional Municipality of York and York Regional Police).

Researchers surveyed more than 1,200 people between December 2018 and March 2019 and found, for the most part, we are doing well in York Region.

The majority of us trust each other, feel like we belong to our local community, are socially connected, involved and agree that our neighbourhoods feel supportive and safe.

That's all good news, the report says, because social connections correlate with life satisfaction. They lead to safer societies, better health, improved education outcomes. They may mitigate the effects of poverty on children's anxiety and depression and bring about increased political participation, improved access to opportunity and more inclusive societies.

But in York Region, there are differences between north and south, haves and have-nots.

Northern municipalities appear to be more trusting. Aurora, King, Newmarket, East Gwillimbury and Georgina reported high level of trust (64.2 per cent) in people with a different ethnic background, while less than 40 per cent of respondents in southern municipalities — Richmond Hill, Vaughan, Markham and Whitchurch-Stouffville — felt that way.

Respondents in the southern municipalities also reported weaker sense of belonging, compared to those in the north.

There is also a clear divide along financial lines.

Those with household incomes of $150,000 or more, better financial security, a university education and who know their neighbours, feel their neighbours can be trusted, while those who struggle financially, with less than high school education and don't know their neighbours, are not as trusting. They are also less likely to trust institutions and people with different ethnic backgrounds.

Those with incomes under $30,000 were less likely to say their neighbours were willing to help or their neighbourhood was safe for children.

Zanotti is not surprised by these results, since decades of research show increasingly diversified neighbourhoods, pockets of wealth and poverty, and an uneven playing field in York Region.

But residents may be surprised to learn that social capital is directly connected to financial security and income.

"We talk often about financial capital, but rarely in York Region do we talk about this almost-invisible social capital that holds together, our trust in people, the network we call when we need help, the groups we belong to."

Zanotti says research is clear: connected communities — where people know each other, interact and participate — have higher GDP growth and educational achievement, lower visits to ER and crime rate, and they respond to crises faster.

Essentially, the more connected we are, the healthier, happier we are.

The pandemic, Zanotti says, was a real-life example. Those who suffered more were those with lower social capital.

"If COVID hasn't taught us that the single most important role in a lifetime is caring for each other and sharing social capital, then I don't know what will."

STORY BEHIND THE STORY: A new report shines a light on York Region's "social capital." Reporter Kim Zarzour looks at what that means, and how uneven connections in our community widen the gap between haves and have-nots

GOING FOR GOLD



Nick Iwanyshyn / Metroland

Markham sprinter Andre De Grasse will be among the Canadian athletes competing at the 2020 Summer Olympics in Tokyo, Japan.

SCAN THIS CODE to learn more about your York Region Olympic athletes.

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- Kim Barrington, General Manager **Detour Coffee Roasters**

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Building Roads that Build Community 2021

NOTICE OF ONLINE OPEN HOUSE

Individual Environmental Assessment Study

Teston Road Area Improvements

Highway 400 to Bathurst Street

City of Vaughan



The Regional Municipality of York is conducting an Individual Environmental Assessment (IEA) Study to examine transportation improvements in the Teston Road area, between Highway 400, Bathurst Street, Major Mackenzie Drive and Kirby Road in the City of Vaughan.

WE WANT TO HEAR FROM YOU

You are invited to take part in the online open house to learn about the study process, transportation problems and opportunities and alternatives to the undertaking. You will be able to comment on the options presented through a survey.

Visit york.ca/TestonRoad for more information and to participate.

The online survey will be available from July 26, 2021 to August 16, 2021.

Please let us know if you require accommodations to participate or if you are unable to join the online open house. Online materials and an accessible version of this notice are available upon request. This notice was issued on July 22, 2021.

York Region's number one priority is protecting the health and safety of staff and all our communities. As we monitor the ongoing COVID-19 situation in York Region, we continue to be committed to effective engagement and consultation with the public and stakeholders in accordance with the Environmental Assessment process.

To submit a question, comment or request to be added to the project mailing list, please contact:

YORK REGION
Transportation Services
17250 Yonge Street, Newmarket, Ontario, L3Y 6Z1
Phone: 1-877-464-9675 ext. 75000
TTY: 1-866-512-6228
Email: transportation@york.ca

To better assist you, please quote Teston Road IEA in your inquiry.

This study will be carried out according to the approved Terms of Reference and the requirements of the *Ontario Environmental Assessment Act*. Personal information submitted (e.g. name, address and phone number) is collected, maintained and disclosed under the authority of the *Ontario Environmental Assessment Act* and the *Municipal Freedom of Information and Protection of Privacy Act* for transparency and consultation purposes. Personal information you submit will become part of the public record that is available to the general public, unless you request that your personal information remain confidential.

Wayne Emmerson
York Region Chairman and CEO

York Region

yorkregion.com

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YorkRegion.com 2-3 / 12

CAMPING ACTIVITY IN ONTARIO INCREASED BY 7% IN 2020

Continued from page 1

spot along with thousands of other campers, but you're also battling reservation bots — software companies designed to automatically snatch campsite reservations.

"It's wild," said York Region resident Ashley Mutch, who plans several camping trips a year.

"Sites are just snatched up. It's like trying to get concert tickets, but scalpers buy them all and resell them at a higher price."

Reservation bots have been a West Coast issue for several years.

Now, Ontario campers are feeling the same pain.

In 2020, camping activi- across the province in- eased by about 7 per cent mpared to 2019, accord- the province's heritage, ort, tourism and culture ministerial report released last month.

And visits to a national or provincial park increased by about 40 per cent during the same period.

"Bookings are going just as fast as they become available," said Laura McClintock, a senior park naturalist with Ontario Parks at Sibbald Point Provincial Park.

Not only are bots used to hoard campsites, but they also resell them on third-party websites such as Kijiji and on social media marketplaces.

In April, the province started to crack down on reselling campsites.

"We take these concerns very seriously," McClintock said. "The goal is to have a fair and transparent reservation system."

If a site is resold, the reservation can be cancelled and penalties applied, McClintock added.



Steve Somerville/Metroland

Laura McClintock, a senior park naturalist at Sibbald Point Provincial Park, said campsite bookings are being snapped up as soon as they become available.

There's plenty of midweek sites available, she added.

Campers book weeks at a time, which is permitted, then release weekdays only to keep the weekend — another source of frustration for those who work during the week and only have weekends free, said Mutch.

"You have a plan, a backup, a backup-backup," she said. "It gets to the point where you take anything you can get."

For private campgrounds, Anderson noted, the issue is less about reservation bots and more to do with high demand.

"A lot of people discovered camping, liked it and are coming back," Anderson said.

To avoid the disappointment of not getting a preferred site or to camp at the same site as more amenities are permitted to open this year, many campers booked early this year.

By conservative estimates, more than 3,000 reservations were made through the association's booking website between January and March 2021 for camping dates several months away, which does not include phone calls, emails or calls directly to campsites.

"It wasn't bots gobbling up the sites," Anderson said. "It was people booking early. I feel bad for people who hesitated."

July and August are pretty much full, she added.

Adding to that 'perfect storm,' there's also a limited supply of campsites this year as some campsite owners switched from overnight to seasonal rentals as a pandemic safety protocol to limit the number of visitors in and out of the park.

But that's not to say you can't find anything. Both Ontario Parks and Camping in Ontario have vacancies and eager campers are encouraged to check back and check back often.

There are a number companies that take the guesswork out of finding and booking a campsite.

Campnab scours the internet and notifies you when one becomes available.

Hipcamp, which launched in Canada in June, allows campers to discover secluded sites, farm stays, treehouses and cabins on private property.

STORY BEHIND THE STORY: Campgrounds were permitted to open mid-June, but reservations were made months ago. Reporter Amanda Persico looked into how private campgrounds and provincial parks are dealing with the influx of campers and reservation bots.

SCAN THIS CODE for the latest York Region news.

Walking Mobility by Kinetics



WE HAVE MOVED

Visit our new Richmond Hill location this summer at #102 - 9955 Yonge St!

Our new One2One program will provide you with the highest level of safety and personalized service. Meet with your personal Fit Expert for all of your orthotic, footwear and bracing needs.



Reserve your free One2One appointment at

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yorkregion.com

Richmond Hill Acting Mayor's Column

Welcome Back, Richmond Hill!

With our move to Step 3 on July 16 came expanded opportunities to enjoy our gradually re-opening facilities as well as parks and natural areas.

I'm very pleased that Richmond Hill has opened the Centennial and Bayview Hill pools, and the Bayview Hill and Langstaff Community Centres for selected programs. Residents are required to register in advance at RichmondHill.ca.

Ed Sackfield and Tom Graham Arenas are now open for permit use as is Richmond Hill's Heritage Centre for walking tours. Also great news for our theatre enthusiasts; the Richmond Hill Centre for Performing Arts has re-opened for livestreaming. On August 14 it will open for rental permits with limited audience capacity.



ACTING MAYOR JOE DIPAOLA

With the summer weather Richmond Hill has an abundance of opportunities to enjoy our parks, trails, walkways and lakes. Family picnics are finally back and we are once again offering outdoor picnic permits up to 100 people. Our summer event series is now in full swing with the **Drive-in Concert Series** every Thursday night until September 9, and our **Moonlight Movies** on two Monday nights in August and September. Registration opens August 9 for the first two movies.

Richmond Hill has 147 parks, 150 km of trails, many beautiful lakes and 1000 acres of natural areas. I encourage you to enjoy and explore these unique areas.

My thanks to everyone for their patience during the pandemic conditions. It's time to enjoy our beautiful city!

Notice of Application for Approval to Expropriate Land

Expropriations Act

In the matter of an application by The Regional Municipality of York for approval to expropriate land in the City of Richmond Hill, including the acquisition of:

1) all right, title and interest (**"Fee Simple"**); and

2) temporary easements or rights in the nature of temporary easements each described as a temporary limited interest for seven months commencing on May 1st, 2022, or such other date as determined by the Region to accommodate the project. The temporary easement is for entering on the lands with all vehicles, machinery, workmen and other material for construction purposes, which may include (1) relocation of existing services and utilities, (2) work that supports the construction of municipal infrastructure within the Region's right of way, (3) staging and storage of materials and equipment, (4) Geotech testing, borehole testing, and other investigative works, (5) removal, relocation and/or installation of signage, (6) hard and soft landscaping, paving, grading and reshaping the lands to the limit of the reconstruction of the municipal road fronting the lands herein described, (7) the installation and removal of temporary (i) pedestrian access and walkways, (ii) parking measures including re-striping of aisles, lanes, and parking stalls, (iii) shoring and formwork, (iv) drainage and erosion/sediment control measures (v) traffic signals, (vi) fencing, and (vii) handrails, and (8) works ancillary to any of the foregoing and necessary to the works to be performed in association with the purpose of implementing road and intersection improvements along 19th Avenue from Bayview Avenue to Leslie Street in Richmond Hill (**"Temporary Easement"**),

for the purpose of the widening of 19th Avenue, from Bayview Avenue to Leslie Street, in the City of Richmond Hill, and works ancillary thereto.

Notice is hereby given that application has been made for approval to expropriate the land described as follows:

1. Fee Simple
   Part of Lot 31, Concession 2 (Geographic Township of Markham), City of Richmond Hill, Regional Municipality of York, designated as Part 1 on Plan 65R-39242

   Temporary Easement
   Part of Lot 31, Concession 2 (Geographic Township of Markham), City of Richmond Hill, Regional Municipality of York, designated as Parts 2 and 3 on Plan 65R-39242

2. Fee Simple
   Part of Lot 31, Concession 2 (Geographic Township of Markham), City of Richmond Hill, Regional Municipality of York, designated as Part 1 on Plan 65R-39243

3. Fee Simple
   Part of Lot 31, Concession 2 (Geographic Township of Markham), City of Richmond Hill, Regional Municipality of York, designated as Part 4 on Plan 65R-39243

4. Fee Simple
   Part of Lot 31, Concession 2 (Geographic Township of Markham), City of Richmond Hill, Regional Municipality of York, designated as Part 2 on Plan 65R-39249

Any owner of land in respect of which notice is given who desires a hearing into whether the taking of such land is fair, sound and reasonably necessary in the achievement of the objectives of the expropriating authority shall so notify the approving authority in writing,

(a) in the case of a registered owner, served personally or by registered mail within thirty days after the registered owner is served with the notice, or, when the registered owner is served by publication, within thirty days after the first publication of the notice;

(b) in the case of an owner who is not a registered owner, within thirty days after the first publication of the notice.

The approving authority is:
The Council of The Regional Municipality of York
17250 Yonge Street, Newmarket, Ontario, L3Y 6Z1

The expropriating authority is:
The Regional Municipality of York
17250 Yonge Street, Newmarket, Ontario, L3Y 6Z1

THE REGIONAL MUNICIPALITY OF YORK, Dino Basso, Commissioner of Corporate Services
This notice first published on the 29th day of July, 2021

York Region

GREAT STREETS
Building Roads that Build Community 2021

NOTICE OF ONLINE OPEN HOUSE

Individual Environmental Assessment Study

Teston Road Area Improvements

Highway 400 to Bathurst Street

City of Vaughan



The Regional Municipality of York is conducting an Individual Environmental Assessment (IEA) Study to examine transportation improvements in the Teston Road area, between Highway 400, Bathurst Street, Major Mackenzie Drive and Kirby Road in the City of Vaughan.

WE WANT TO HEAR FROM YOU

You are invited to take part in the online open house to learn about the study process, transportation problems and opportunities and alternatives to the undertaking. You will be able to comment on the options presented through a survey.

Visit york.ca/TestonRoad for more information and to participate.

The online survey will be available from July 26, 2021 to August 16, 2021.

Please let us know if you require accommodations to participate or if you are unable to join the online open house. Online materials and an accessible version of this notice are available upon request. This notice was issued on July 22, 2021.

York Region's number one priority is protecting the health and safety of staff and all our communities. As we monitor the ongoing COVID-19 situation in York Region, we continue to be committed to effective engagement and consultation with the public and stakeholders in accordance with the Environmental Assessment process.

To submit a question, comment or request to be added to the project mailing list, please contact:

YORK REGION
Transportation Services
17250 Yonge Street, Newmarket, Ontario, L3Y 6Z1
Phone: 1-877-464-9675 ext. 75000
TTY: 1-866-512-6228
Email: transportation@york.ca

To better assist you, please quote Teston Road IEA in your inquiry.

This study will be carried out according to the approved Terms of Reference and the requirements of the *Ontario Environmental Assessment Act*. Personal information submitted (e.g. name, address and phone number) is collected, maintained and disclosed under the authority of the *Ontario Environmental Assessment Act* and the *Municipal Freedom of Information and Protection of Privacy Act* for transparency and consultation purposes. Personal information you submit will become part of the public record that is available to the general public, unless you request that your personal information remain confidential.

Wayne Emmerson
York Region Chairman and CEO

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Pages

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Wayne Emmerson
York Region Chairman and CEO

York Region

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GOING FOR GOLD



Markham sprinter Andre De Grasse will be among the Canadian athletes competing at the 2020 Summer Olympics in Tokyo, Japan.

Nick Iwanyshyn / Metroland

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- Kim Barrington, General Manager **Detour Coffee Roasters**

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To help our communities we have created an online business directory that features local businesses that are open, hours of operation and how customers can safely make purchases from the stores.

Visit our community website in your area and click on the banner at the bottom of the page.



Our business directory can be accessed from anyone of our 25 Community sites in Ontario. Visit metroland.com to find the community site in your area.

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Wayne Emmerson
York Region Chairman and CEO

York Region

YorkRegion.com

NEWS

'THE PEOPLE THAT ARE IN THE DRIVER'S SEAT ARE THE MUNICIPALITIES:' HOUSING MINISTER

Continued from page 1

circumvent local planning processes, said in an exclusive interview municipal councillors are in the "driver's seat" regarding development.

To Clark, the province's population intensification goals aren't a rigid, top-down command. The Tory government has pushed MZOs to expedite construction amid a supply shortage, he said.

Vaughan councillors say they're losing their planning clout as their endorsement of MZOs are non-binding.

For example, in late 2020, the councillors backed an MZO for a building that promised 10 per cent of units would be for affordable housing, but the end result was different.

"I think I supported two MZOs, because one went through a full public hearing and went through the proper process. The other one I supported because it was supposed to be at 10 per cent affordable housing components — well, that disappeared," Coun. Marilyn Iafrate said. "The minister never put that in his MZO."

But Clark defended the use of MZOs:

"There's been times where I've kicked it back to the local council."

In Vaughan, where there have been MZOs touching environmentally-sensitive areas, Clark added: "The people that are in the driver's seat are the municipalities."

Beyond MZOs, councillors and residents also fear developers, who generally have more money to spend on legal fees and seasoned lawyers, and may opt to resolve disagreements at the Ontario Land Tribunal (OLT).

"I understand some of the frustrations," Clark said when asked about residents fighting to prevent higher density development in older, suburban neighbourhoods or calling for "fair intensification" to prevent traffic gridlock — often their chief complaint.

"All of the policies we put forward as a government allow local communities to have a mix of housing, and that was the one thing that we heard over and over again from all of our consultations," he added.

Clark said the province wants to empower municipalities to determine what their communities priorities are — whether it's single-family homes, mixed development or the "missing middle."

Coun. Tony Carella called Clark's arguments "specious."

"If a community wants low-rise and a builder comes in with a highrise proposal which meets provincial intensification policies, the local municipality would be ill-advised to refuse it because the refusal will be appealed to the OLT, where provincial policy takes precedence over any local opposition to the proposal," Carella said.

"The city could spend a lot of money trying to give its citizens what they want, but in the end the builder gets what he wants because, in this situation, provincial policy is favourable to the builder," Carella added.

Some councillors, including Rosanna DeFrancesca, have called for more drastic reforms.

She said the OLT must be axed to preserve councillors' power to represent constituents in the face of developers who often have "big pockets."

"There is a tribunal system, a court system, that appeals decisions of council and staff, and that's not in our hands," DeFrancesca said.

Coun. Alan Shefman also expressed frustration with the province.

"The fundamental issue is the power to control local planning has been constantly chipped away throughout this government's term of office," he said. "There are just so many examples — MZOs, conservation authorities being limited, the new highway project, transportation oriented development requirements, requirement to project growth beyond a reasonable time frame — I could go on."

Clark said while he approved MZOs for about 3,000 acres, the province's plans will "grow the Greenbelt by 6,000 acres."

He also pointed to the $28.5 billion spent on transit in York Region and Toronto, spending that would likely have to come with intensification to help pay the costs.

Shefman conceded the government has funded an "extraordinary amount" of critical transit.

"But this is all catch-up — we are so far behind — the Yonge North Subway extension should be operating now (and along Yonge Street)."

STORY BEHIND THE STORY: Reporter Dina Al-Shibeeb interviewed minister Steve Clark as well as three local councillors to gauge their experiences when it comes to development.

SCAN THIS CODE to read the first part of this series.



Message from
Mayor Maurizio Bevilacqua
VAUGHAN
vaughan.ca

Public office is challenging, rewarding and meaningful work

Public service is a vocation. It is a humbling and sacred experience to be entrusted by one's fellow neighbours to do what is right to improve people's lives. Running for elected office takes courage, perseverance and conviction. It is a decision that ought to be rooted in goodwill and noble intentions to bring about positive change.

Dr. Martin Luther King Jr. said, "Everybody can be great...because anybody can serve... You only need a heart full of grace. A soul generated by love." I live and believe in this sentiment every day in every way. I immigrated to Canada at the young age of 10 and quickly learned that my new home was full of opportunities to grow and give back. My passion for public service began at a young age, and in my more than 30-year journey as an elected official, giving back remains my greatest reward.

