

APPENDIX C1.2 – Consultation Record

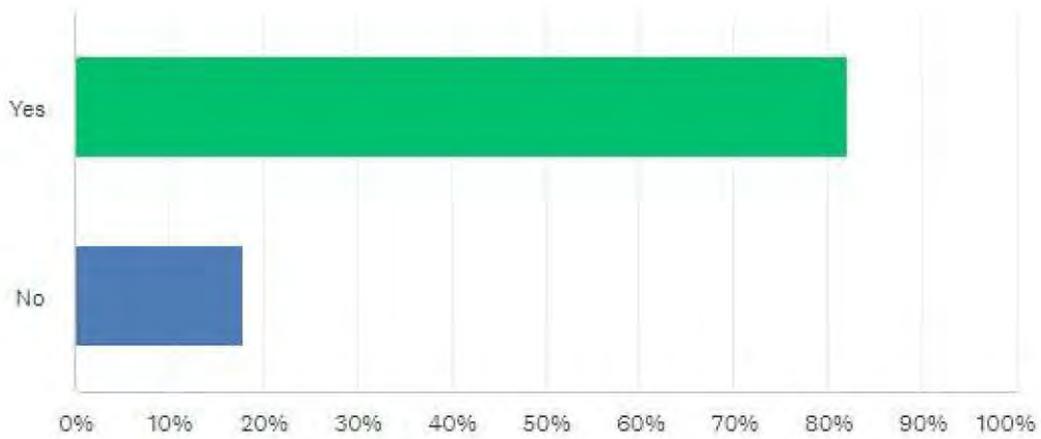
APPENDIX E: SURVEY RESULTS

Q1



Do you live in the Study Area?

Answered: 178 Skipped: 0



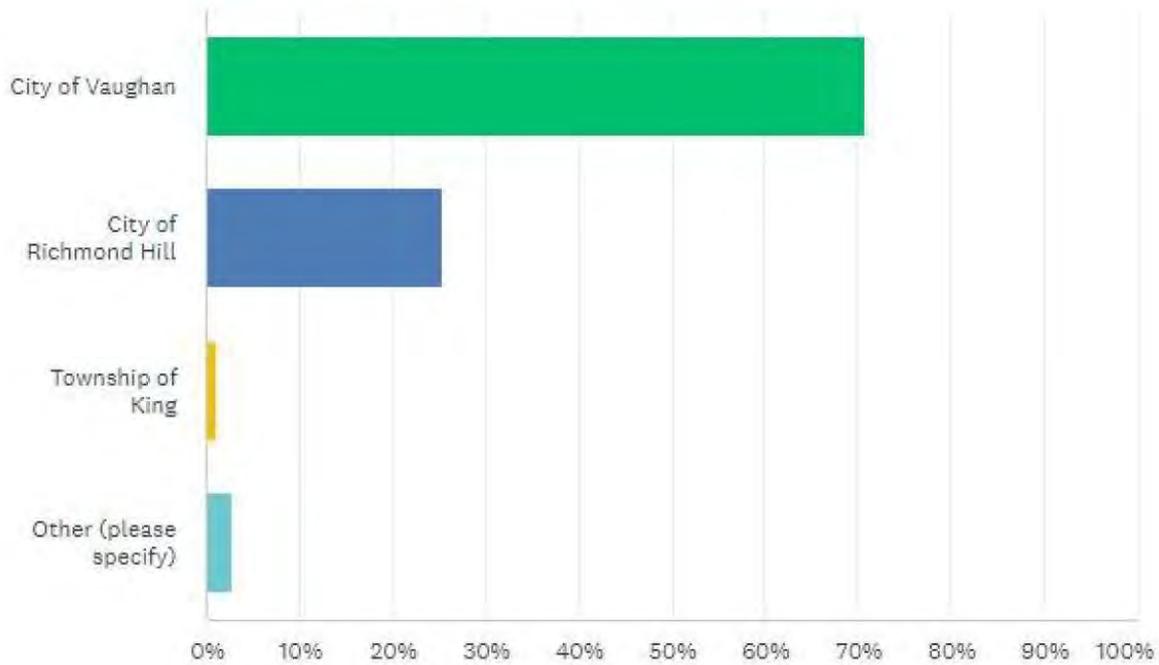
ANSWER CHOICES	RESPONSES	
Yes	82.02%	146
No	17.98%	32
TOTAL		178

Q2



Which municipality do you live in?