Ultimately, it is a sense of responsibility and the yearning to leave our world a better place than we found it that should guide one's journey. My message to community-minded leaders is to seek public office for all the right reasons and place your name on the ballot - the city, province and country need you!

Today, Vaughan has an exciting and promising future on the horizon. It has been a remarkable journey, and I am proud of all we have achieved together to improve the quality of life and standard of living for everyone who lives and works in Vaughan. I look forward to our next chapter as our city continues to take its rightful place as one of the greatest cities in Canada.

CAA

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WHEN

August 2021

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

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Pages

APPENDIX B: INVITATION LETTERS/EMAILS

GREAT STREETS
Building Roads that Build Community 2021

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Wayne Emmerson
York Region Chairman and CEO

York Region

APPENDIX C: PRESENTATION MATERIALS

GREAT | STREETS
Building Roads that Build Community 2021

York Region

TESTON ROAD AREA TRANSPORTATION IMPROVEMENTS

Individual Environmental Assessment

Virtual Public Open House #1

July 2021

Project Summary

Presentation Summary

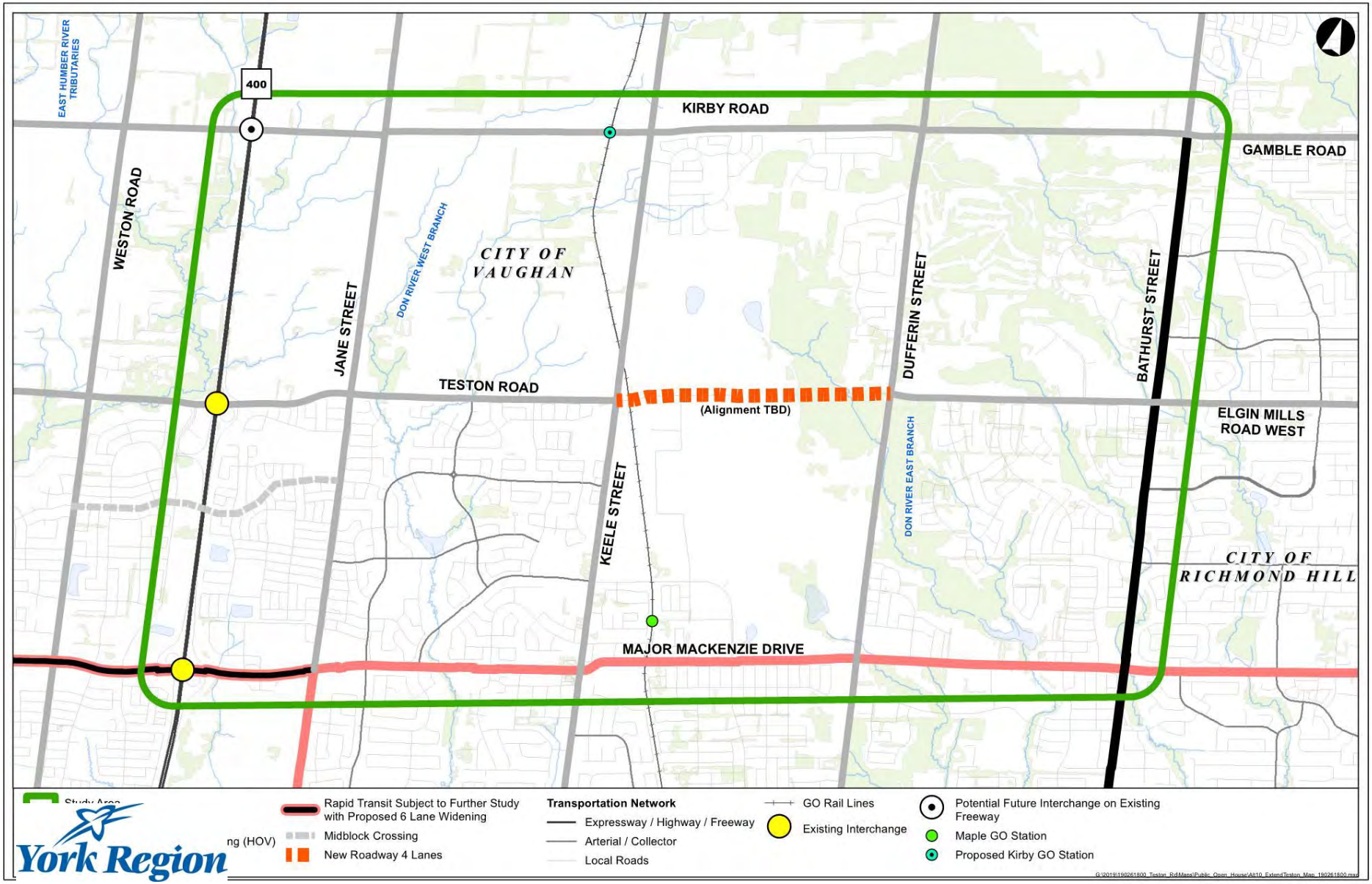
- York Region is undertaking an Individual Environmental Assessment (IEA) to address transportation problems and opportunities in the Teston Road Area
- The Study Team generated and evaluated several different alternatives to address the problems and opportunities
- The alternatives were evaluated against a set of criteria for Natural, Socio-Economic, and Cultural Environments as well as Transportation Factors

Recommended Alternative to be Carried Forward

- Based on the evaluation of alternatives it is recommended that Alternative 4: Teston Road Extension, be carried forward to the next phase of the project
- Consultation is being undertaken with the public and various other stakeholders to obtain feedback and to confirm the recommendation
- If Alternative 4 is confirmed as the Preferred Alternative, the next phase of study will include:
  - Examination of alternative alignments and cross-sections
  - Structural alternatives for GO Rail and Don River valley crossings
  - Further evaluation of potential landfill and environmental impacts

Alternative 4 – Recommended Alternative

New Four-Lane Teston Road (Dufferin Street to Keele Street) with Pedestrian / Cycling Facilities and Transit Service



Alternative 4 – Recommended Alternative

New Four-Lane Teston Road (Dufferin Street to Keele Street) with Pedestrian / Cycling Facilities and Transit Service

Advantages

- Completes the transportation network
- Less impact to Oak Ridges Moraine vs. Alternative 2 with potential to span much of it
- Reduces emissions, a benefit to air quality and climate change
- Provides benefit to economy through increased movement of goods/people
- Enhances east-west mobility and accessibility for all modes of travel
- Addresses Teston Road discontinuity for all users
- Reduces out-of-way trips and travel time for all modes of travel
- Increases safety for all modes of travel and improves access for emergency vehicles

Disadvantages

- Largest potential impact to the natural environment
- Close-proximity to landfills may result in conflicts
- Potential to impact cultural heritage resources
- Potential loss of property access at GO line crossing
- More complex to construct

Next Steps

- Review feedback received from the public and other stakeholders on the alternatives and the recommended alternative
- Revise evaluation of alternatives to incorporate feedback and confirm preferred alternative
- Generate alternative methods for the recommended alternative
- Engagement with agencies and other interested groups
- Open House #2 to present alternative methods
  - Anticipated to be held in Fall 2021
- Comments and questions can be submitted at any time to transportation@york.ca.

GREAT | STREETS
Building Roads that Build Community 2021

York Region

TESTON ROAD AREA TRANSPORTATION IMPROVEMENTS

Individual Environmental Assessment

Virtual Public Open House #1

July 2021

Presentation Part 1

Purpose of the Open House

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



Presentation Outline

- Study Introduction
- Study Background, Process, and Schedule
- Problems, Opportunities, and Constraints
- Alternatives to the Undertaking
- Alternatives Evaluation
- Next Steps

Your Feedback is Important

- Your participation is important to the study process
- Join the study mailing list to receive future study notices or submit comments and questions to transportation@york.ca
- Study updates can be found at www.york.ca/TestonRoad
- Please submit your comments on the Open House materials by August 16th, 2021
- Contact the York Region at any time throughout the study to provide your feedback

Your Feedback is Important

Survey Question Example

- A survey has been prepared to receive your feedback.
- When you see the icon at the top of this slide you may pause the presentation and answer the question(s).
- The survey can be accessed under the Open House Material heading at www.York.ca/TestonRoad.
- Please complete the survey by August 16th, 2021.

Study Introduction

Survey Questions 1 & 2

Survey available at York.ca/TestonRoad

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



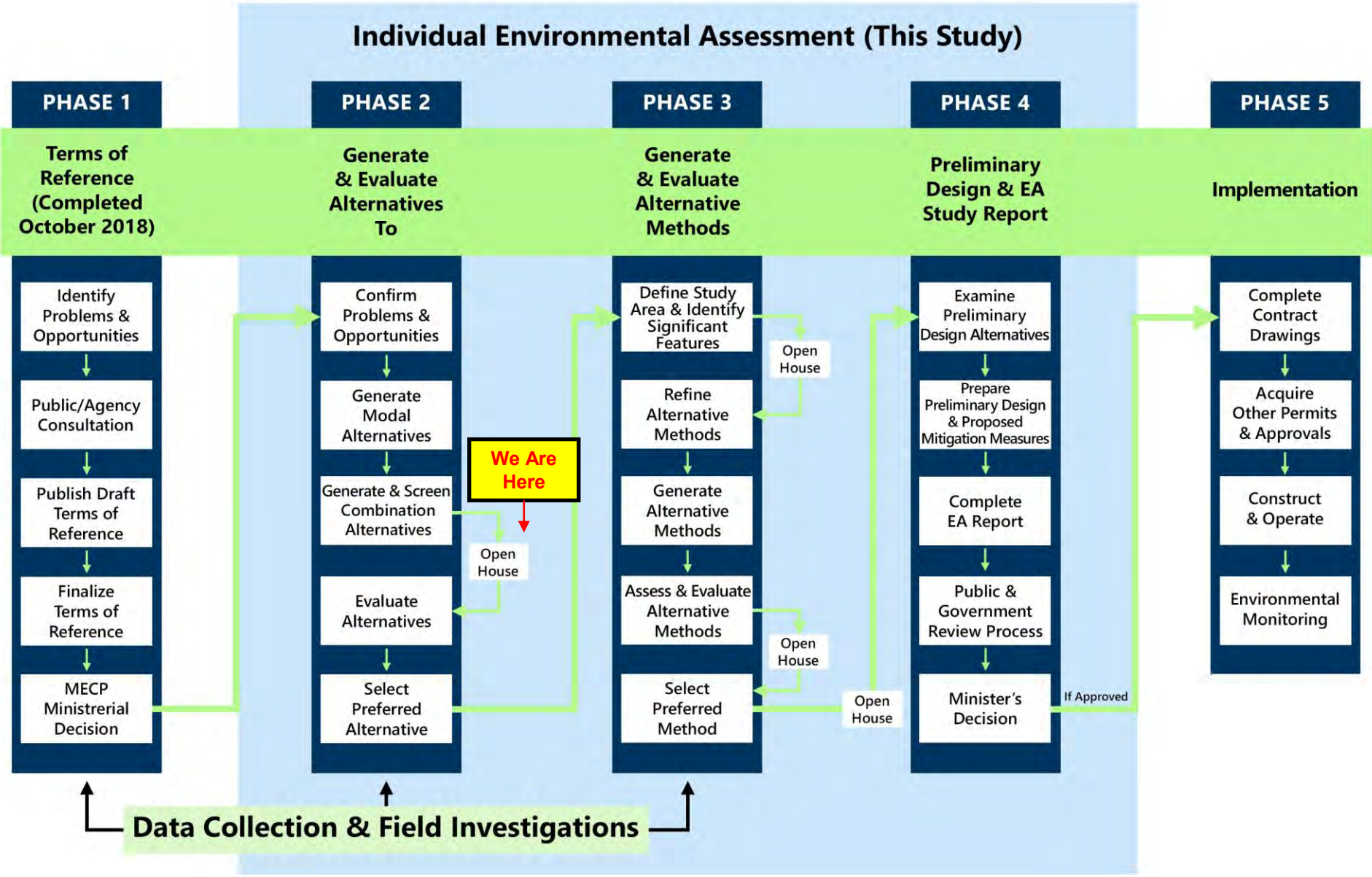
Study Schedule

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

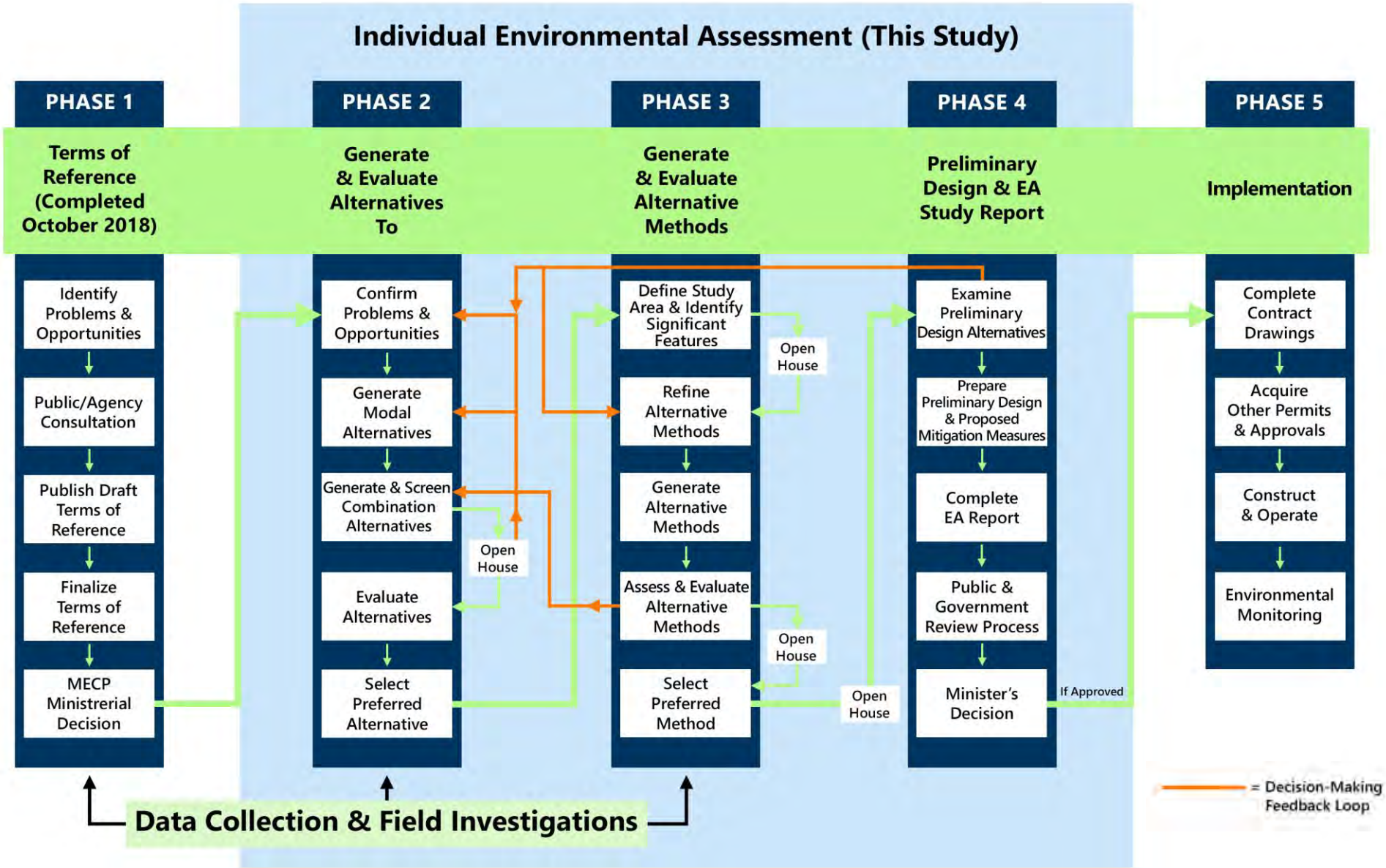
Study Background

- The “missing link” area of Teston Road between Keele Street and Dufferin Street is to be studied as an IEA
- IEAs are the highest level of EA in Ontario and are reserved for complex projects with the potential for significant environmental effects
- The first stage of an IEA is to complete a Terms of Reference (ToR) which establishes the planning and decision-making process for the subsequent IEA study
- MECP approved the Teston Road Area ToR in 2018
- York Region is proceeding with the IEA in accordance with the ToR which can be viewed at www.York.ca/TestonRoad.

Study Process



Study Process – Feedback Loops



Problem Statement

To improve the efficiency, safety and continuity of the transportation network within the Teston Road area.

Problems

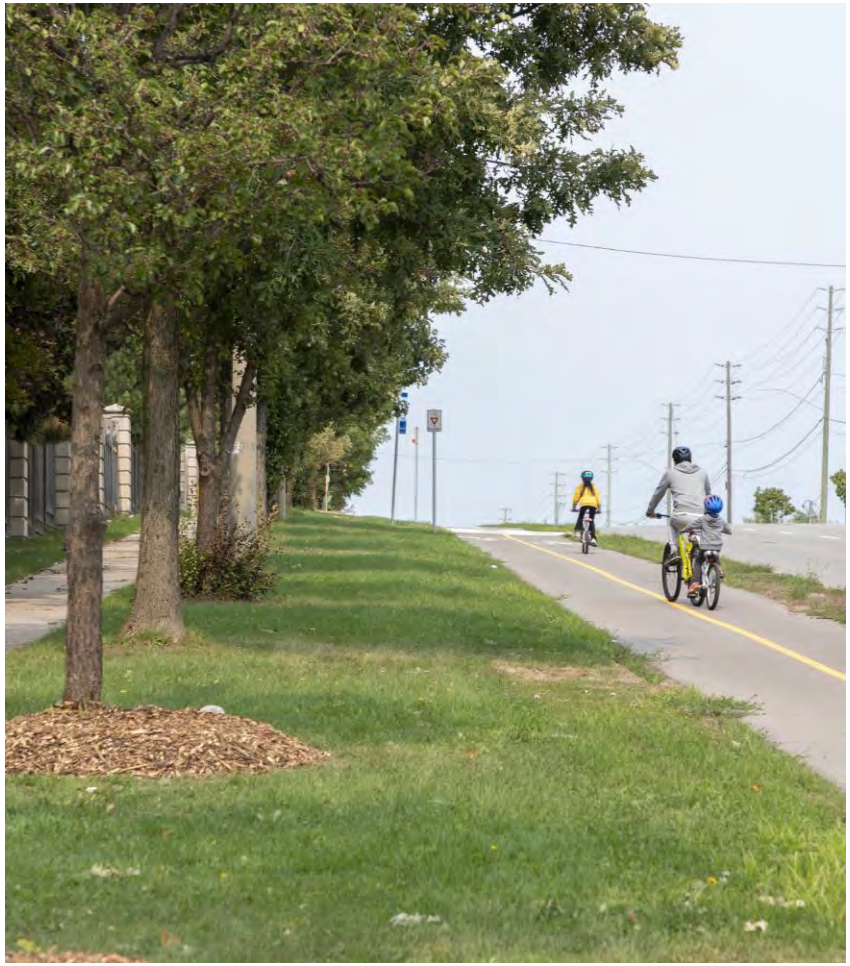
- Teston Road discontinuity (Keele Street to Dufferin Street):
  - Creates a barrier for east/west trips
  - Creates a barrier for walking, cycling and transit service
  - Increases out-of-way travel and congestion along adjacent routes and communities (Maple)
- Planned growth will significantly increase travel demand:
  - 50% population growth by 2041
  - 2041 westbound a.m. peak hour capacity shortfall of up to 1,800 person trips