Answered: 178 Skipped: 0



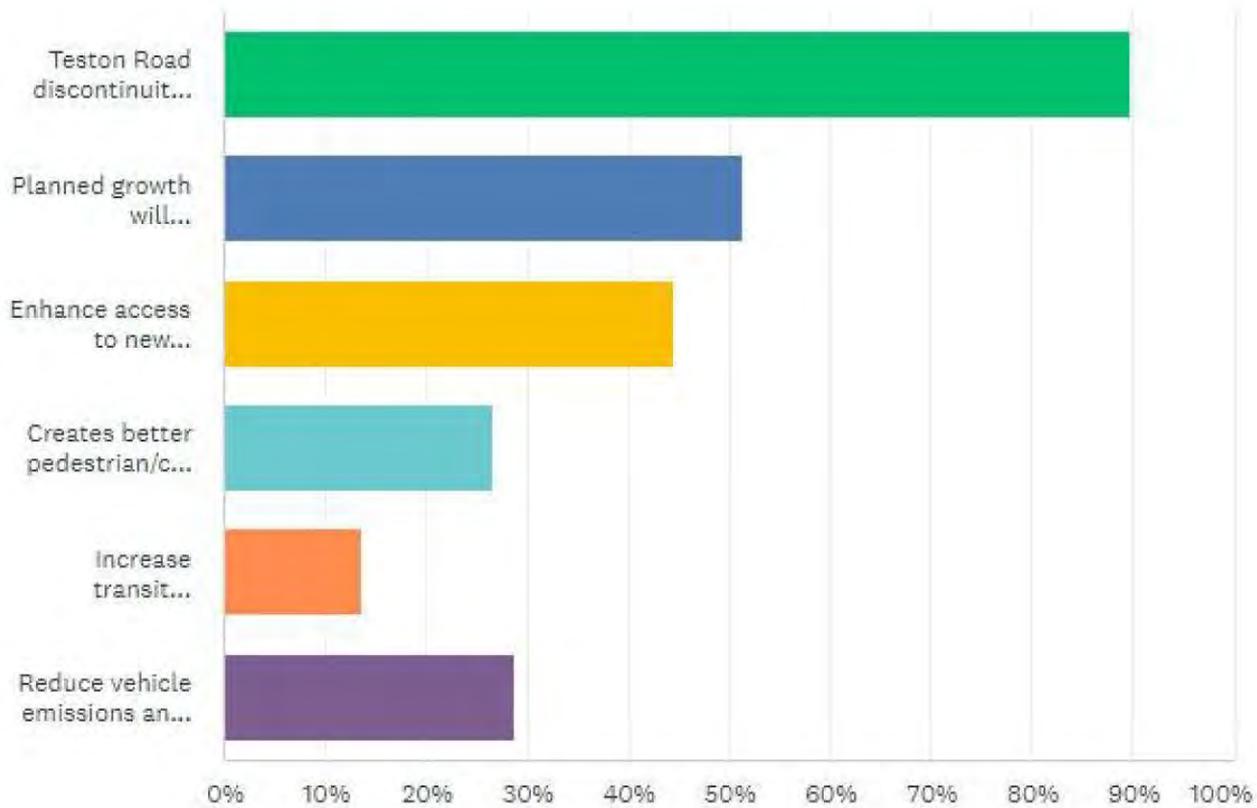
ANSWER CHOICES	RESPONSES	
City of Vaughan	70.79%	126
City of Richmond Hill	25.28%	45
Township of King	1.12%	2
Other (please specify)	Responses 2.81%	5
TOTAL		178

Q3



Of the identified Problems & 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	

Question #4: Are there any other transportation-related problems or opportunities for the study area?

Answered: 62 Skipped: 116

- Significant traffic backed up along Dufferin Street between Teston and Major Mackenzie (northbound). Often times the line stretches over one KM. major congestion is formed as there is no throughway between Keele and Duferin. As a planner I know adding more lanes isn't usually the solution, but there is not enough space for northbound cars to turn right. A 2-1 split northbound may help traffic flow better. At the connection between Keele and Teston is not made a double protected left may be needed for eastbound cars on Major Mackenzie.
- Do not rezone land around the new Teston Road, allowing it to have a high speed limit and not traffic lights and strip malls every 50 feet like has been done everywhere else in York Region.
- Since we are increasing the number of zero-emission vehicles in the future, congestion/emissions will be less harmful to the environment.
- York Region needs better and safer cycling infrastructure
- N/A
- travel is way too congested on Dufferin between Major and Teston. 1 lane, poor sitelines, no pedestrian or travel lanes.
- Create a 4 Lane road with bike lanes and sidewalk. Plan for the future and don't set a ridiculous speed limit of 60 km/h. More like 70-80km/h. Common Sense is important!
- Yes, the study has failed to identify and address 1 major disadvantage to alternative 4, 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; however, the interchange at 400 and teston road to 400 south bound 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. 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 bottle neck in the area in the years to come. The time to address the interchange is now, before the development 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, my email is clintonachan@gmail.com. Thank you.
- Multiple lanes must be well designated as people tend to use right turn lanes as a way to get ahead of traffic (ex. Travelling W on Kirby towards Keele, the straight lane is also the left turn lane. Therefore, drivers tend to use the right turn lane in order to get ahead of traffic and continue E "straight" through to Jane St.
- there's a senior citizen home at the dufferin and test on intersection. there has to be some form of speed regulation there in order to protect residents because that stretch of dufferin, as well as the long open roads within the surrounding areas are well known for speeders and racers.
- Please, connect Gamble and Kirby Rds.