Opportunities

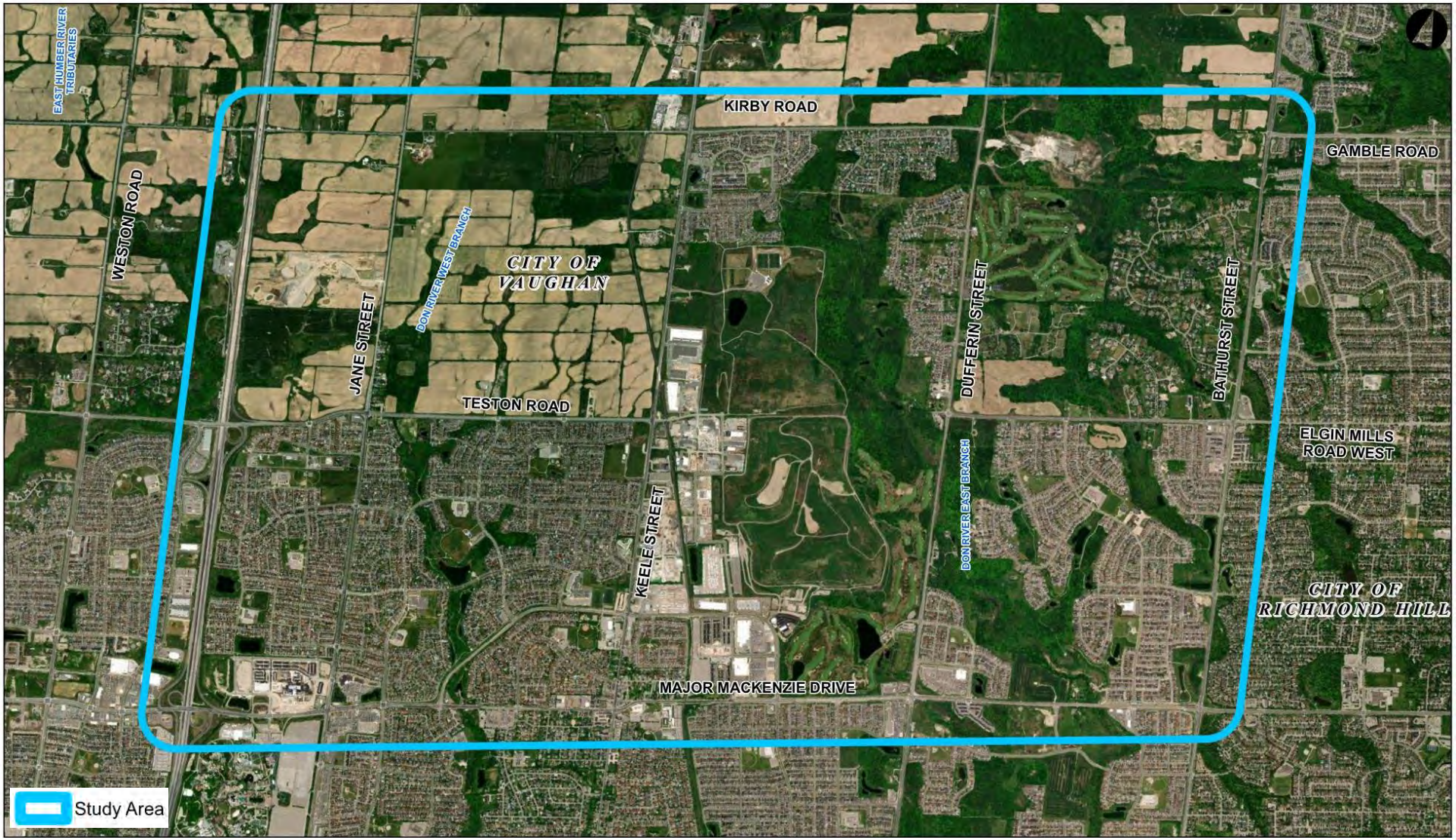
Survey Questions 3 & 4

Survey available at York.ca/TestonRoad

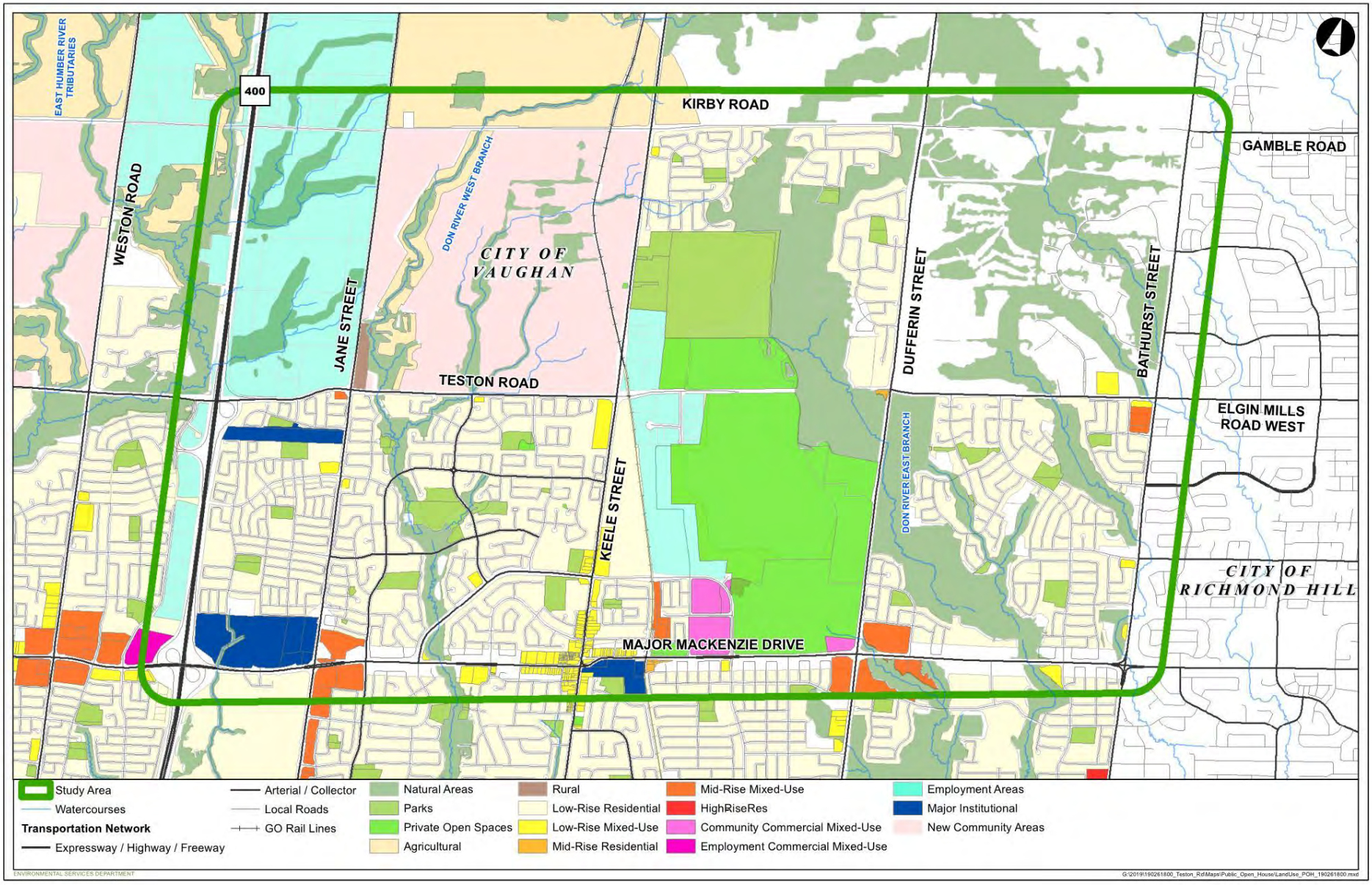


- Enhance access to new development areas, amenities (e.g., North Maple Regional Park), and public services & facilities, including Emergency Services
- Complete Regional Road network
- Create better cycling and pedestrian routes
- Increase transit ridership throughout the study area
- Reduce vehicle emissions and impacts on climate change

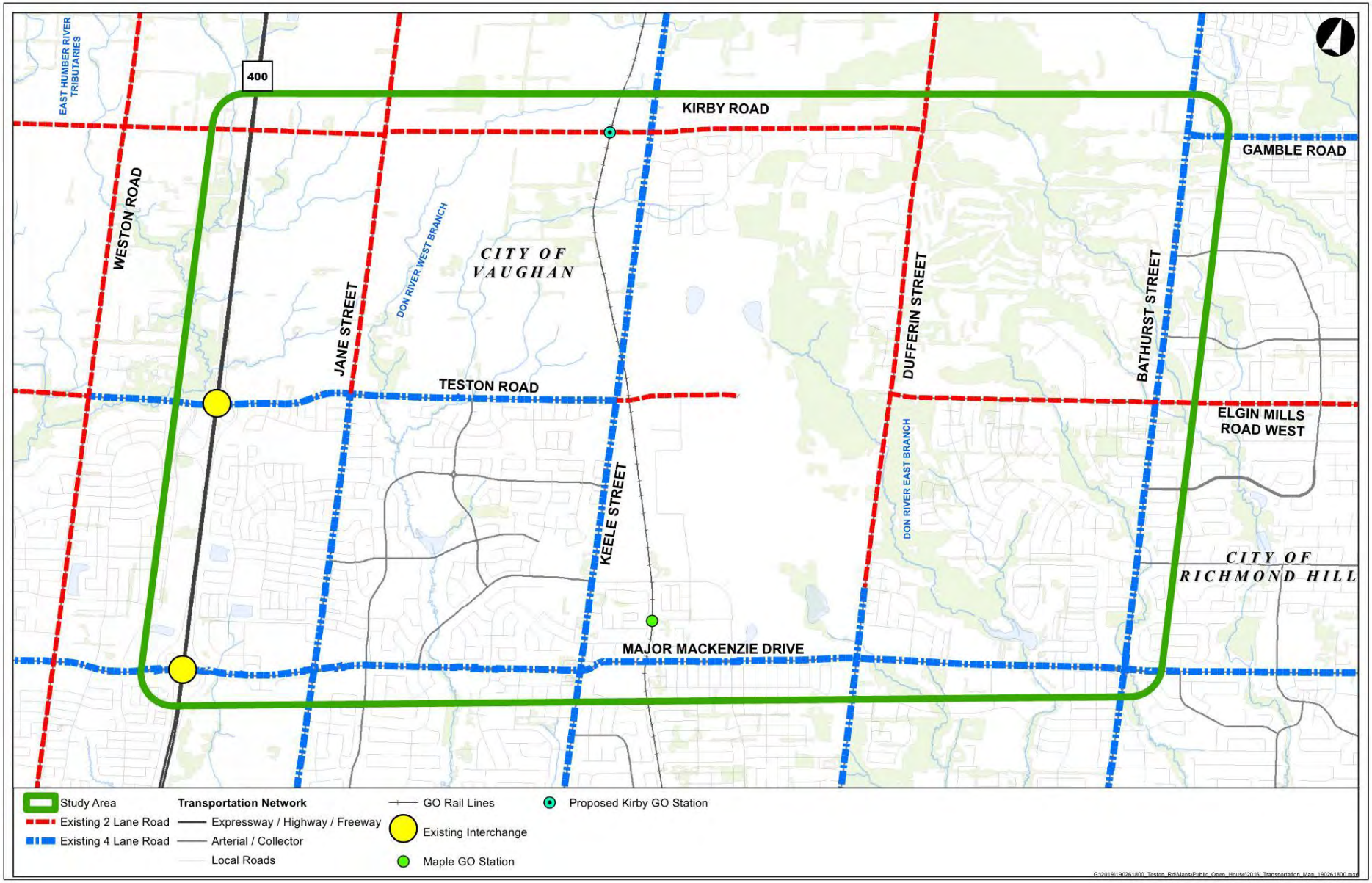
Study Area – Existing Conditions



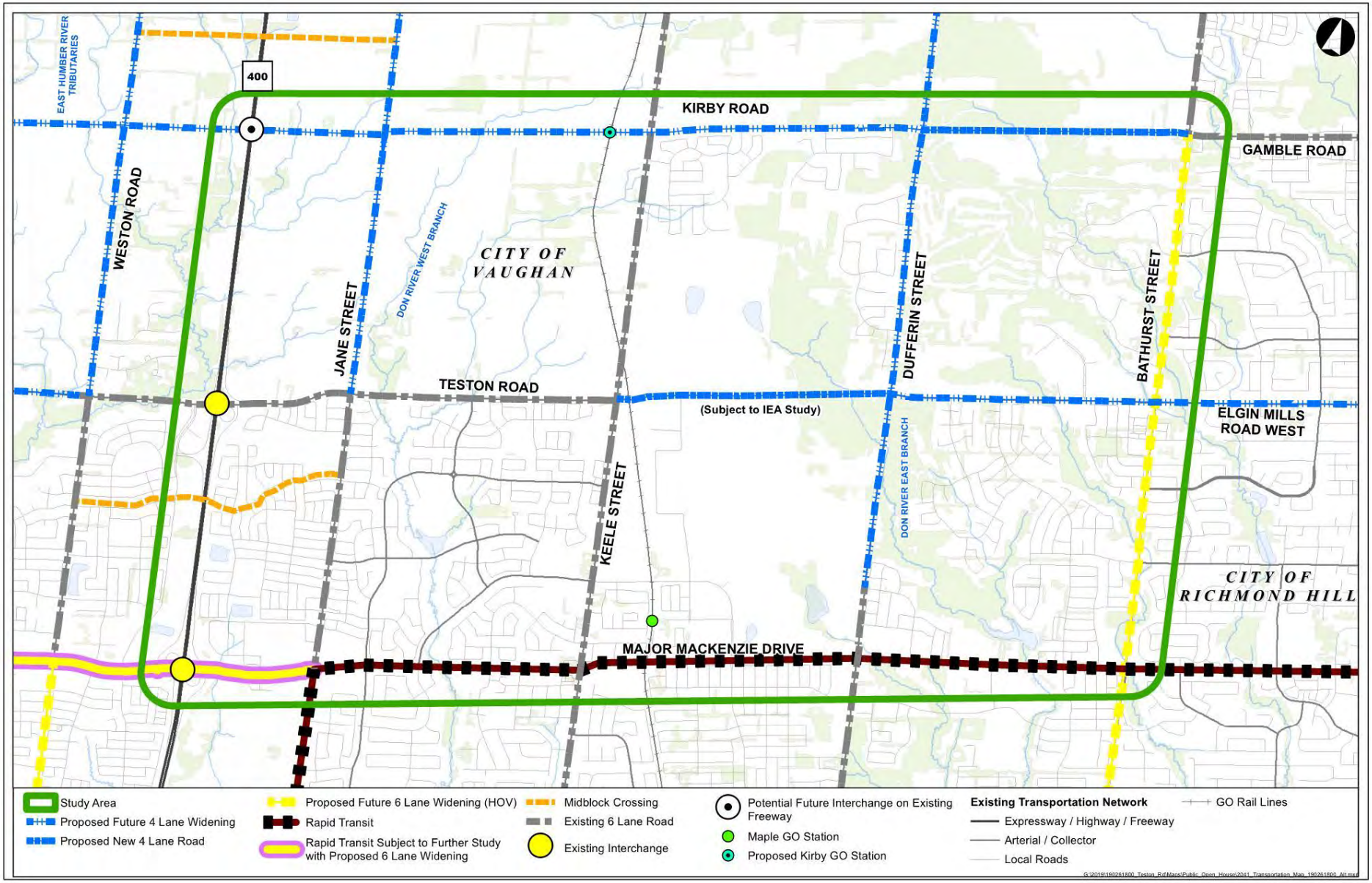
Existing Land Use



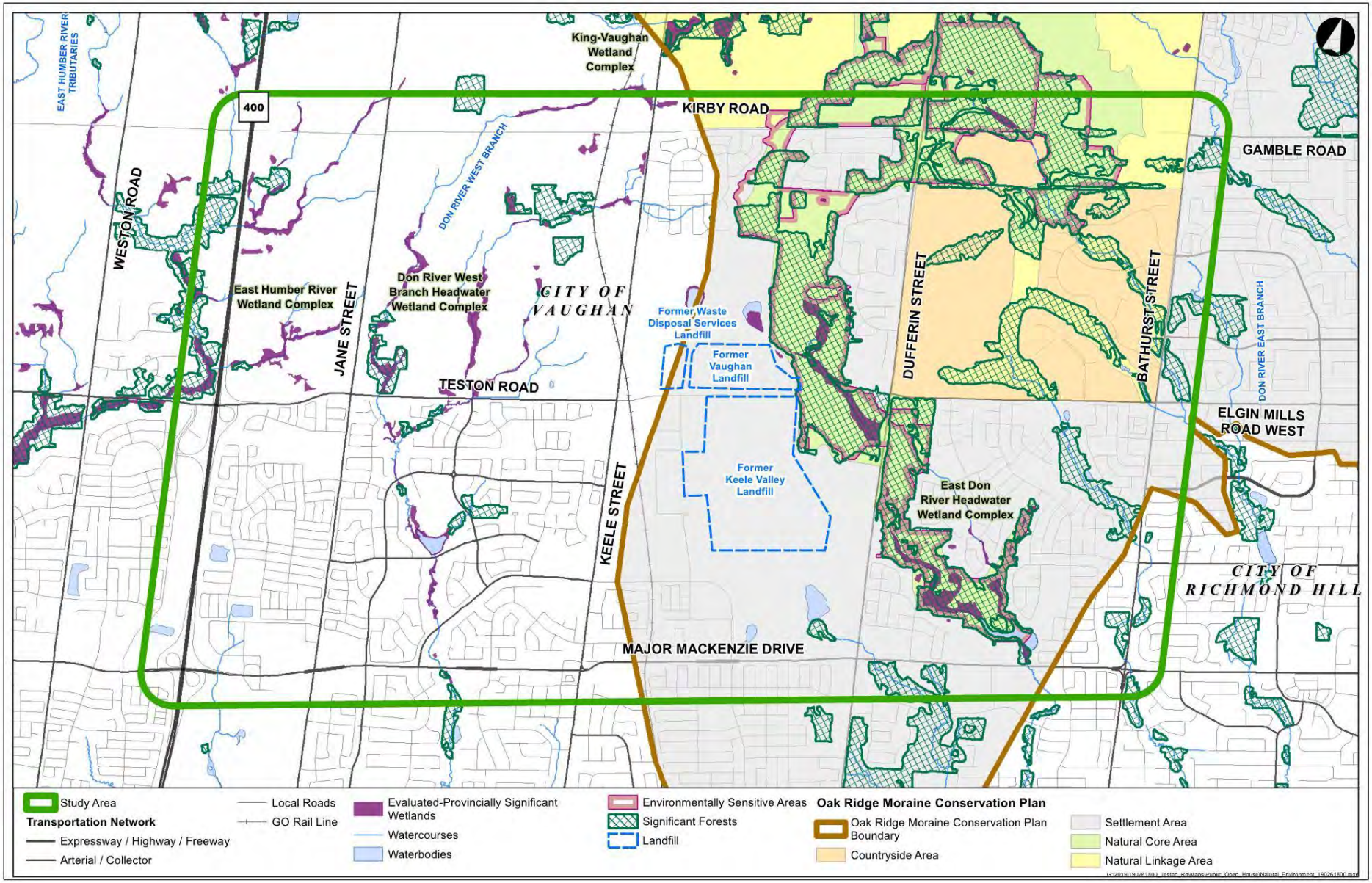
York Region Transportation Master Plan
2016 Existing Roads



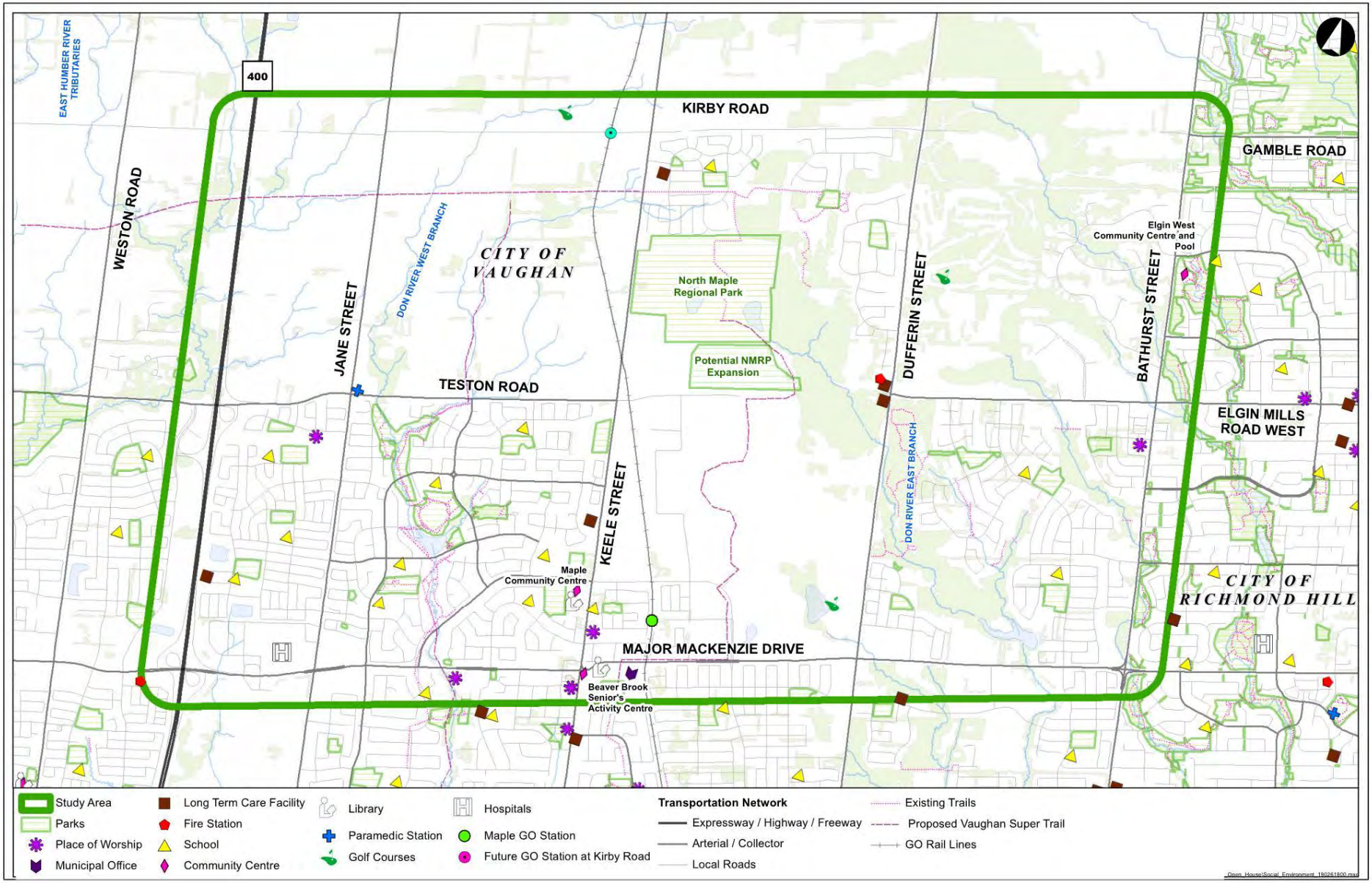
York Region TMP Proposed 2041 Network



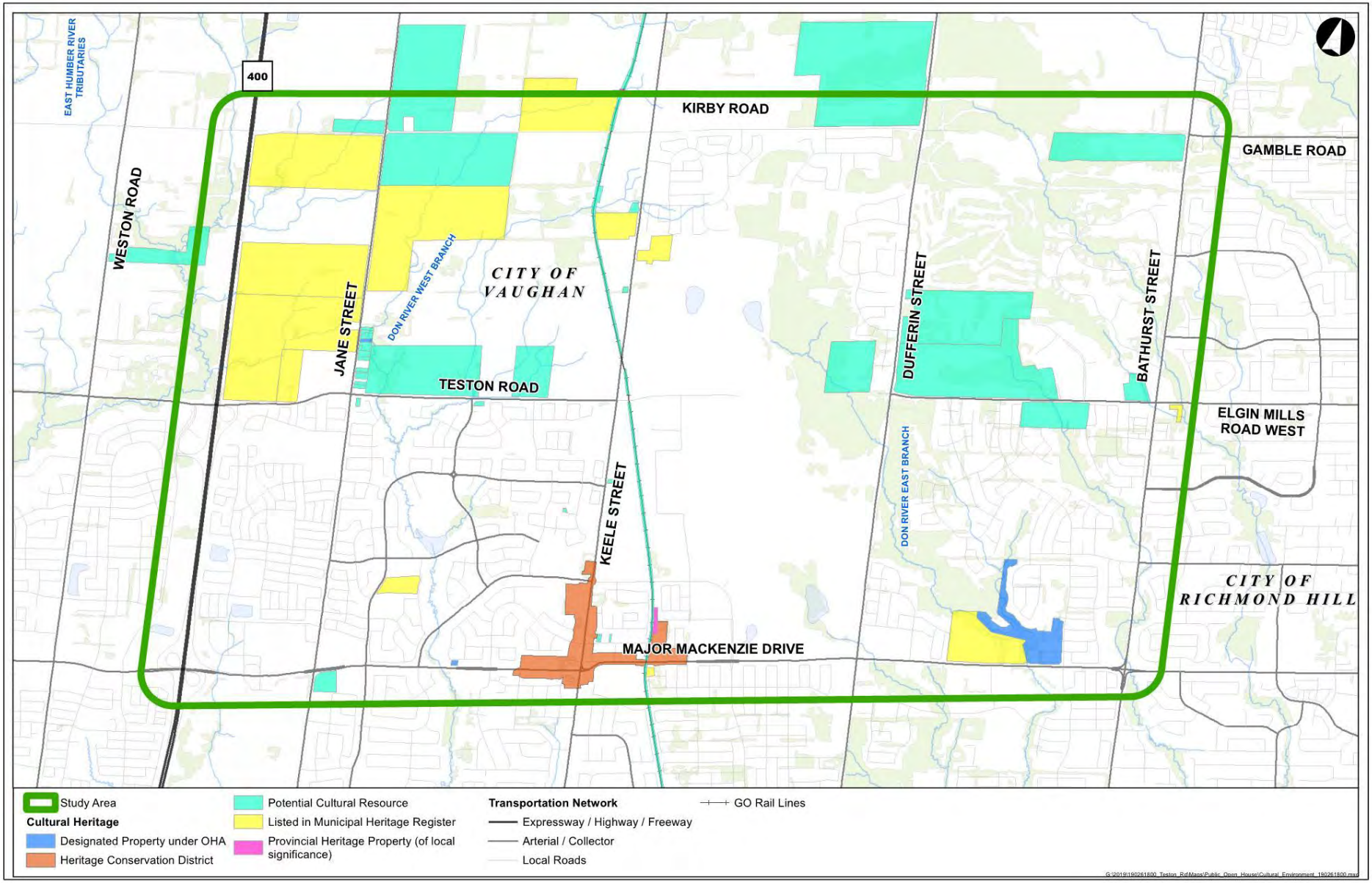
Environmental Features



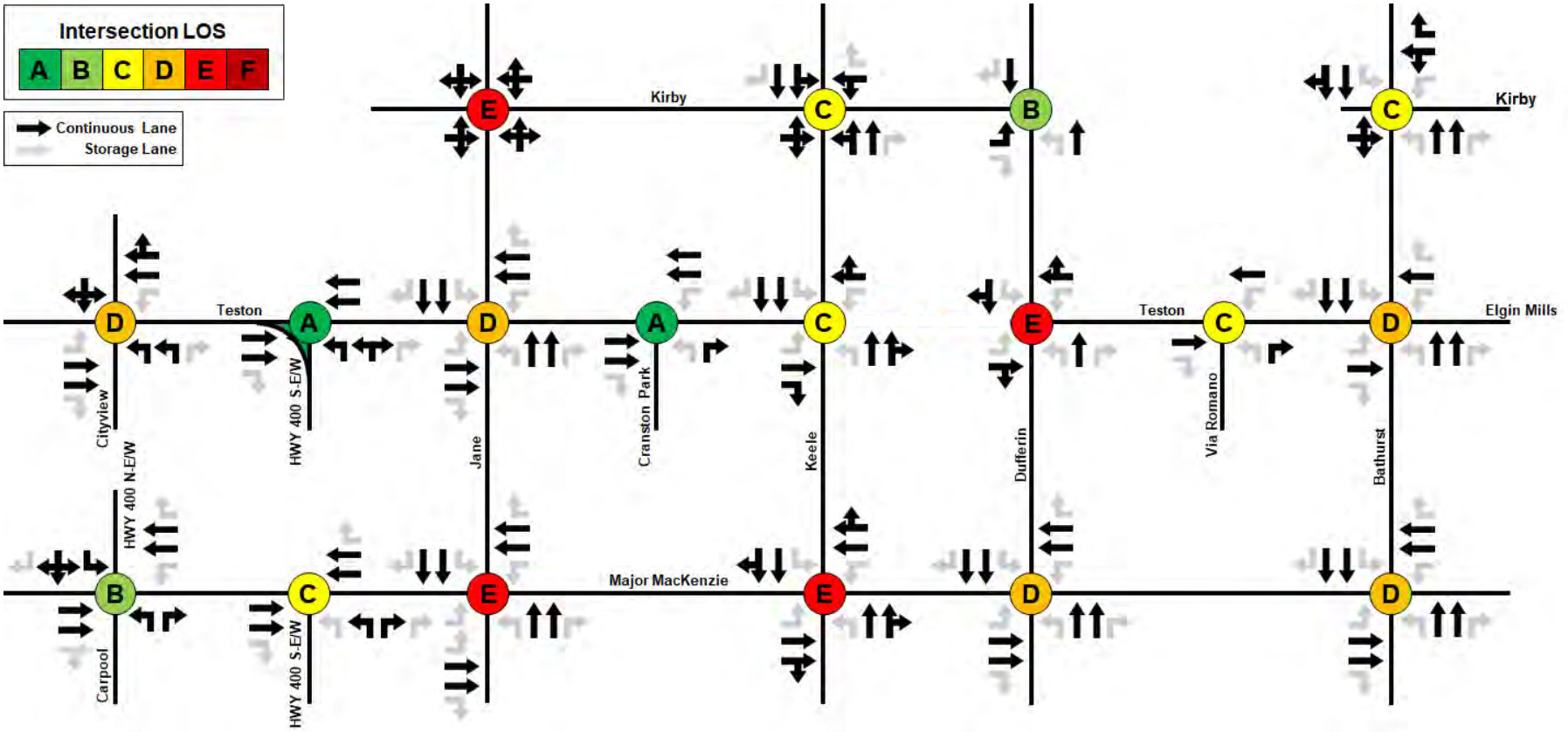
Socio-Economic Environment



Cultural Heritage Resources

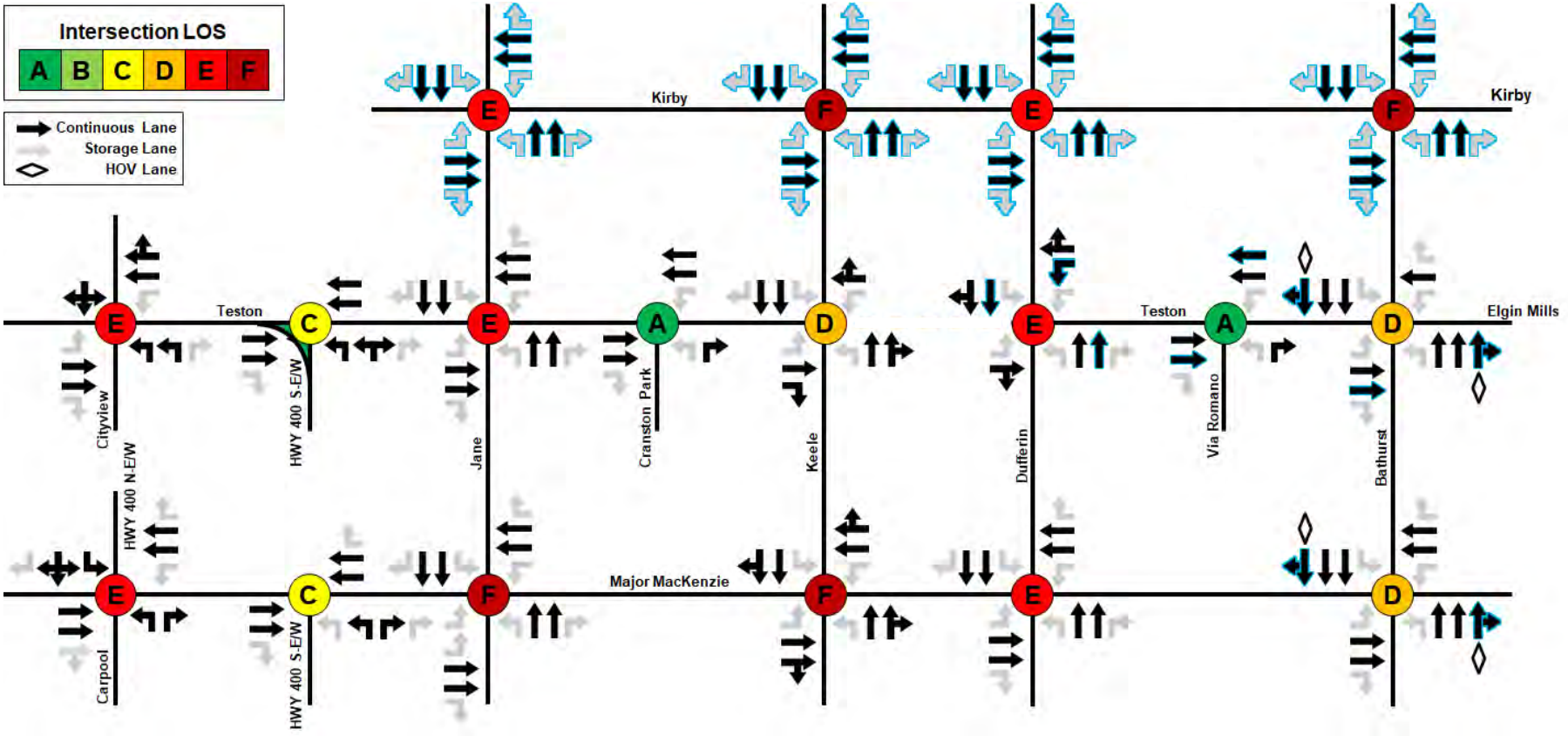


Existing* A.M. Intersection Levels of Service (LOS)



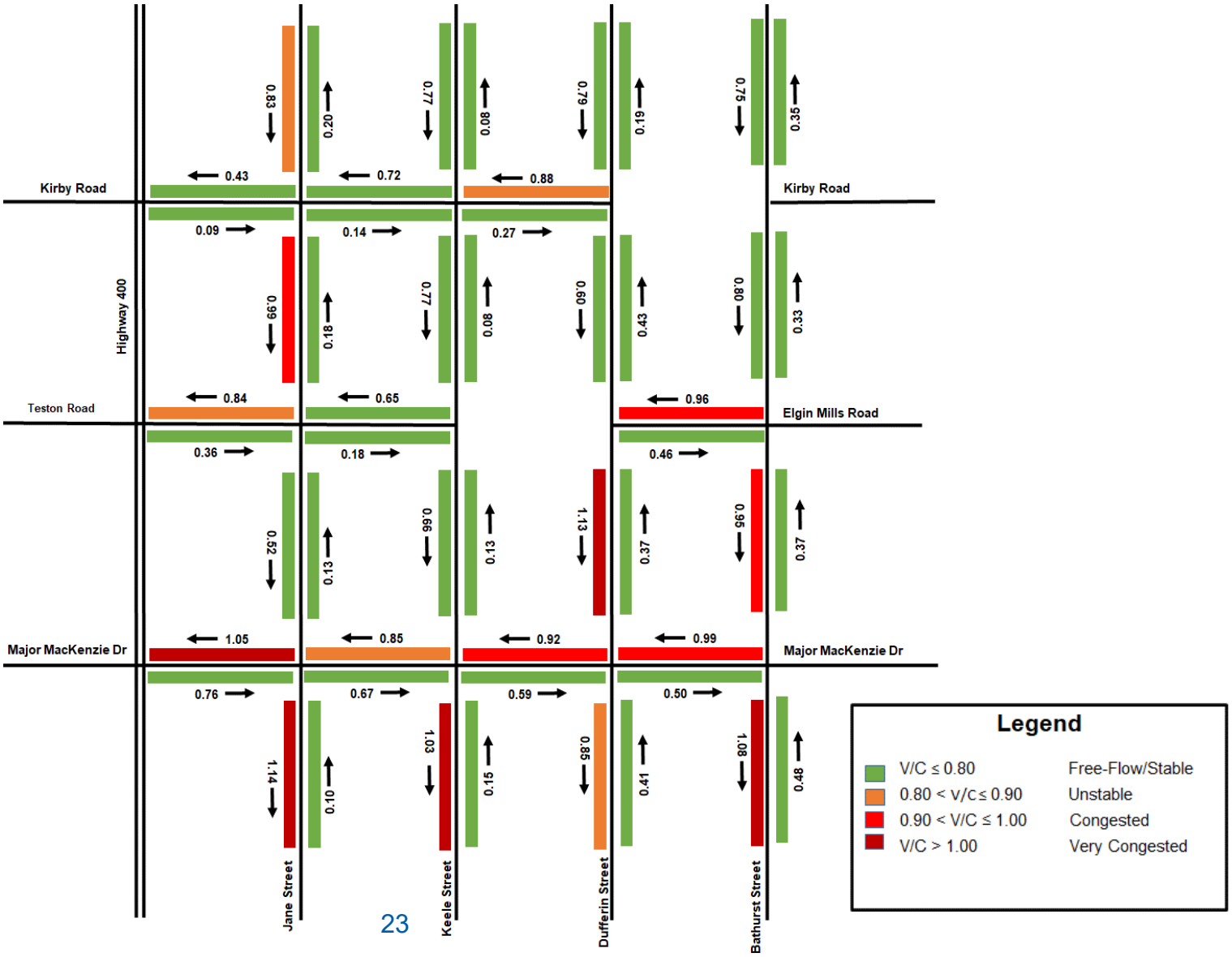
*Pre-COVID-19

Future A.M. Intersection Levels of Service (LOS)