<ul style="list-style-type: none"> • A great Opportunity to take a look at connecting the trail on the Eastside of Dufferin/South of Teston to the missing link of Teston road between Dufferin/Keele with a mixed use trail. This ensures that pedestrians and cyclists could move safely to/from the NMRP and beyond. Also, cycling/running/walking with no pedestrian way provided along Dufferin Street from Major Mackenzie all the way to King City should be prohibited. Not only in times of the rush hour traffic but with low visibility in the rolling landscape some fitness runners and bikers aren't aware of the dangers. Keep the natural environment to low traffic within the Moraine as long as we can. We all will profit from having such a beautiful place right in front of our doorsteps. Thank you!
<ul style="list-style-type: none"> • Yes, please build this missing connection within the next 10 years!! What is York Region doing delaying this important connection? It should have been completed 10 years ago to relieve congestion on Major Mackenzie Drive!! Please move forward with construction as soon as possible. Thank you.
<ul style="list-style-type: none"> • Traffic during commute time(morning and afternoon)
<ul style="list-style-type: none"> • - traffic noise - road condition
<ul style="list-style-type: none"> • save commute time of thousands of people during rush hour
<ul style="list-style-type: none"> • Relief for traffic on Major Mackenzie with a Teston Road through lane.
<ul style="list-style-type: none"> • it will relieve the access to teston road from side streets such as ladyfenirose especially during rush hour cars some times lined up from dufferin st to via romano
<ul style="list-style-type: none"> • Remove the Keele valley landfills to reduce toxic emissions into things like local resident air quality. Issue # 2 also related to landfills, add routes for walking from Keele to NMRP for the residents that live between Keele & Jane as the future super trail does not include them or give them access to NMRP or any other trails/parks they can walk to. I live at Keele and Drummond and have no parks or trails with walking access. Although NMRP is close in proximity the landfill prevents access to local residents in the area.
<ul style="list-style-type: none"> • walkability in downtown Maple is horrible compared to the rest of Vaughan (i.e. downtown Kleinburg or Woodbridge). Invest in some curbside appeal i.e. flowers, decor, other things to encourage community walkability.
<ul style="list-style-type: none"> • safety for pedestrian and cyclist routes
<ul style="list-style-type: none"> • Widen Dufferin from 2 lanes to minimum 4 lanes north of Major Mackenzie
<ul style="list-style-type: none"> • No. Just because there isn't a road everywhere doesn't mean there needs to be.
<ul style="list-style-type: none"> • Safety at intersections (particularly making a left turn from Teston onto Dufferin).
<ul style="list-style-type: none"> • The break between Keele and Dufferin is absolutely ridiculous
<ul style="list-style-type: none"> • Congestion at Bathurst/Teston and Dufferin/Teston is a nuisance. Discontinuity of Teston between Keele and Dufferin is pushing traffic to King Rd to the north and Major Mac to the south. This is a must in order for the area to grow without traffic problems.
<ul style="list-style-type: none"> • No
<ul style="list-style-type: none"> • Traffic relief on Major Mackenzie Dr. West between Highway 400 to Bayview Ave
<ul style="list-style-type: none"> • this will relieve Major Mackenzie and get us to where we are going quicker
<ul style="list-style-type: none"> • Teston road discontinuity is BIGGEST problem by far!
<ul style="list-style-type: none"> • Teston Road should really be connected to ease the traffic on Major Mac.
<ul style="list-style-type: none"> • Traffic congestion is caused by the inability for cars to progress from Dufferin to Keele along Teston Road. Teston Road should be built between Dufferin and Keele.
<ul style="list-style-type: none"> • It's a fantastic idea - I am on Keele just south of teston and in order for me to be able to meet teston at dufferin I have to go through a busier area (Walmart/Lowe's area) or go through neighborhoods (along Keele/Kirby area) adding more congestion to residential areas with schools and children playing

<ul style="list-style-type: none"> • people in city of Vaughan will save lots of money in order to commute east to west or vice versa.
<ul style="list-style-type: none"> • Focusing on roundabouts as the preferred intersection treatment, rather than the outdated and inefficient traffic light solution.
<ul style="list-style-type: none"> • Opening up Teston Rd, allows the option to keep Kirby as a two lane (1 lane in each direction) to Bathurst St.
<ul style="list-style-type: none"> • There are often lines of large trucks at the water pumping station at the N/E corner of Teston & Keele - should be considered as part of traffic/congestion as the trucks tend to park and wait.
<ul style="list-style-type: none"> • will provide better access to go station and hwy 400
<ul style="list-style-type: none"> • Kirby Road/Gamble Road's discontinuous nature compounds the problem - going from Highway 400 to some parts of Richmond Hill requires getting off at King Road or dipping down to Major Mackenzie, which is a significant detour. Having both being continuous would be the best, however Teston being continuous is a step in the right direction.
<ul style="list-style-type: none"> • Major Mackenzie traffic is a disaster
<ul style="list-style-type: none"> • Will increase use of Teston on/off ramps of Hwy 400, easing same at Major Mackenzie. If not eased the Major Mack ramp issues will compound with the new hospital opening.
<ul style="list-style-type: none"> • Suggestion to double the size of sidewalk when building a brand sidewalk. This will provide opportunity for cyclists to travel away from vehicle traffic.
<ul style="list-style-type: none"> • 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?
<ul style="list-style-type: none"> • Yes a new HOV would benefit the traffic flow
<ul style="list-style-type: none"> • Traffic Calming Due to the nature of Teston Road, there have been countless cases of wanna-be street racers using Teston Road (from Jane to Keele) as their drag strip at night. As part of the Teston Road improvements, it would be great to explore

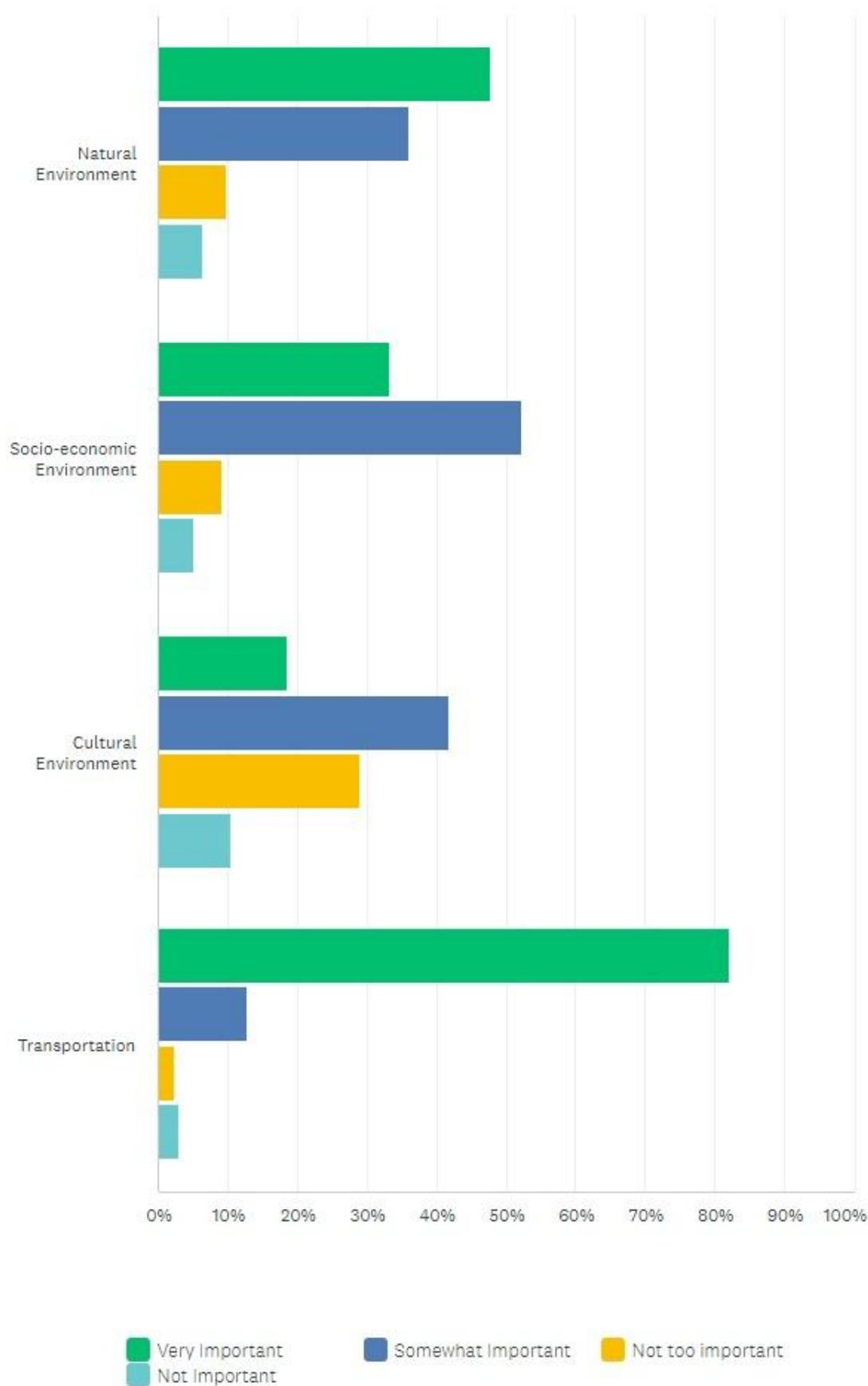
<p>opportunities to introduce traffic calming (e.g. irregular timing between Jane and Keele in the evening to ensure that lights are always cycling sporadically to minimize a scenario where it is a green all the time) Grade separation at GO Train tracks immediately east of Keele Street. Major problem and continues to be disconnect of Teston Road.</p>
<ul style="list-style-type: none"> • 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
<ul style="list-style-type: none"> • Upgrade Elgin Mills from Yonge Street to Dufferin at the same time.
<ul style="list-style-type: none"> • No
<ul style="list-style-type: none"> • There are way too many trucks, dump trucks, tractor trailers and waste removal trucks in this area because of the recycling plant on keele/Drummond. Plus, the industrial buildings around keele/teston also bring even more heavy trucks to the area which is mostly residential with lots of kids. I hope this project eliminates or at least reduces the amount of dangerous trucks in my area. Thank you.
<ul style="list-style-type: none"> • multiuse path / bike lanes absent (and a gap in the sidewalk for pedestrians) on Major Mac between Bathurst and Dufferin.
<ul style="list-style-type: none"> • Would there be any secondary traffic congestion issues related to (any possible) arterial roads?
<ul style="list-style-type: none"> • Build physically separated bike lane to go-train station to reduce car usage. current bike lane format, which is not physically separated from car lanes is basically useless and money-waste.
<ul style="list-style-type: none"> • concerned about additional noise and safety of residence in the existing subdivision merging onto an even busier Teston road
<ul style="list-style-type: none"> • Narrow road that suitable for the 80s. Infrastructure is outdated with the booming of the city.
<ul style="list-style-type: none"> • The industrial area (keels- mcnaughton-railroad triangle) adds heavy traffic including massive construction vehicles, also construction debris on the road is very common near keele and Drummond as well as air pollution. There was a case like 5 years ago for changing these sites to residential but nothing happened yet.
<ul style="list-style-type: none"> • Need to eliminate ALL level-crossings with GO Trains - spend the money NOW to eliminate or reduce traffic gridlock, noisy train horns and rail service disruptions at level crossing points where cars and trains intersect
<ul style="list-style-type: none"> • if you don't provide access it is kind of discriminatory to residents of the area because they have to detour
<ul style="list-style-type: none"> • Dufferin road from North of Major Mackenzie 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
<ul style="list-style-type: none"> • I usually use HWY 400 to commute to my home which is located in Bathurst & Teston Rd, so I have to travel far north to kiby and then south in Dufferin
<ul style="list-style-type: none"> • There is a lack of east/west connections. Due to the lack of east west connections, many cars are forced to take circuitous routes to get to their destinations. Which creates capacity constraints on other parallel corridors such as Dufferin and Major Mac. It appears the v/c at the Dufferin/Major Mac intersection likely exceeds 1.00 for the following critical moves: EBL, WBL, NBL The Dufferin/Teston intersection WBL is at capacity with queues extending as far East as Lady Fenyrose in the AM peak period. By connecting Teston between Keele and Dufferin, this will increase auto capacity within the study area, provide better access to the 400/Teston interchange, and create a multimodal connection for all road users.