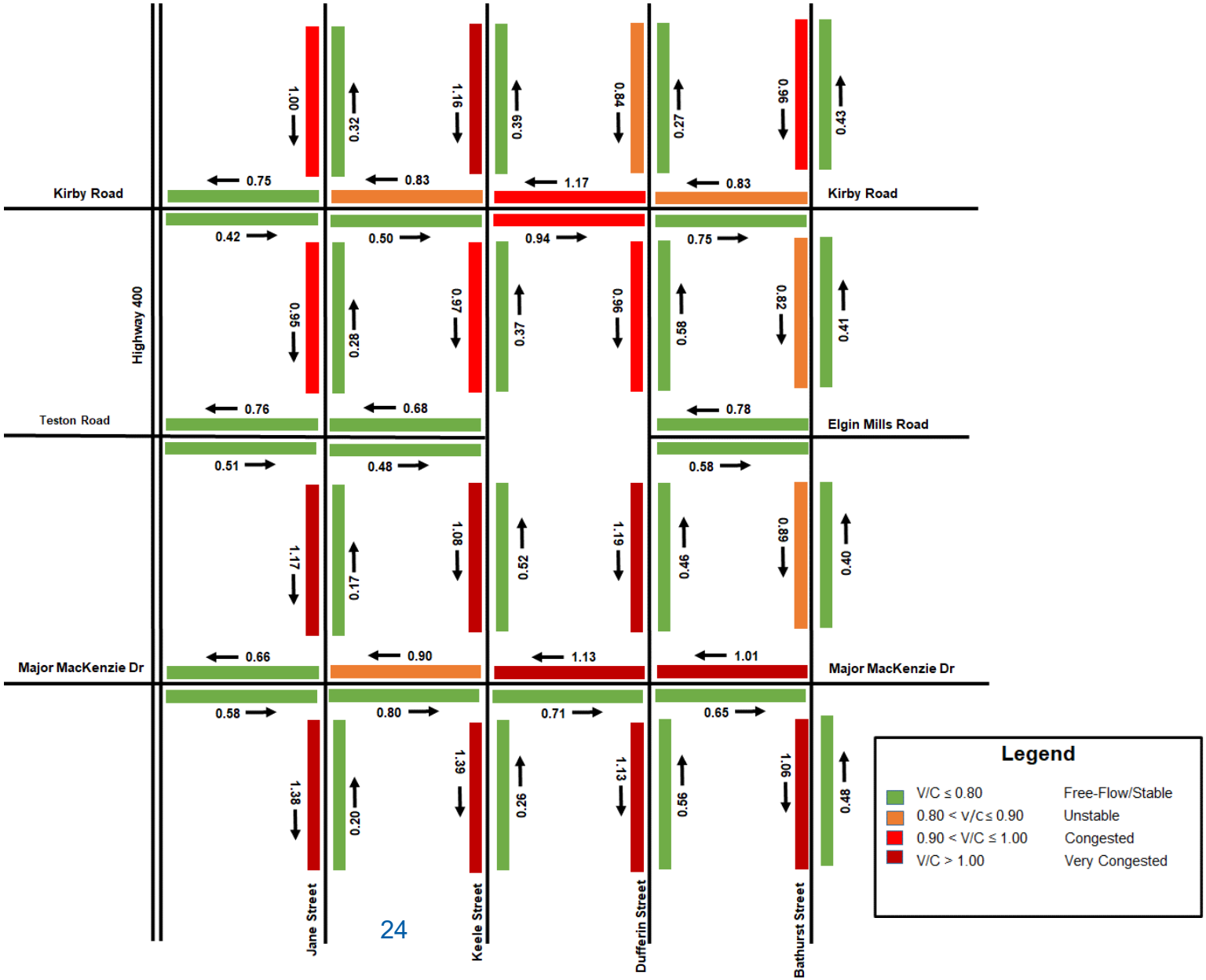
Lane arrows outlined in blue are new lanes from background study area road widenings.

Existing* A.M. Volume to Capacity Ratios



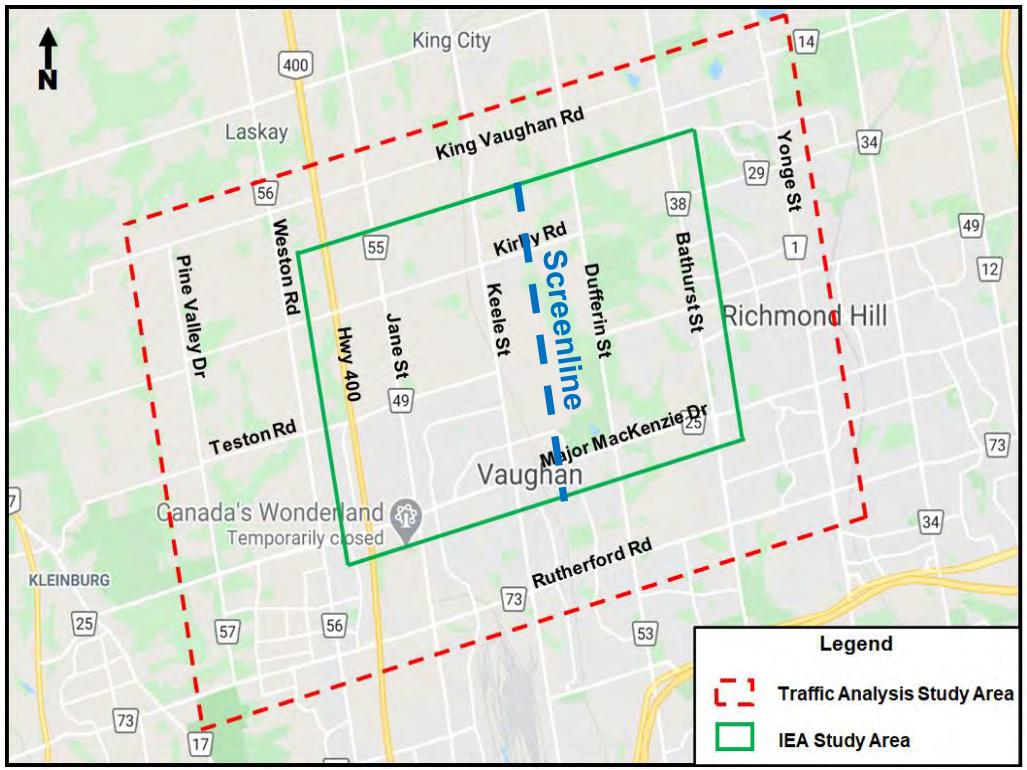
*Pre-COVID-19

Future A.M. Volume to Capacity Ratios



Future Screenline Analysis

- A Screenline is an imaginary line intersecting major routes.
- At the Kirby Road/Major Mackenzie Drive Screenline there is a 2041 a.m. westbound capacity shortfall of up to 1,800 person trips.



End of Part 1

Please watch Part 2.

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York Region

TESTON ROAD AREA TRANSPORTATION IMPROVEMENTS

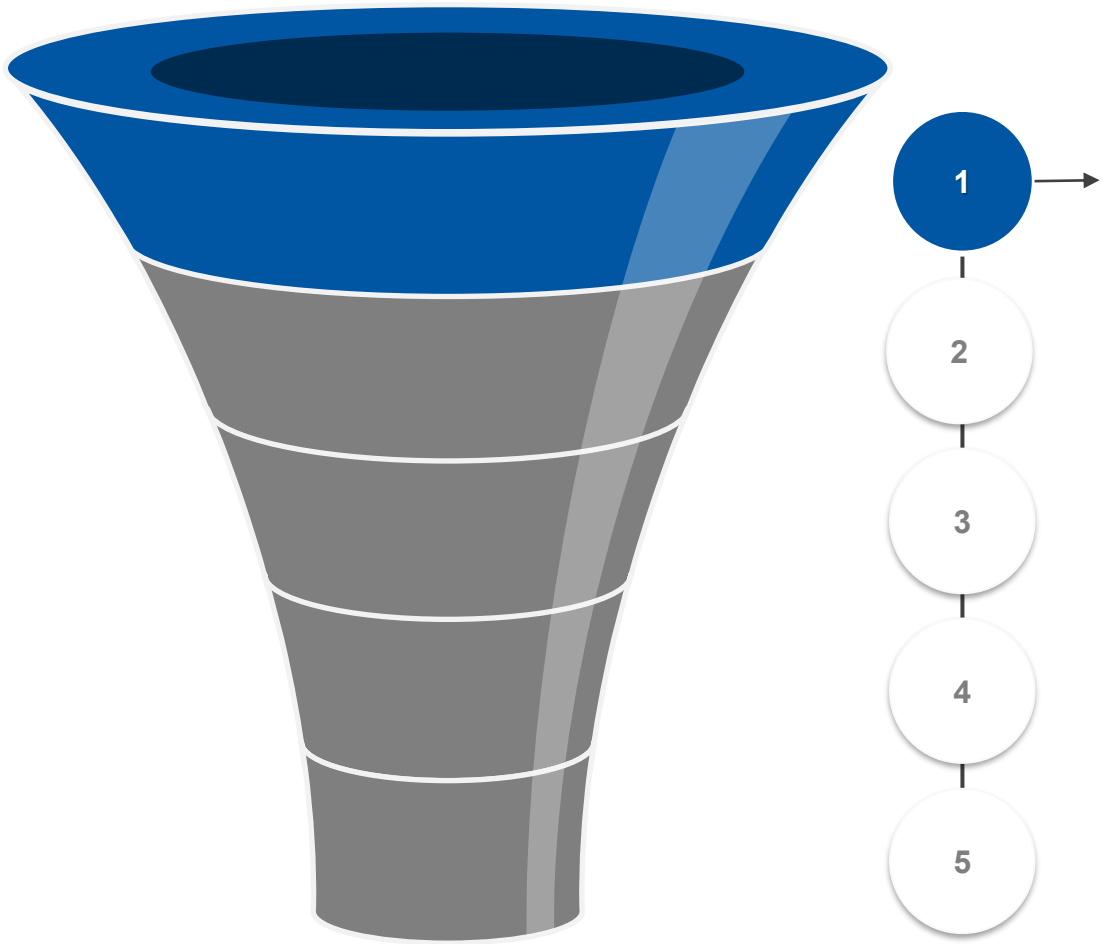
Individual Environmental Assessment

Virtual Public Open House #1

July 2021

Presentation Part 2

Process of Selecting a Preferred Alternative to the Undertaking



LONG LIST OF ALTERNATIVES

A long list of potential alternatives was identified during the Terms of Reference stage. The long list was screened at a coarse level to determine a medium list of alternatives for further analysis and evaluation.

Long List of Alternatives

1.0 Do Nothing

1.1 Do Nothing

2.0 Travel Demand Management

2.1 Shifting demand to off-peak periods

2.2 Promoting alternative transportation options (Transit, cycling, walking, etc.)

3.0 Travel Systems Management

3.1 Prioritize transit

3.2 Intelligent Transportation System strategies

3.3 Carpooling

3.4 Autonomous/ driverless & connected vehicles

3.5 Providing real-time information to users

3.6 Ride-sharing services

3.7 Park and Ride facilities

3.8 Intersection improvements

3.9 High Occupancy Vehicle Lanes

3.10 Reserved Bus Lanes

4.0 New Cycling/Pedestrian Infrastructure

4.1 New Cycling and/or Pedestrian Infrastructure

5.0 Improved and/or New Transit Services

5.1 Expand transit system capacity by increasing service frequency

5.2 Create new routes on existing corridors

5.3 Build bus rapidways on existing corridors

6.0 Improved Existing/Planned Transitways

6.1 Improved Existing / Planned Transitways

7.0 New Transitways

7.1 New Transitways

8.0 Improved Existing Roadways

8.1 Improved Existing Roadways

9.0 New Roadways

9.1 New Roadways

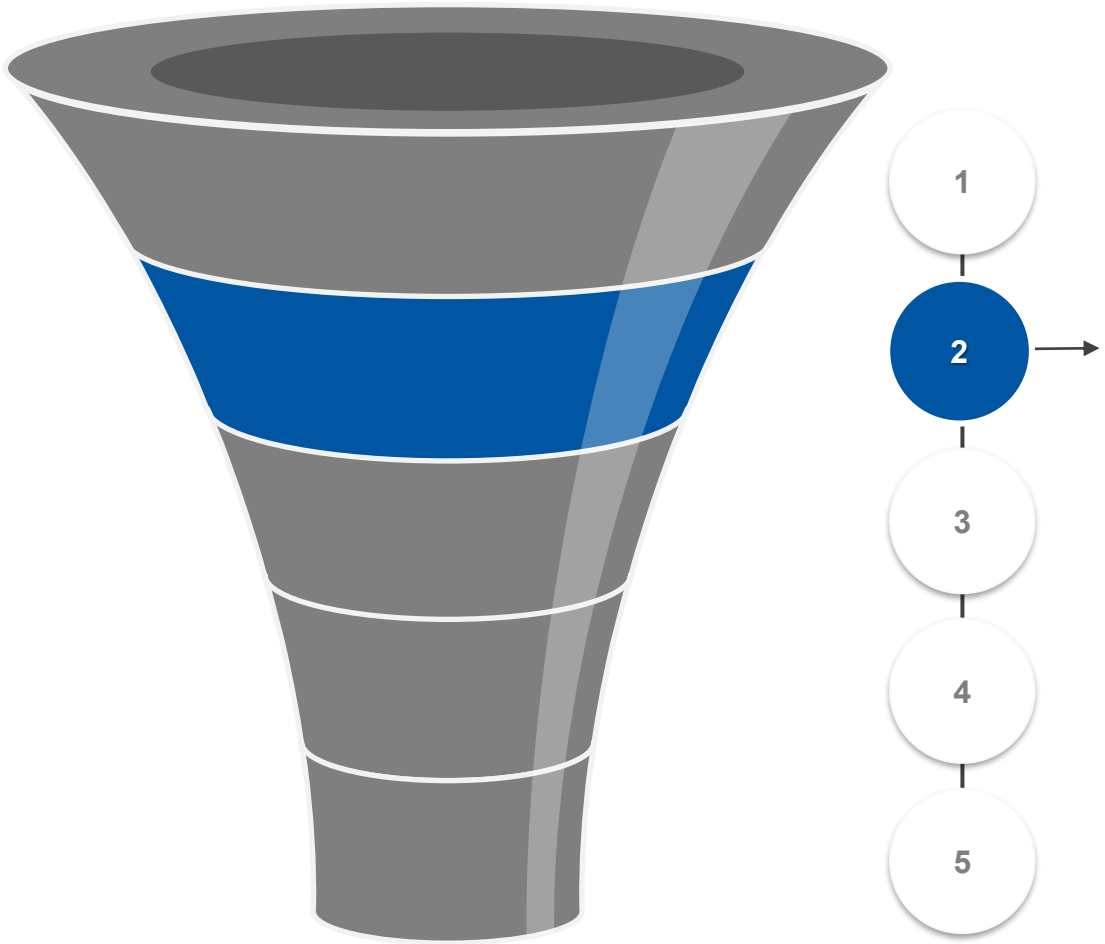
10.0 Combinations of the above

10.1 Combinations of the above

Long List of Alternatives

- The long list of alternatives was screened to produce a medium list of general types of alternatives
- Alternatives that could not significantly address the problems/ opportunities as either a stand-alone or combination alternative were not carried forward
- Many of the alternatives not carried forward from the long list (e.g. 2.0 Travel Demand Management, 3.0 Transportation System Management) are still anticipated to contribute to future transportation needs
- 5.3 Build Bus Rapidways on Existing Corridors, 6.0 Improved Existing/ Planned Transitways and 7.0 New Transitways were not carried forward. Existing transit corridor plans for Major MacKenzie Drive will address future east-west rapid transit needs within the study area.

Process of Selecting a Preferred Alternative to the Undertaking



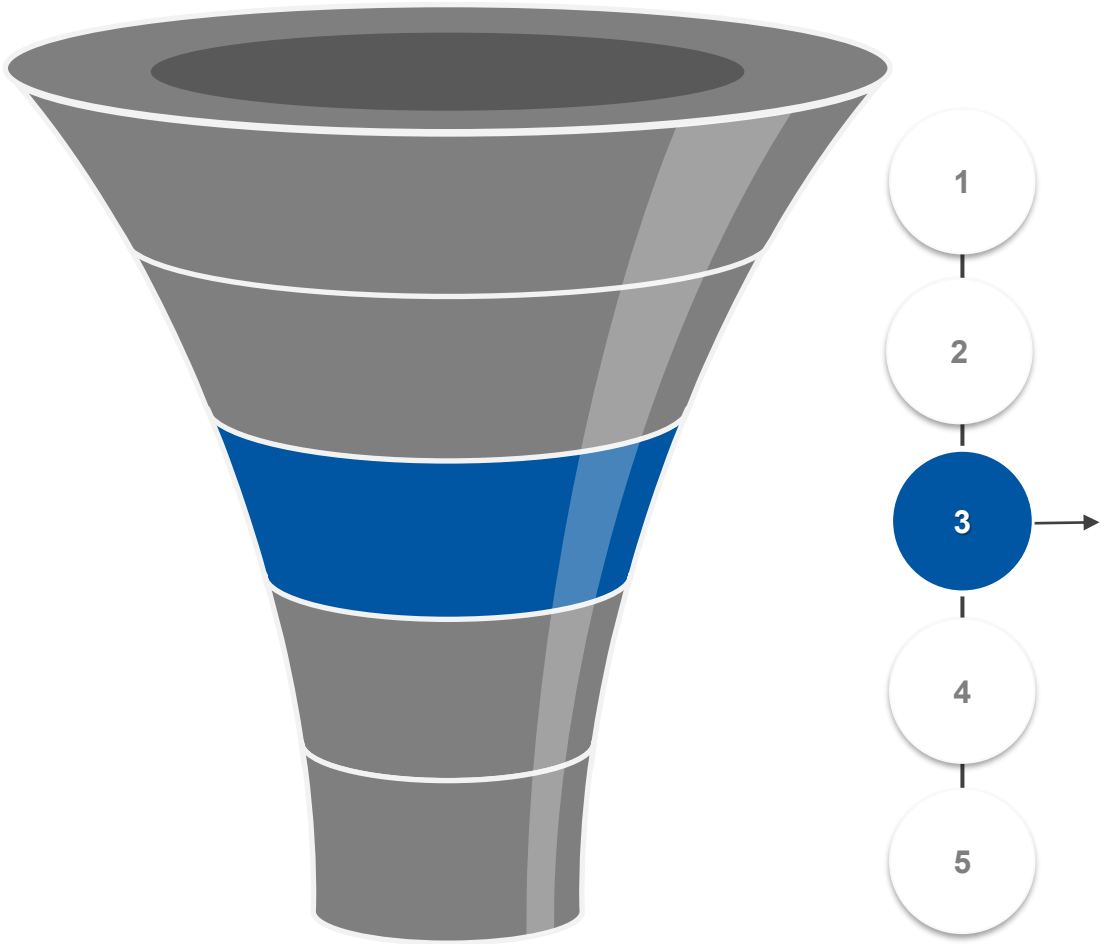
MEDIUM LIST OF ALTERNATIVES

The medium list of alternatives provided a more manageable number of alternatives that were more likely to address the problems and opportunities.

Generating Alternatives

- Screening of the long list of alternatives led to two stand-alone alternative categories and three combination alternative categories being carried forward
  - **Stand-Alone Alternatives**
    - Alternative Category 1.0 – Do Nothing (for comparison only)
    - Alternative Category 9.0 – New Roadways
  - **Combination Alternatives**
    - Alternative Category 4.0 – New Cycling and/or Pedestrian Infrastructure
    - Alternative Category 5.0 – Improved and/or New Transit Services
      - Increased Service Frequency or New Transit Routes on Existing Corridors
    - Alternative Category 8.0 – Improved Existing Roadways
      - One- or Two-Lane Road Widenings for High Occupancy Vehicle (HOV) Lanes or General Purpose Lanes (GPLs)

Process of Selecting a Preferred Alternative to the Undertaking



MEDIUM LIST ANALYSIS

Alternatives were removed if they could not realistically address the identified problems and opportunities and/or were not compliant with York Region policy.