- | |
|---|
| <ul style="list-style-type: none">• Congestion - new development will only increase the matter. |
| <ul style="list-style-type: none">• Better synchronization of traffic lights, especially at dufferin and teston |



How important is each evaluation criteria? Please note that equal rating is acceptable.

Answered: 175 Skipped: 3

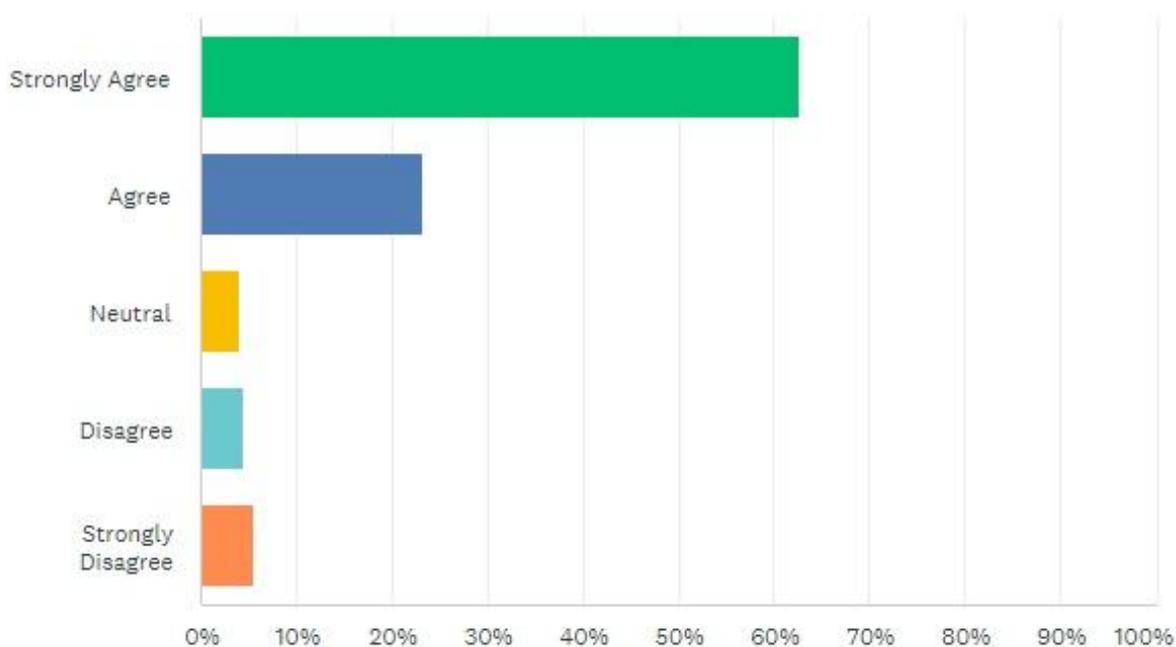


	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT TOO IMPORTANT	NOT IMPORTANT	TOTAL
Natural Environment	47.67% 82	36.05% 62	9.88% 17	6.40% 11	172
Socio-economic Environment	33.33% 58	52.30% 91	9.20% 16	5.17% 9	174
Cultural Environment	18.60% 32	41.86% 72	29.07% 50	10.47% 18	172
Transportation	82.08% 142	12.72% 22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



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

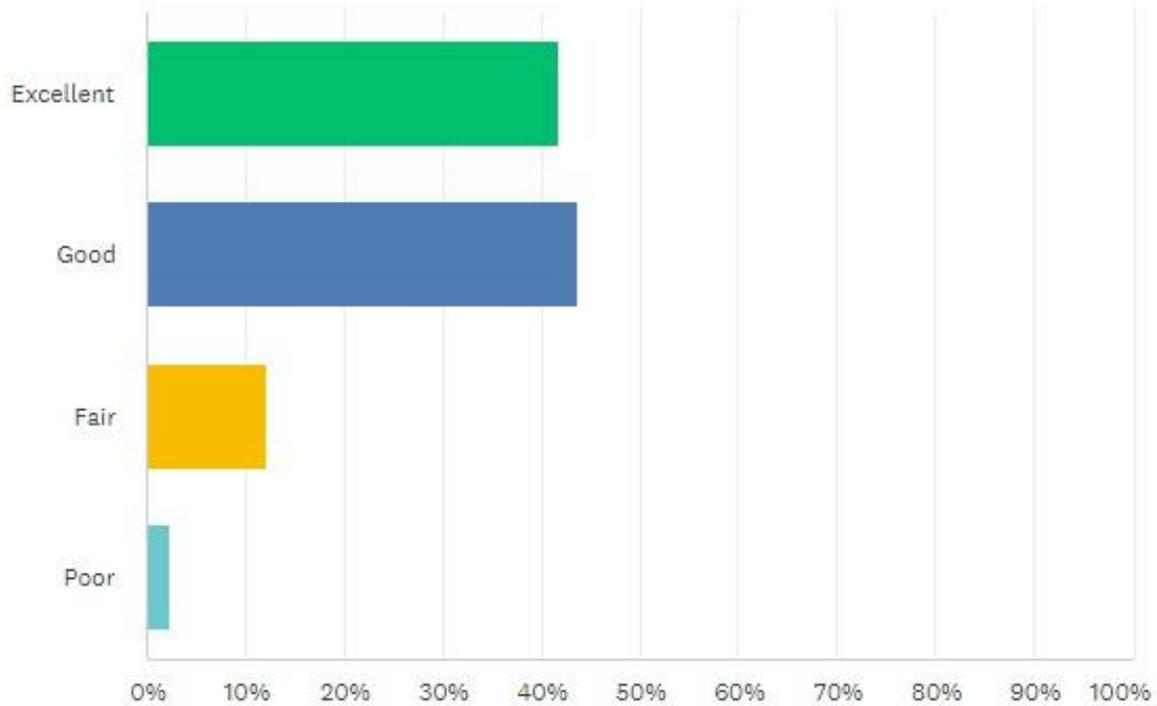


ANSWER CHOICES	RESPONSES	
Strongly Agree	62.71%	111
Agree	23.16%	41
Neutral	3.95%	7
Disagree	4.52%	8
Strongly Disagree	5.65%	10
TOTAL		177



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

Question #8: Do you have any suggestions for improvements for future virtual open houses?