Short Listing of Alternatives

- Two Stand Alone Alternatives were carried forward:
  - Category 1.0 – Do Nothing (2041 TMP Network excluding Teston Road Extension from Dufferin Street to Keele Street)
    (All other Stand Alone and Combination Alternative build on the above)
  - Category 9.0 – New Roadways – 4 Lane Teston Road Extension (Dufferin Street to Keele Street - including Pedestrian/Cycling Facilities)
- Combination Alternatives were generated which combined the following alternatives: New Cycling and Pedestrian Infrastructure; Improved and/or New Transit Services, and/or, Improved Existing Roadways.

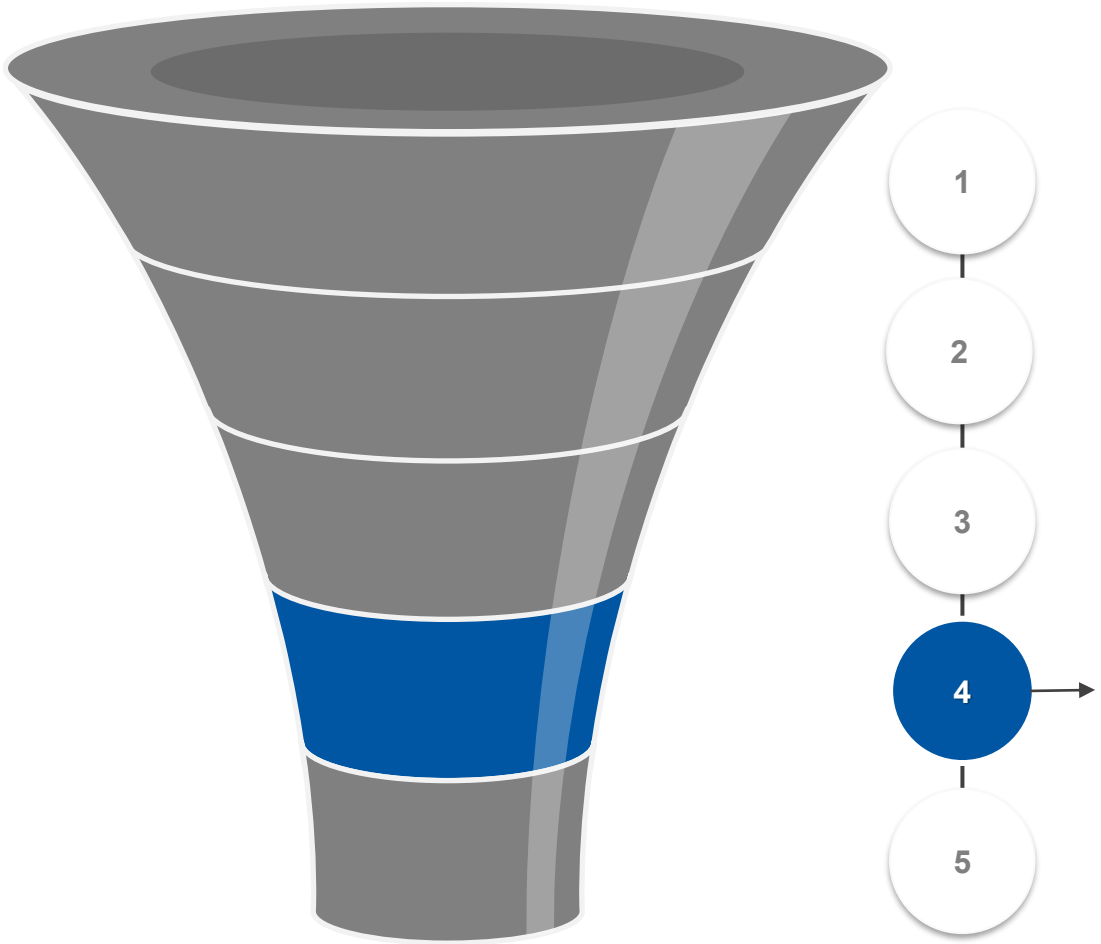
Short Listing of Alternatives

- A New Cycling and Pedestrian Only Link across the Don River Valley along the Teston Road Extension (Dufferin Street to Keele Street) alignment was included in all Combination Alternatives
- The potential for Improved and/or New Transit Services to carry a significantly increased share of trips was assessed (equivalent to up to 1 or 2 lanes of new roadway capacity)
  - Transit Mode Share of total westbound A.M. peak hour trips is already projected to increase from 3% in 2016 to up to 13% in 2041.
  - While Transit will make a significant key contribution to future travel it is not considered likely to accommodate significantly increased travel by 2041 above and beyond a 13% Transit Mode Share within the study area.
- Therefore, improved and/or New Transit Services were not carried forward as part of the Short-Listed Combination Alternatives

Short Listing of Alternatives

- Improved Existing Roadway alternatives considered adding 1 to 2 General Purpose Lanes (GPLs) or 1 High Occupancy Vehicle (HOV) lane per direction to various roadways above and beyond planned future (2041 TMP) improvements.
  - Roadway Widening Concepts included sections of Kirby Road, Major MacKenzie Drive, Dufferin Street, Keele Street and/or Teston Road.
  - York Region policy does not support 8-lane roadways and only supports 6-lane roadways where 2 lanes are for Transit/HOV – therefore most of the roadway improvement/widening concepts were screened out.
  - Two of the Improved Existing Roadway concepts were carried forward which also included a new Cycling and Pedestrian Only Link along the Teston Road Extension (Dufferin Street to Keele Street) alignment.
- Overall, four Alternatives to the Undertaking were short-listed and carried forward for further assessment and evaluation.

Process of Selecting a Preferred Alternative to the Undertaking

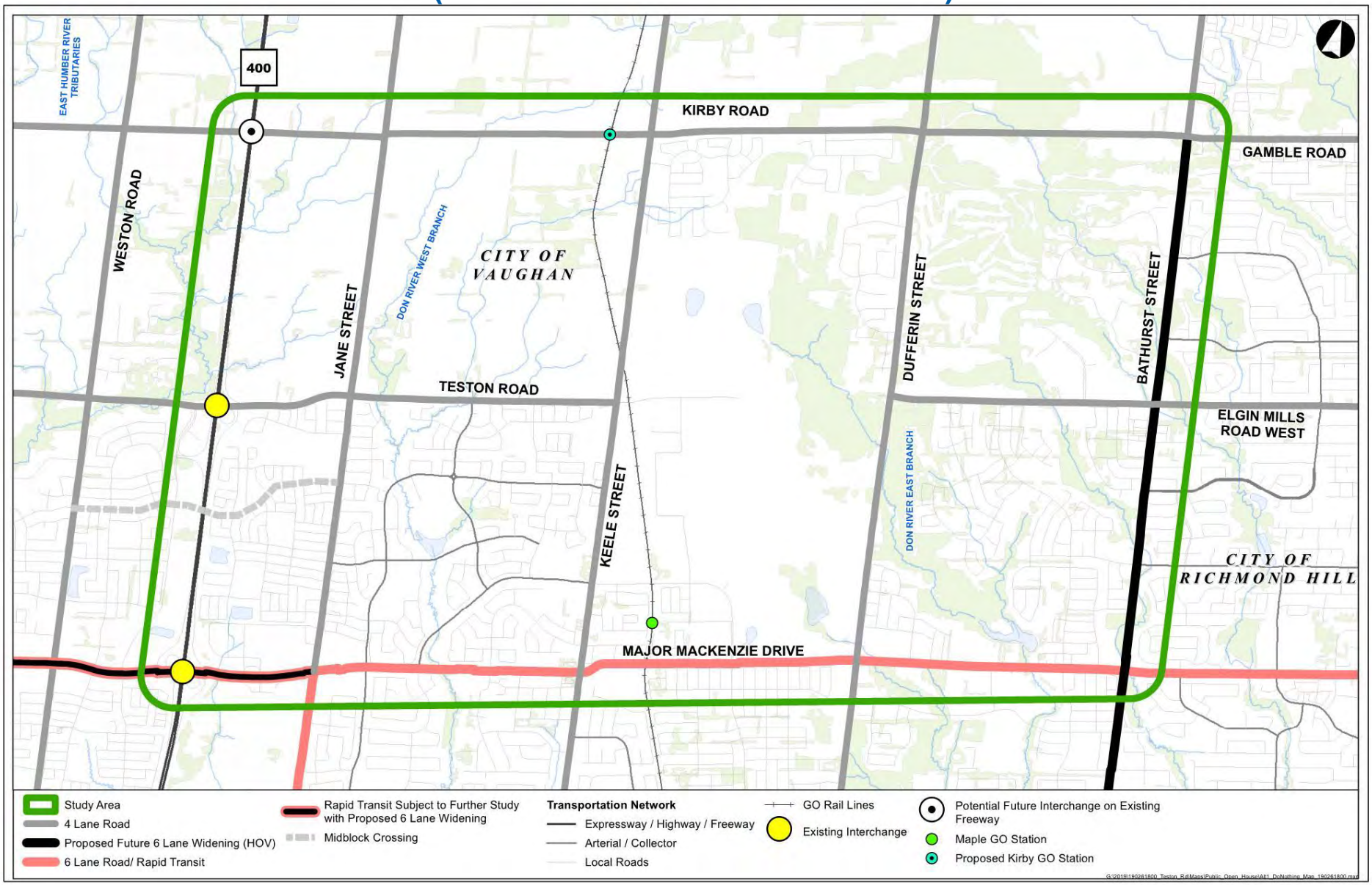


SHORT LIST EVALUATION

A short list of alternatives was evaluated against the Terms of Reference criteria to determine the Recommended Alternative to be carried forward for consultation and feedback.

Alternative 1

Do Nothing – Planned 2041 Transportation Network excluding Teston Road Extension (Keele Street to Dufferin Street)



Alternative 1

Do Nothing – Planned 2041 Transportation Network excluding Teston Road Extension (Keele Street to Dufferin Street)

Advantages

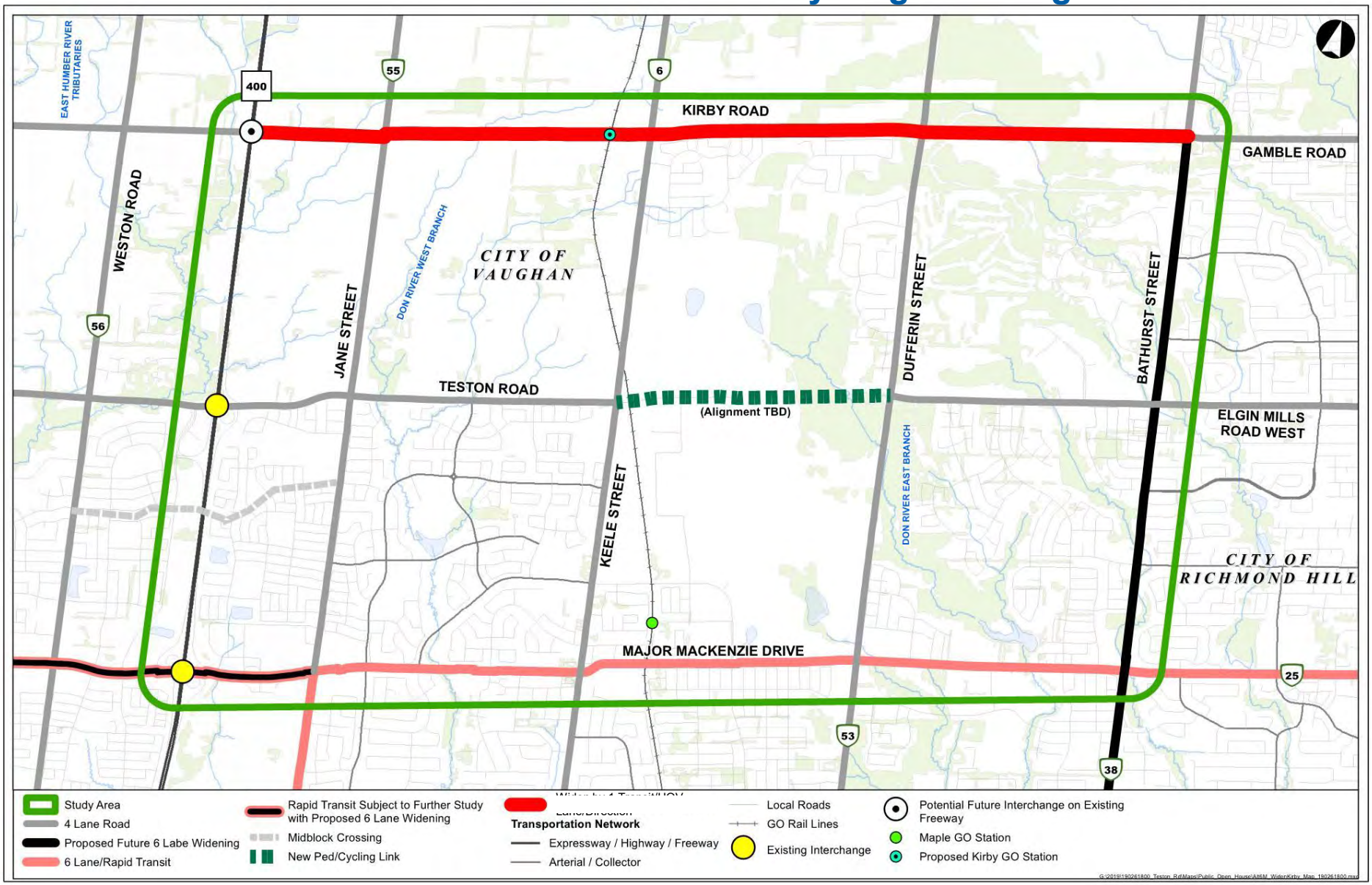
- No additional environmental 'footprint' impacts
- Does not impact cultural heritage resources
- Does not impact landfills, contaminated properties, terrestrial or aquatic environments
- No construction impacts

Disadvantages

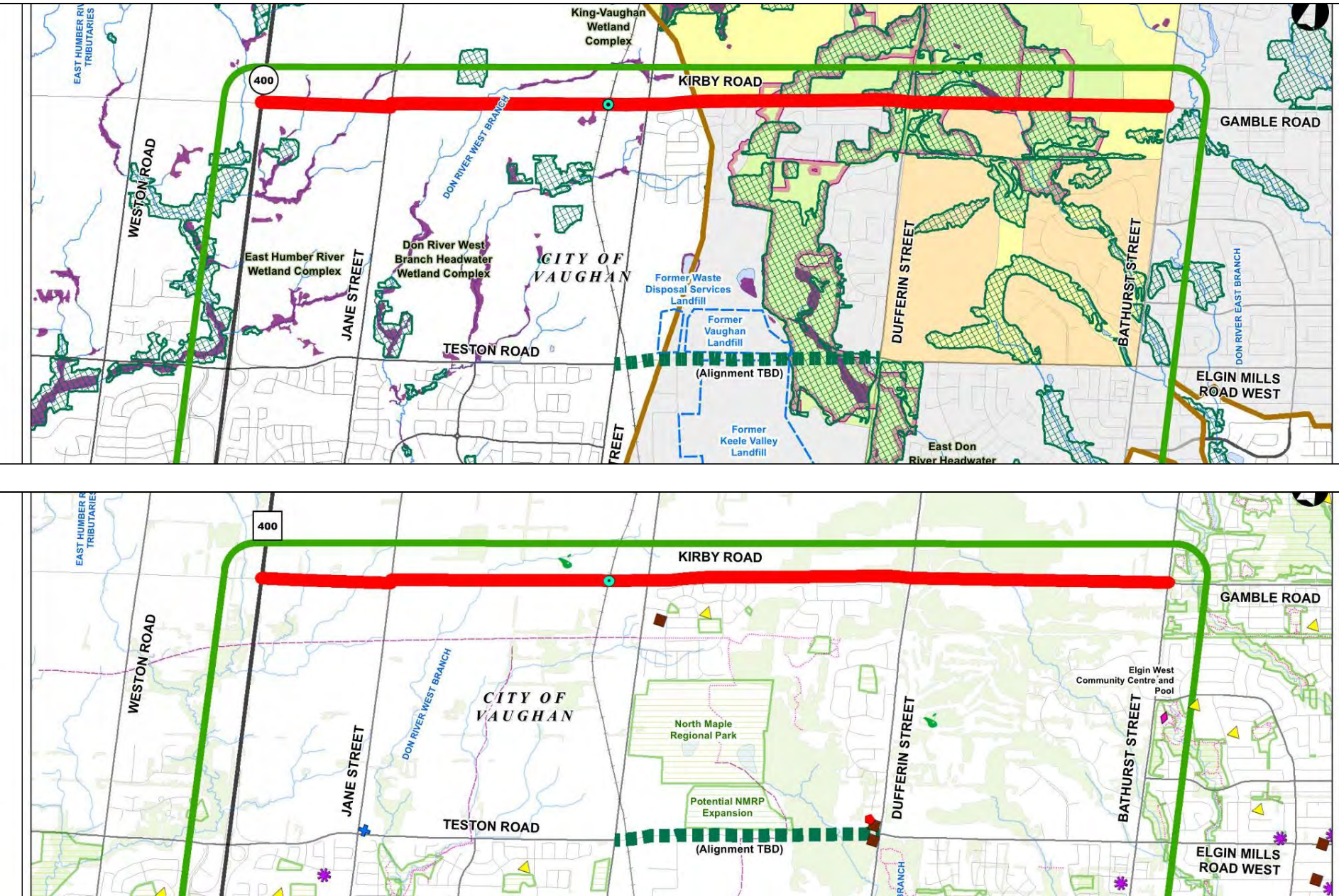
- Does not address discontinuity on Teston Road and limits mobility and access for all modes of travel within the study area and beyond including to Highway 400
- Does not address future east-west travel demand
- Does not reduce travel times and results in significant out-of-way travel
- Increased congestion causes safety issues
- Contributes more to emissions and climate change as congestion increases
- Does not benefit the local economy by increasing movement of goods/people

Alternative 2

Widening of Kirby Road (Bathurst Street to Highway 400) from 4 to 6 Lanes with 2 new Transit/HOV Lanes + Pedestrian / Cycling Crossing of Don River



Alternative 2 – Natural and Socio-Economic Effects



Alternative 2

Widening of Kirby Road (Bathurst Street to Highway 400) from 4 to 6 lanes with 2 new Transit/HOV Lanes + Pedestrian / Cycling Crossing of Don River

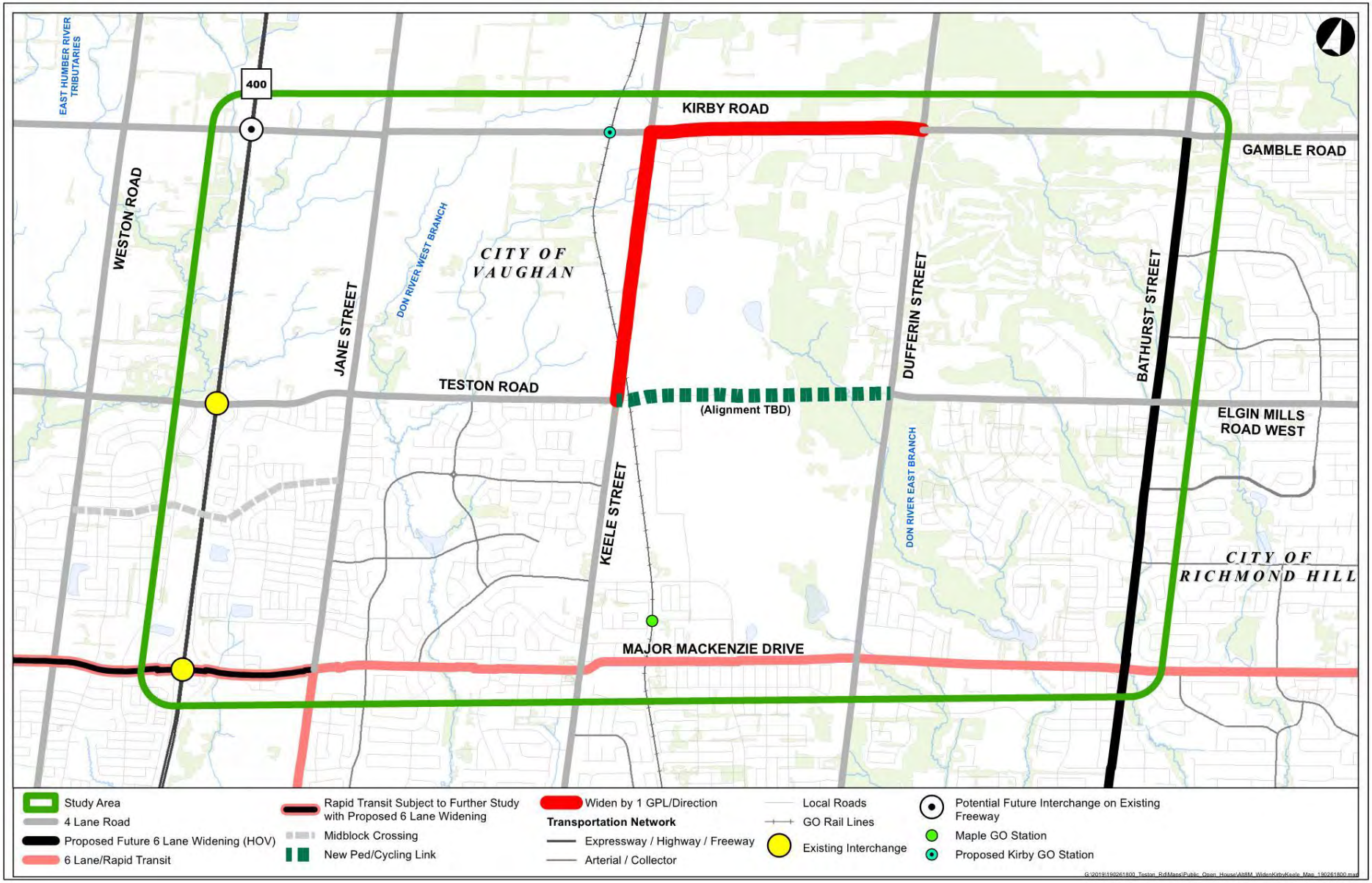
Advantages

- Less potential to impact landfills vs. Alternative 4.
- Would provide some benefit to economy through increased movement of goods/people.
- Opportunity for High Occupancy Vehicle lanes and improved access to Kirby GO station.
- Addresses discontinuity of Teston Road for Active Transportation users.
- Moderate constructability issues.

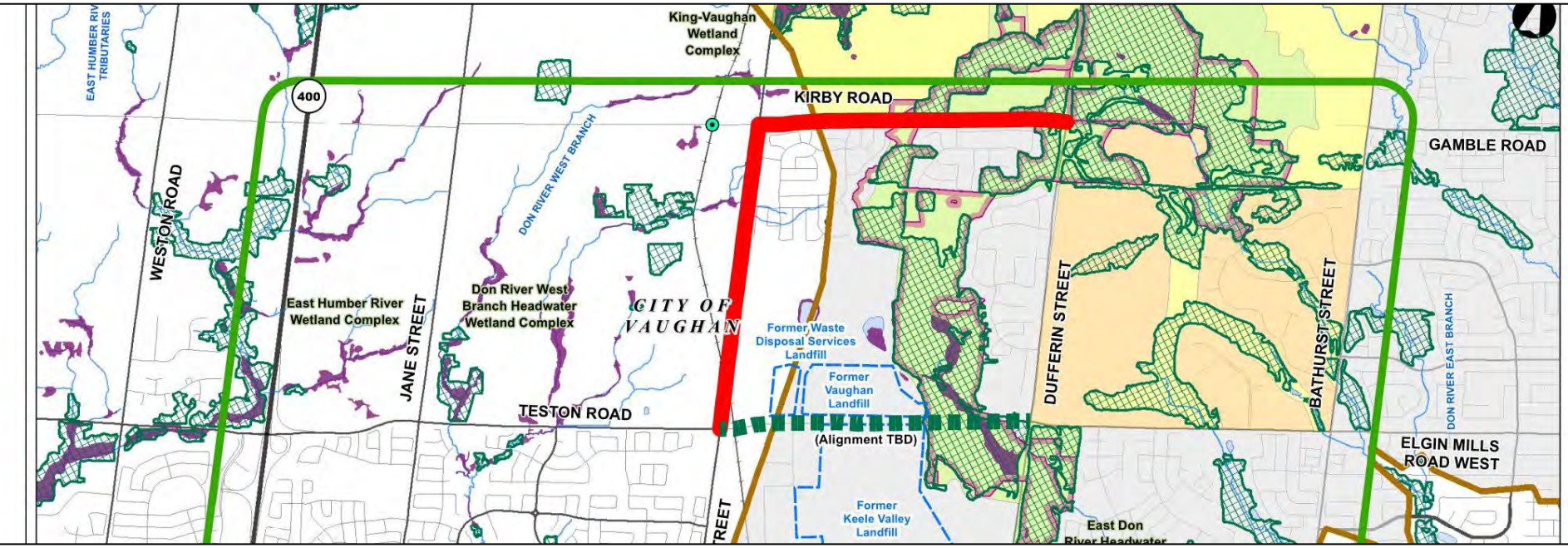
Disadvantages

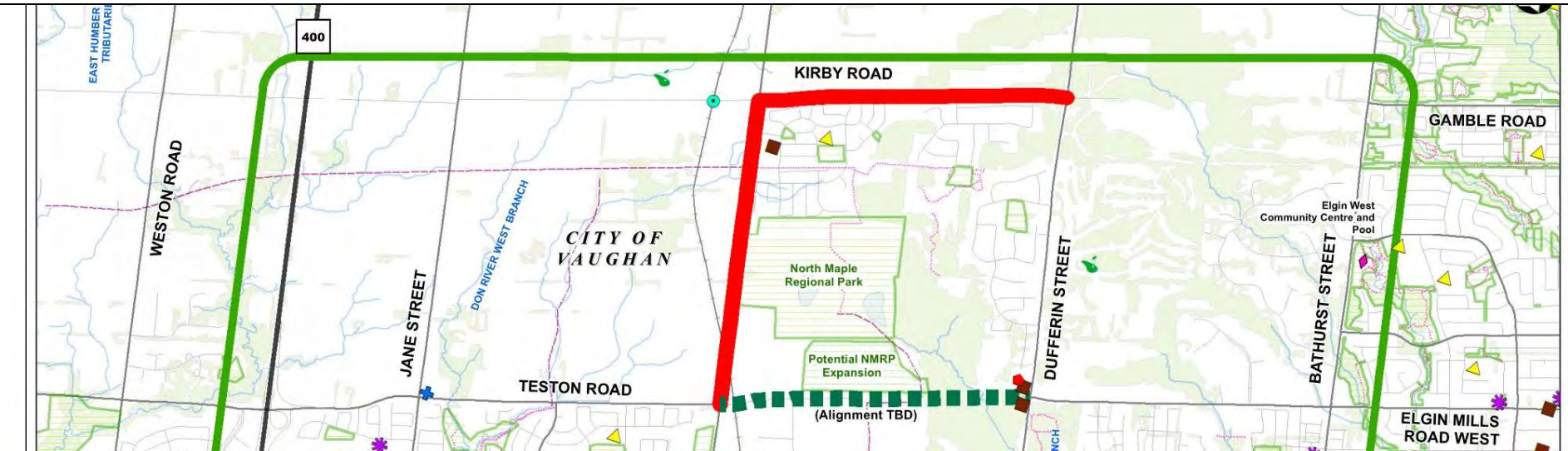
- Does not address the discontinuity for vehicles along Teston Road.
- Only partially addresses travel demand, reduction in travel times, and safety.
- Value is reduced if interchange not built at Highway 400 and Kirby Road.
- Kirby Road intersections at Keele Street and Jane Street well over capacity.
- Impacts a larger area of the Oak Ridges Moraine.
- Increased traffic near noise sensitive areas.

Alternative 3 – Widen both Kirby Road (Dufferin Street to Keele Street) and Keele Street (Kirby Road to Teston Road) from 4 to 6 lanes + Pedestrian/Cycling Crossing of Don River



Alternative 3 – Natural and Socio-Economic Effects





Alternative 3 - Widen both Kirby Road (Dufferin Street to Keele Street) and Keele Street (Kirby Road to Teston Road) from 4 to 6 Lanes + Pedestrian/Cycling Crossing of Don River

Advantages

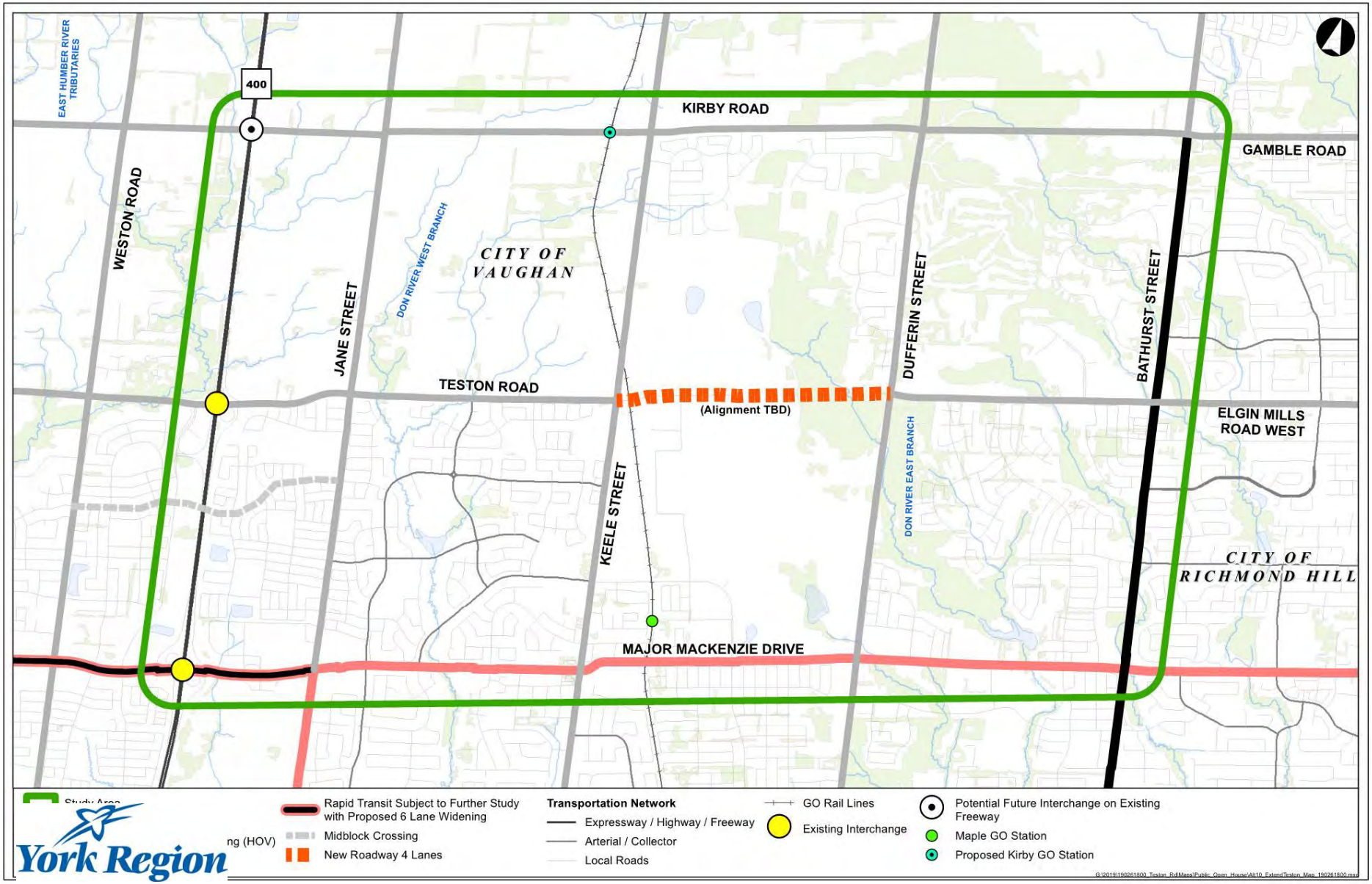
- Less impact to terrestrial and aquatic environments vs. Alternatives 2 and 4.
- Does not impact any wetlands.
- Less potential impact to landfills vs. Alternative 4.
- Less impact to the Oak Ridges Moraine area vs. Alternative 2.
- Would provide some benefit to economy through increased movement of goods/people.
- Addresses discontinuity of Teston Road for Active Transportation users.
- Easier to construct.

Disadvantages

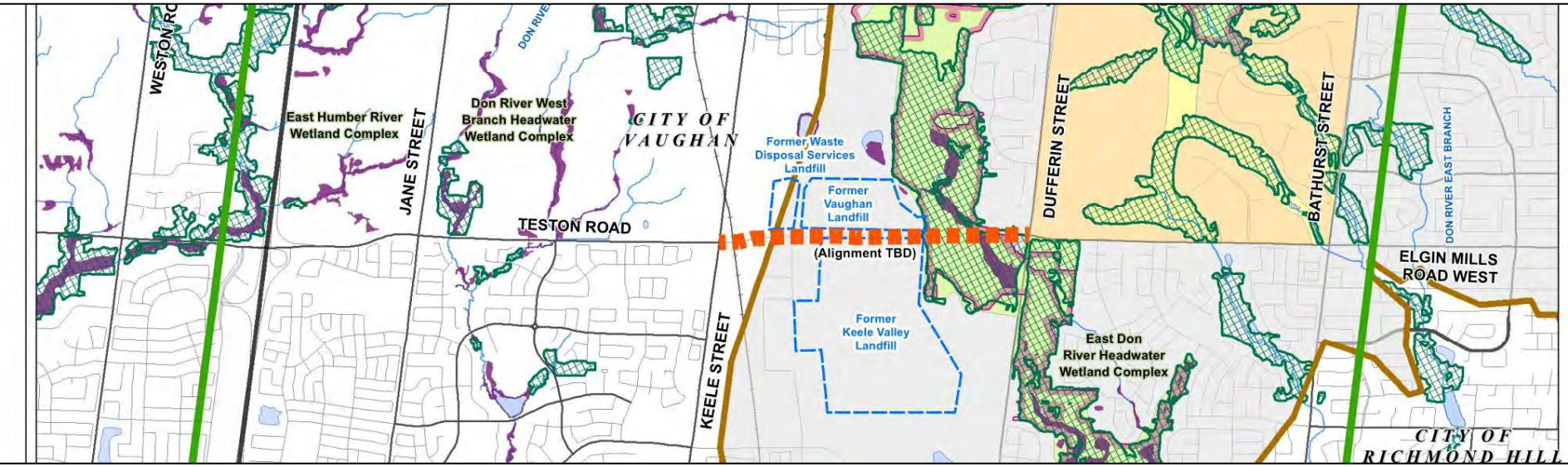
- Does not address discontinuity for vehicles along Teston Road.
- Only partially addresses travel demand, reduction in travel times, and safety.
- Kirby Road intersections at Keele Street and Jane Street well over capacity.
- Results in higher emissions, impacting air quality and climate change.
- Potential to impact cultural heritage resources.

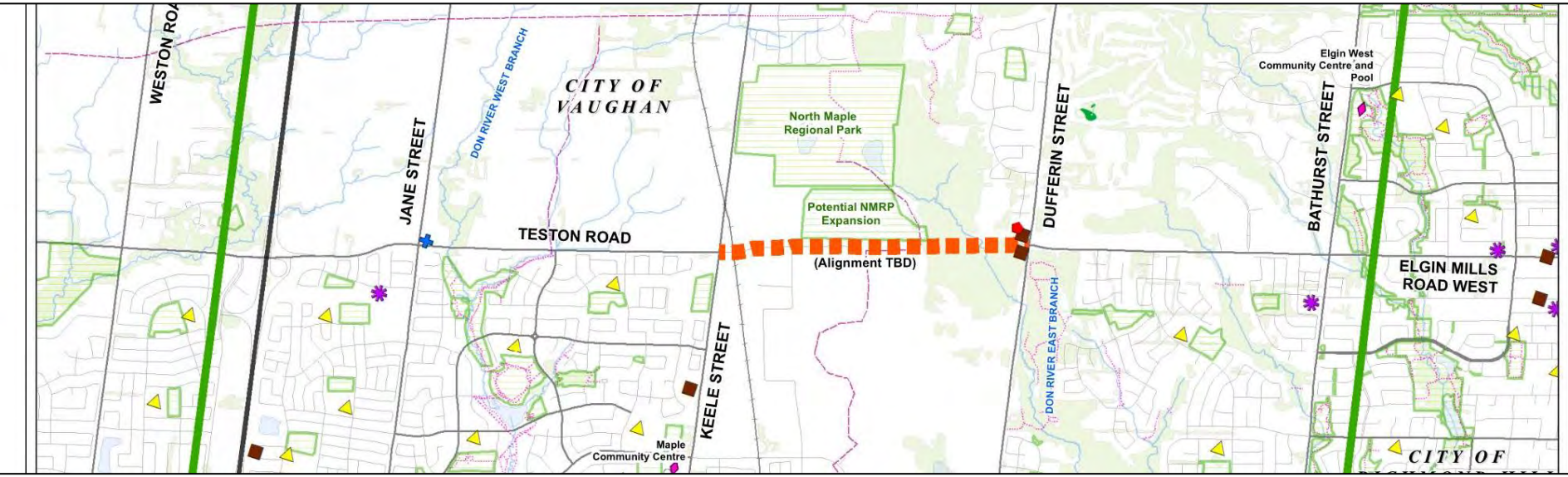
Alternative 4

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



Alternative 4 – Natural and Socio-Economic Effects





Alternative 4

New Four-Lane Teston Road (Dufferin Street to Keele Street) with Pedestrian / Cycling Facilities and Transit Service

Advantages

- Completes the transportation network.
- Less impact to Oak Ridges Moraine vs. Alternative 2 with potential to span much of it.
- Reduces emissions, a benefit to air quality and climate change.
- Provides benefit to economy through increased movement of goods/people.
- Enhances east-west mobility and accessibility for all modes of travel.
- Addresses Teston Road discontinuity for all users.
- Reduces out-of-way trips and travel time for all modes of travel.
- Increases safety for all modes of travel and improves access for emergency vehicles.

Disadvantages

- Largest potential impact to the natural environment.
- Close proximity to landfills may result in conflicts.
- Potential to impact cultural heritage resources.
- Potential loss of property access at GO line crossing.
- More complex to construct.