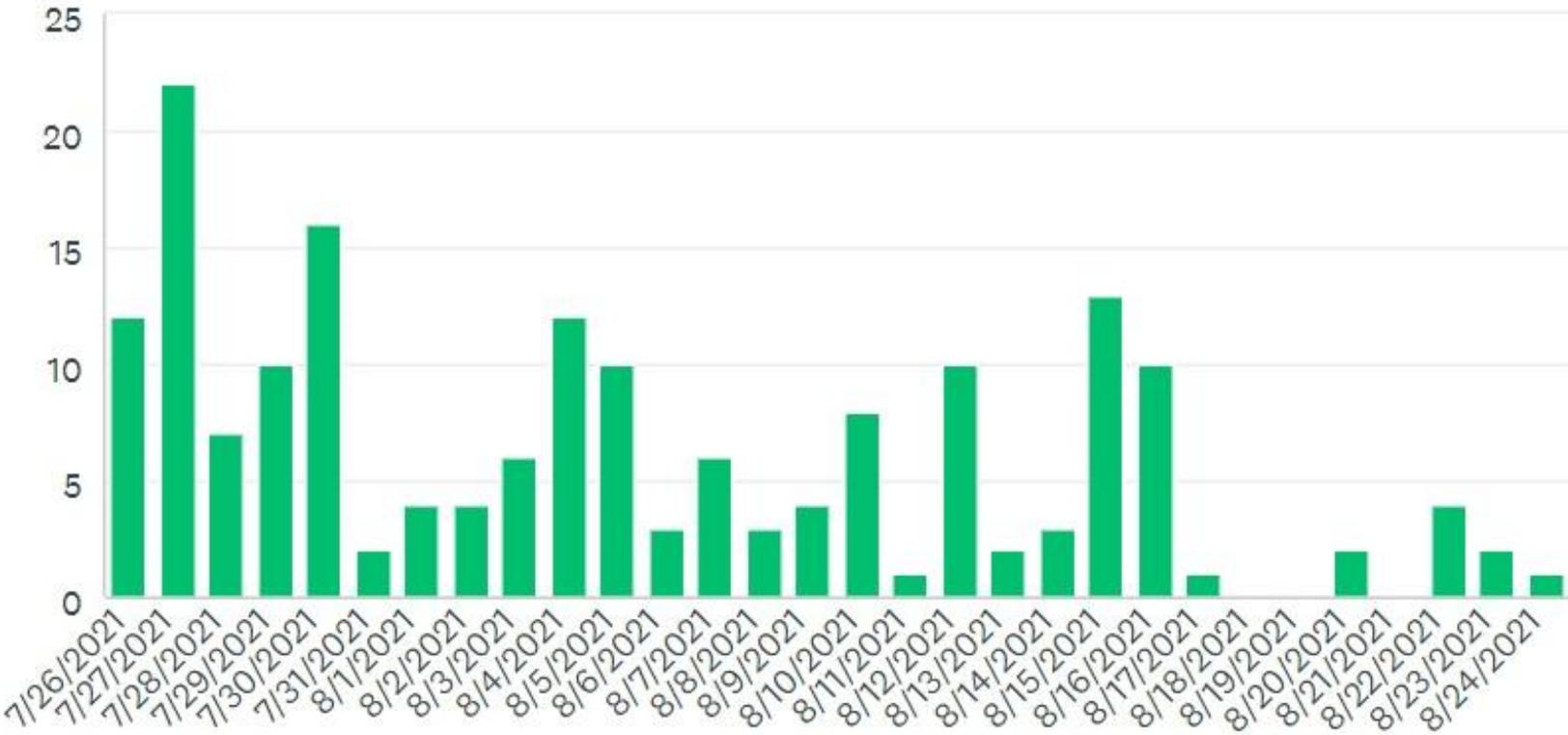
Answered:45 Skipped: 133

- Lights installed at Teston and Pine Valley
- Your videos were excellent and clearly understood.
- It was too hard to access new information about the study. The website link repeated the same information too much.
- strongly opposed to extending teston road
- Can't believe how much time effort and cost is WASTED to determine the obvious!! Just get on with building it. I suspect it will take another 10 years before it's done. Enough analysis it's very clear this needs to be done....
- It was well done.
- Very clear layout and great expertise. Sometimes with a simple Q&A format we could reach more people. The visual components go a long way, make the presentation interactive. Students would love to be involved putting their visual arts/ communication skills to good use. Even in the times of AI the creation of a special mascot for all the riders and walkers in our great city becomes a new meaning. People appreciate stuff they can identify themselves with. Information is everything, how far have we come, keep posting fun.
- have a boarder promotional for future virtual open houses
- why not look at dufferin st. widening at the same time? which is partly the same problem with traffic congestion
- 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. For example, rating the importance of the "Natural Environment, cultural environment etc..." needed more context. Question Number 6 was also very confusing. I am in strong support of the Teston road extension from Dufferin to Keele but not sure if my answer agreed to that due to the wording of the question.
- Teston Rd/Elgin Mills 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 to Dufferin. 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.
- though the presentation address the environmental impact the pictures were difficult to view to evaluate what the full impact would be
- The natural environment needs to be held most important for all future studies and needs much better protection.
- Really liked this format. Clear and easy to follow. Made it accessible to all that were interested.
- No
- Very good. Look forward to the alignment options.
- None
- The person reading the text of the video drones on and on. I would prefer to read a .pdf slide deck.
- I prefer alternative 3 since it has the least impact on the Oak Ridges Moraine and the Green Belt
- Would be better to directly link to relevant presentation slides for the questions.
- add the required study links to the particular questions

<ul style="list-style-type: none"> • Slides with more pictures of the proposed work site would be preferred over a video that is just a narrated presentation.
<ul style="list-style-type: none"> • projects should be considered together - not separately. Teston, Kirby, King Vaughan Rd and Dufferin projects all effect each other but seem to be considered by the city in separately instead of an overall plan. There is more benefit and cost effectiveness to extending some projects and not others.
<ul style="list-style-type: none"> • BE done ASAP.
<ul style="list-style-type: none"> • more links to background information
<ul style="list-style-type: none"> • No
<ul style="list-style-type: none"> • Badly need this development
<ul style="list-style-type: none"> • While I appreciate the presentation, a true virtual open house should include an opportunity to ask questions and have them answered (virtually).
<ul style="list-style-type: none"> • I am so confused by 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.
<ul style="list-style-type: none"> • No
<ul style="list-style-type: none"> • Just build the damn road. Its been 20 years of consultation for goodness sake.
<ul style="list-style-type: none"> • Discuss realistic timelines and actionable items
<ul style="list-style-type: none"> • No
<ul style="list-style-type: none"> • Show actual design material, with actual references related to the specific questions discussed.
<ul style="list-style-type: none"> • Survey would be fine.
<ul style="list-style-type: none"> • We have been waiting for teston road to open to highway 400- it's about time!
<ul style="list-style-type: none"> • Very excited to finally have teston road open to 400!! Finally!!!!
<ul style="list-style-type: none"> • Looking forward to having this road finally opened to highway 400!!! We have been waiting
<ul style="list-style-type: none"> • Yes
<ul style="list-style-type: none"> • no
<ul style="list-style-type: none"> • Yes I would like to participate in future improvement!
<ul style="list-style-type: none"> • Great to host an online event with the PM presenting the background, rationale, next steps, and fielding a Q/A. I do this for all my infrastructure projects at City of Toronto. The online format welcomes more residents and feedback. It also helps the region control the narrative (objectives, timing, next steps, etc.).
<ul style="list-style-type: none"> • Show us a map of the planned new road.
<ul style="list-style-type: none"> • 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.
<ul style="list-style-type: none"> • FYI...Landfill sites are not referred to as "former" but as "closed" i.e. they will be landfill sites for a very long time.

Responses (by day)

First: 7/26/2021 Zoom: 7/26/2021 to 8/24/2021





MORRISON HERSHFIELD

REPORT

Teston Road Area Transportation Improvements Individual Environmental Assessment

Open House #2 Summary Report

Presented to:

Praveen John, P.Eng.
Project Manager

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

January 17, 2022

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IEA\08. WORKING\PLANNING\CONSULTATION\OH\OH SUMMARY
REPORTS\OH#2\TESTON RD IEA OH SUMMARY REPORT#2_REV0.DOCX

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1. INTRODUCTION

The Regional Municipality of York (York Region) has retained Morrison Hershfield (MH) 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 online 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.
- Alternative corridors.
- Alternative Alignments for the Preferred Corridor.
- The evaluation of Alternative Alignments.
- 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 – November 25th, 2021 & December 2nd, 2021.
- Vaughan Citizen – November 25th, 2021 & December 2nd, 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 government agencies, interest groups 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 210 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 November 27th, 2021. 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 November 29th, 2021, the second on December 8th, 2021 and the third on December 14th, 2021. The final was released on December 19th, 2021, to coincide with the final day of survey availability.

2.4 Curbox Signs

Curbox 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. They were deployed from November 30th, 2021 to December 20th, 2021. The specific locations of all signs are outlined below:

- Teston Road, west of Jane – Southwest corner of intersection.
- Teston Road, east of Dufferin Street – Northeast corner of intersection.
- Keele Street, north of Major Mackenzie – Northwest corner of intersection.
- Dufferin Street, north of Major Mackenzie – Northwest corner of intersection.
- Major Mackenzie, west of McNaughton / Avro Rd – Southwest corner of intersection.
- Major Mackenzie, east of McNaughton / Peter Rupert – Northeast corner before Peter Rupert.