EVALUATION CRITERIA

Survey Question 5

Survey available at York.ca/TestonRoad

NATURAL ENVIRONMENT

- Impact on fish and fish habitat, waterbodies
- Impact to terrestrial species, trees and vegetation
- Impact to landfills and contaminated properties
- Impact to air quality and climate change

SOCIO-ECONOMIC ENVIRONMENT

- Compliance with Regional and Provincial development policies
- Impact on noise emissions
- Impacts to local/regional economy



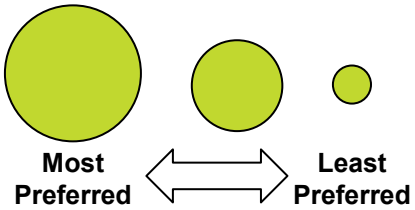
TRANSPORTATION

- Ability to address transportation study's problems/opportunities
- Complexity to construct
- Contributions to safety

CULTURAL ENVIRONMENT

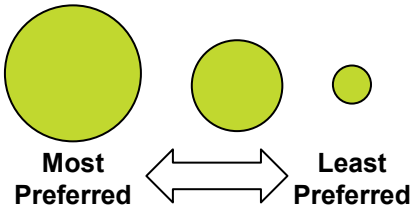
- Impact to archaeological resources
- Impact to built heritage features

Evaluation of Alternatives
1.0 - Natural Environment - DRAFT



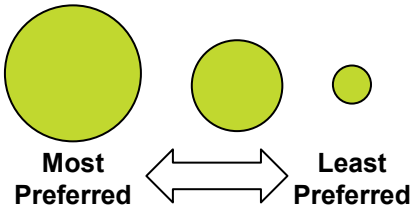
	Alternative 1 'Do Nothing'	Alternative 2 Kirby Widening	Alternative 3 Kirby + Keele Widening	Alternative 4 Teston Extension
Fish & Fish Habitat				
Terrestrial Ecosystems				
Landfills & Contaminated Properties				
Air Quality				
Climate Change				
Summary				

Evaluation of Alternatives
2.0 – Socio-Econ. Envt. - DRAFT



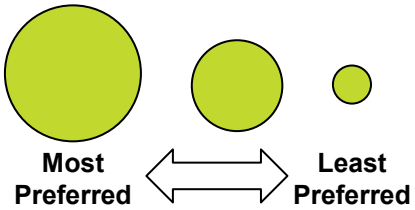
	Alternative 1 'Do Nothing'	Alternative 2 Kirby Widening	Alternative 3 Kirby + Keele Widening	Alternative 4 Teston Extension
Provincial Land Use Planning				
Regional/Municipal Polices & Land Use Planning				
Local Development				
Transportation Noise				
Regional/Municipal Economy				
Summary				

Evaluation of Alternatives
3.0 – Cultural Environment - DRAFT



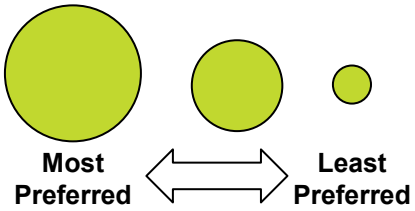
	Alternative 1 'Do Nothing'	Alternative 2 Kirby Widening	Alternative 3 Kirby + Keele Widening	Alternative 4 Teston Extension
Built Heritage/ Cultural Heritage Landscapes				
Archaeological Resources				
Indigenous Sites				
Summary				

Evaluation of Alternatives
4.0 – Transportation - Part 1 - DRAFT



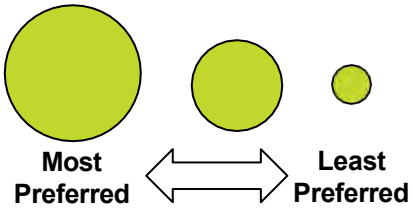
	Alternative 1 'Do Nothing'	Alternative 2 Kirby Widening	Alternative 3 Kirby + Keele Widening	Alternative 4 Teston Extension
TDM/TSM				
Enhanced Modal Integration				
Accommodates Travel Demand				
Addresses Teston Road Discontinuity				

Evaluation of Alternatives
4.0 – Transportation - Part 2 - DRAFT



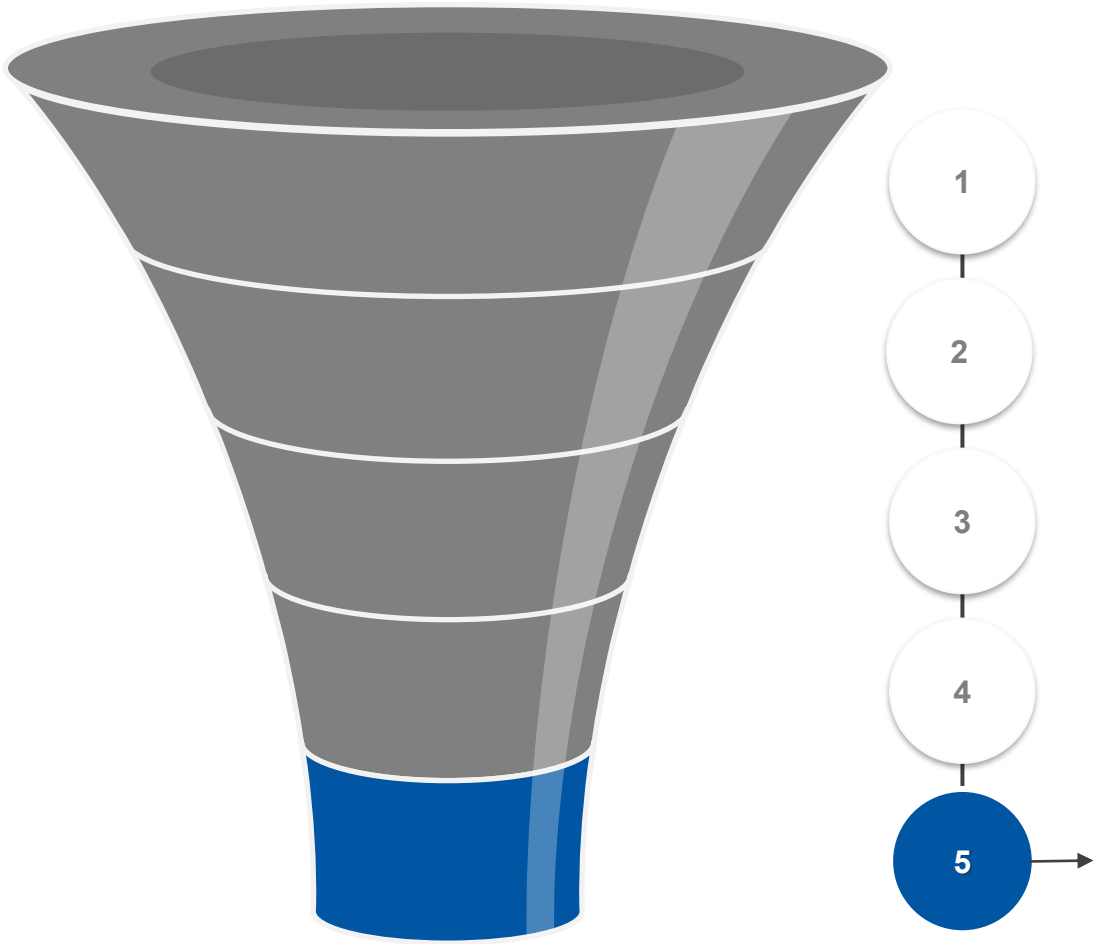
	Alternative 1 'Do Nothing'	Alternative 2 Kirby Widening	Alternative 3 Kirby + Keele Widening	Alternative 4 Teston Extension
Travel Time				
Safety				
Constructability				
Summary				

Evaluation of Alternatives Summary - DRAFT



	Alternative 1 'Do Nothing'	Alternative 2 Kirby Widening	Alternative 3 Kirby + Keele Widening	Alternative 4 Teston Extension
Natural Environment				
Socio-Economic Environment				
Cultural Environment				
Transportation				
Summary				

Process of Selecting a Preferred Alternative to the Undertaking



PREFERRED ALTERNATIVE

Subject to feedback received, a Preferred Alternative will be selected for further study.

Recommended Alternative to be Carried Forward

Survey Question 6

Survey available at York.ca/TestonRoad

- Based on the evaluation of alternatives it is recommended that Alternative 4: Teston Road Extension, be carried forward to the next phase of the project.
- Consultation is being undertaken with the public and various other stakeholders to obtain feedback and to confirm the recommendation.
- If Alternative 4 is confirmed as the Preferred Alternative the next phase will include:
  - Examination of alternative alignments and cross-sections
  - Structural alternatives for GO Rail and Don River valley crossings
  - Further evaluation of potential landfill and environmental impacts

Considerations for Alternative Methods

- Identification of Alternative Methods and measures to avoid / mitigate potential environmental impacts
- Alternative Methods will look at various alignments for a new Teston Road connection
- Design integration with public amenities such as existing or planned trails, parks or natural areas
- Ensuring a context sensitive and sustainable design solution

Next Steps

Survey Questions 7, 8, & 9

Survey available at York.ca/TestonRoad

- Review feedback received from the public and other stakeholders on the Alternatives to the Undertaking and the Recommended Alternative
- Revise evaluation of alternatives to incorporate feedback and confirm Preferred Alternative
- Generate Alternative Methods for the Recommended Alternative to the Undertaking
- Engagement with agencies and other interested groups
- Open House #2 to present Alternative Methods
  - Anticipated to be held in Fall 2021

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
- Please submit your comments on the Open House materials by August 16th, 2021
- Contact the study team at any time throughout the study to provide your feedback
- Study updates can be found at www.york.ca/TestonRoad

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York Region

THANK YOU!

APPENDIX D: GENERAL COMMENTS RECEIVED

Teston Road IEA – Open House #1 Comment Tracking Table

Date	Name/Title/Organization	Type	Comment Received
Public			
27/07/21	Shamik Pate Jyotika Patel Urjit Patel Alpi Patel Harish Sonara Priti Sonara	Email	I would strongly recommend extension of Teston Road from Dufferin to Keele st as soon as possible without delay and extension of Gamble from Bathurst to Dufferin st and lastly double lane Dufferin between Major mac and King Vaughan Rd on priority basis Thanks From
28/07/21	Jung Suk (Jane) Lee	Email	Good Morning Wayne, I received your an IEA letter yesterday with thanks. I want to attend on ONLINE OPEN HOUSE for IEA Teston Road area. Would you please send me more information for this study? I live on 1500 Teston Road since 1999, Hopefully We can have an improvement this area soon. Thank you,
28/07/21	Luigi Venir	Email	Hello, In reviewing the traffic studies performed as part of this initiative, I am interested to know more about the types traffic calming methods that would be used to maintain and potentially reduce the road noise for the existing homes along Teston Road. Would additional sound Barrier fencing be used or existing be modified? Would traffic signals be added in the high use arteries of the Upper Thornhill Estates exiting onto an even busier Teston road? As a longtime resident of the Upper Thornhill Estates, I am very concerned about the safety of the residence in the neighborhood as well as the increased noises that will impact the enjoyment of our yards. I look forward to hearing any plans. Thank You,
28/07/21	Pina	Email	Hi my name is Pina, I have a few concerns regarding the the opening of Teston rd. , I back on Teston rd. When I first moved in20 yrs. ago there was no 400 highway and it was peaceful, lot of greenery and fresh air. Since the highway opened it has become so noisy, fast cars with loud music ,trucks don't gear down and my house shakes. The pollution has gotten Freally bad, the fumes make that it hard to sit outside and enjoy nature . My trees in my garden are dying. If they are dying, can you imagine what it is doing to our health. I suffer from asthma and it's not healthy for my grandchildren to inhale the fumes. Hard to have a conversation, because of the loud noises . The beautiful Nature of Maple is already non existing ... By opening up Teston even more is not a environmental idea. They would have to put more trees, put noise blocking fences, reduce the speed limit and enforce that trucks gear down. They should put a on and off ramp on Kirby Rd. I think that will help also with traffic. 😔
29/07/21	Julian De Meneghi	Email	I'd like to be added to the mailing list. Also, at Teston and Quail Run Blvd.: - Are there plans to install a traffic signal? - What is the ROW cross section going to look like on this portion of Teston? - With this increase in traffic along Teston will there be consideration of installing a noise fence along the flanking lot lines of Quail Run?
30/07/21	Dianne Scheel	Email	Hello, Please add my email address to your mailing list.

Teston Road IEA – Open House #1 Comment Tracking Table

Date	Name/Title/Organization	Type	Comment Received
			Please consider/address the following: - YRT is a joke. If you have to take more than one bus (that requires connection with another bus), I wish you luck. They rarely connect. I recently used googlemaps to determine a route to an appointment. By vehicle the trip was 12 minutes and by transit it was 1 hour and 11 minutes. YRT needs to significantly improve the service they currently provide before they should be considered in future proposals. - I cannot see how Alternative #4 will significantly help vehicle capacity issues with the new proposed GO station on Kirby. - None of the alternatives address the impacts to the north-south travel routes. - Why is it York Region policy not to have eight vehicle lanes? Why is an update to this policy not be considered? I cannot see how making transit lanes and/or HOV lanes reduce congestion. Most people do not use public transit and/or have multiple people in their vehicles. - Have you considered how COVID-19 will impact your study? It would appear that most employers will not be requesting their employees to return to work full-time at the office. More than likely there will be a mix of work from home and work at the office; thereby, reducing travel capacity/congestion impacts. - If Alternative #4 is being recommended by YR, the study does not address how this recommendation will increase travel on Dufferin (already red with congestion based on your presentation) with only one lane each direction just north of Major MacKenzie. If Alternative #4 moves forward, why have you not considered the widening of Dufferin (just north of Major Mac) at the same time? - It appears that this "transportation improvement" only addresses east/west travel without considering the north/south travel impacts of this "transportation improvement" at the same time. The presentation does not address the how your improvements to east/west travel will impact north/south travel for each of the alternatives presented. - Please explain why you want to increase traffic at Teston Road and Dufferin (under Alternative #4) when Dufferin only has two lanes at this intersection and is already heavily congested? Thank you. Dianne Scheel
7/08/21	Gerry Wang	Email	An initial email from **June, 2015** indicated displeasure in the lack of a prioritized Teston Rd connection in the York Region Transportation Master Plan **2021 Email:** Hello, thanks for looking at Teston Road Extension Project again, Teston Road discontinuity is a long pending project, supposed to be started years ago. I am glad your team is doing more assessments now. Vaughan, Maple town is one of fastest growth population area in the province, more townhomes and condos have been built in this area recently. Missing a critical east-west main road at Elgin Mill Rd/Teston between Highway 400 and Bayview Ave is one of the reasons for the gridlock. Your team understand this situation more than others, Teston Road discontinuity caused over-capacity on Major Mackenzie West Dr during rush hours and I believe traffic jams between Dufferin and Highway 400 is due to the drivers can not use Teston onto teh Highway 400. The alternate 4 - New 4-Lane Teston Road (Dufferin Street to Keele Street) with Pedestrian / Cycling facilities and Transit service, in the presentation slide, should be expedited as soon as possible in order to have the traffic relief on Major Mackenzie Dr., also benefits local nature environments, road safety, etc. in this area. York Region Transportation Department has selected the alternate 1 - Do Nothing, for years, it is time to launch this project immediately or add into 2022 Transportation Master Plan Thanks for your attentions ! Gerry

Teston Road IEA – Open House #1 Comment Tracking Table

Date	Name/Title/Organization	Type	Comment Received
6/08/21	Domenico Russo	Email	Hi, I've been living by Teston Rd, since 2005 our house backs on to Teston Rd, the noise level has increased by 500% sinse then, what is being done about it, please let me know thanks Domenico.
6/08/21	Unnamed Resident	Email	Hi, I've been living by Teston Rd, since 2005 our house backs on to Teston Rd, the noise level has increased by 500% sinse then, what is being done about it, please let me know thanks.
7/08/21	Gerry Wang	Email	An initial email from **June, 2015** indicated displeasure in the lack of a prioritized Teston Rd connection in the York Region Transportation Master Plan **2021 Email:** Hello, thanks for looking at Teston Road Extension Project again, Teston Road discontinuity is a long pending project, supposed to be started years ago. I am glad your team is doing more assessments now. Vaughan, Maple town is one of fastest growth population area in the province, more townhomes and condos have been built in this area recently. Missing a critical east-west main road at Elgin Mill Rd/Teston between Highway 400 and Bayview Ave is one of the reasons for the gridlock. Your team understand this situation more than others, Teston Road discontinuity caused over-capacity on Major Mackenzie West Dr during rush hours and I believe traffic jams between Dufferin and Highway 400 is due to the drivers can not use Teston onto teh Highway 400. The alternate 4 - New 4-Lane Teston Road (Dufferin Street to Keele Street) with Pedestrian / Cycling facilities and Transit service, in the presentation slide, should be expedited as soon as possible in order to have the traffic relief on Major Mackenzie Dr., also benefits local nature environments, road safety, etc. in this area. York Region Transportation Department has selected the alternate 1 - Do Nothing, for years, it is time to launch this project immediately or add into 2022 Transportation Master Plan Thanks for your attentions ! Gerry
10/08/21	Andy Sankar	Email	Hello, What is the estimated cost and completion timeline for alternative 4. Also, where is the funding coming from in terms of levels of government?
12/08/21	Unnamed Resident	Email	I would strongly recommend extension of Teston Road from Dufferin to Keele st as soon as possible without delay and extension of Gamble from Bathurst to Dufferin st and lastly double lane Dufferin between Major mac and King Vaughan Rd on priority basis
15/08/21	Jessica Li Bob Li	Email	Dear YR transportation team, Firstly, thank you for collecting information and initiating improvement regarding Teston Road area, this project will definitely reduce traffic significantly and make local residences life much better. To help this project, we would like to suggest to get through Teston Road and Kirby Road. Currently, all traffic are going through Major Mackenzie street which has only two lanes, it causes very bad traffic every day. Once Testone and Kirby open up, the traffic can be divided evenly, it would take only one third time to drive over between highway400 to Yonge street. In addition, one more ramp/exit from highway400 to Teston road would also reduce the volume of traffic from Major Mackenzie street. Regards,

Teston Road IEA – Open House #1 Comment Tracking Table

Date	Name/Title/Organization	Type	Comment Received
15/08/21	Clinton Teresa	Email	Hello, I hope this email finds you well. Upon reviewing the presentations, the study has failed to identify and address 1 major disadvantage to alternative 4 (or really overall connecting teston road), which is although there already exists an interchange at highway 400 and teston road to southbound 400, this interchange is already inadequate during rush hour. Going west on teston road, one must turn left on to cityview and left onto the 400 south ramp. Both left turns back up and cause delays. There is also a danger element from cars cutting in line to make the lefts, increased traffic in the neighbourhoods, traffic congestion on teston road making the extension less useful. Although I understand the highways are provincial, I am concerned that congestion around this interchange was not addressed and I did not see a solution in presentation 2. I am all for extending teston road between dufferin and keele streets and it is very much necessary; however, the interchange at 400 and teston road to 400 southbound needs to/must be addressed otherwise cars will be backed up down to jane from cityview trying to make the left from teston road west to cityview blvd. One just has to look at the traffic at the 400 / Major Mackenzie interchange that has a completed clover leaf on ramps and imagine the additional congestion if one on ramp was a left turn! The city and provincial planners should look to make a southbound on ramp on the north side of teston road, west of the highway. With the planning of block 27 and additional developments, the teston road and 400 interchange will be a bottleneck in the area in the years to come. The time to address the interchange is now, before development of the teston road area and as part of the teston road connection planning/project. I would like to hear your feedback on how this is addressed in the plan. (please include how this may have been addressed with provincial counterparts since there is widening of highway 400 already ongoing) Thank you
16/08/21	Sara Loates Glen Loates	Email	I just completed the survey, but would like to make a couple of comments: We are very concerned about the environmental harm created by Teston Road's expansion and suspect developers are using their influence to push this proposal through. The area in which the extension is planned is extremely sensitive and a treasure for humans and wildlife alike. We used to visit Danny Douglas-Crampton when he owned the property. Building a road through the area is a travesty.