2.5 Agency Meetings

Leading up to Open House #2, several meetings were held with agencies with interest in the project, this included:

- City of Vaughan – September 28, 2021
- Toronto and Region Conservation Authority – October 4, 2021
- Ministry of Environment, Conservation and Parks – October 5, 2021
- Metrolinx – October 5, 2021
- City of Toronto – October 7, 2021
- Ministry of Transportation – October 25, 2021
- Ministry of Northern Development, Mines, Natural Resources and Forest – November 11, 2021

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

3. INFORMATION PRESENTED

The Open House was conducted in an online format with presentation slidedecks, narrated videos, and a survey. The slide decks and videos were split into two parts: a project summary and main presentation. The project summary was 5 minutes long and contained 15 slides. The main presentation was 25 minutes long and contained 37 slides. A breakdown of the information provided in each presentation is provided below.

Project Summary:

- Study Background.
- Problem and Opportunity Statement.
- Study Area – Existing Conditions.
- Generation and Evaluation of Alternatives to the Undertaking.
- Description and Comparison of Alternatives, Highlighting the Recommended Alternative.
- Segway to Open House #2 Presentation.

Main Presentation:

- Purpose of the Open House.
- How to Provide Feedback.
- Study Information and Schedule.
- Generation of Alternative Corridors and Alignments.
- Description of Alternative Corridors.
- Alternative Corridors Screening.
- Alternative Corridors Summary.
- Alternative Alignments – Long List.
- Alternative Alignments – Screening.
- Alternative Alignments – Shorts List.
- Description of the Natural and Cultural Environment.
- Evaluation of Short List of Alignment Alternatives.
- Do Nothing Options – Pros and Cons.
- All Alignments – Pros and Cons.
- Alternatives 4A-4G – Pros and Cons.
- Evaluation of Natural Environment Impacts Based on Alternatives.
- Evaluation of Socio-Economic Impacts Based on Alternatives.
- Evaluation of Cultural Environment Impacts Based on Alternatives.
- Evaluation of Transportation Impacts Based on Alternatives.
- Evaluation Results.
- Next Steps.
- How to Provide Feedback.

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

4. ATTENDANCE

To best gauge 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 – 79.
- Teston Main Presentation Video – 185.
- TOTAL for all videos – 264.

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 November 29th, 2021 to December 20th, 2021. In total the survey received 105 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 6**.

5. COMMENTS

All virtual attendees were solicited to participate 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 8 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.

Table 1 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Supportive of the project, but also suggested the extension of Gamble Road to Kirby Road. In addition, they also mentioned banning heavy trucking on Eglin Mills Road from Young Street to Dufferin Street. Suggestion to connect King-Vaughan Road to Jefferson Side Road and Kirby Road to Gamble Road in addition to the Teston Road connection.
Noise	<ul style="list-style-type: none"> Concern over increased noise in the Teston Road area and quality of life impacts during construction.
Timing	<ul style="list-style-type: none"> Inquired about the start of operation.

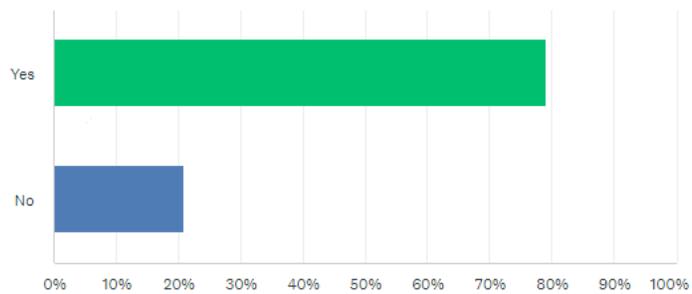
6. SURVEY RESPONSES

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 questions received a response, however, the long form questions had considerably less respondents. Survey questions referenced the presentation slide with the most context to answer the question.

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

6.1 Question 1 (Slide 6): Do You Live in the Study Area?

Answered: 105 Skipped: 0

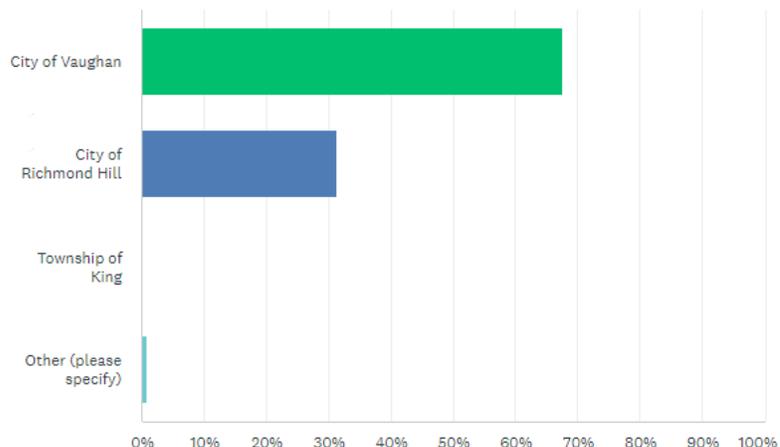


ANSWER CHOICES	RESPONSES	
Yes	79.05%	83
No	20.95%	22
TOTAL		105

Figure 2: Question 1 Results Chart

6.2 Question 2 (Slide 6): Which Municipality Do You Live In?

Answered: 105 Skipped: 0



ANSWER CHOICES	RESPONSES	
City of Vaughan	67.62%	71
City of Richmond Hill	31.43%	33
Township of King	0.00%	0
Other (please specify)	Responses 0.95%	1
TOTAL		105

Figure 3: Question 2 Results Chart

Other responses:

- Town of Aurora, work in the City of Vaughan.

6.3 Question 3 (Slide 9): What is your preferred Corridor Alternative?

Answered: 102 Skipped: 3

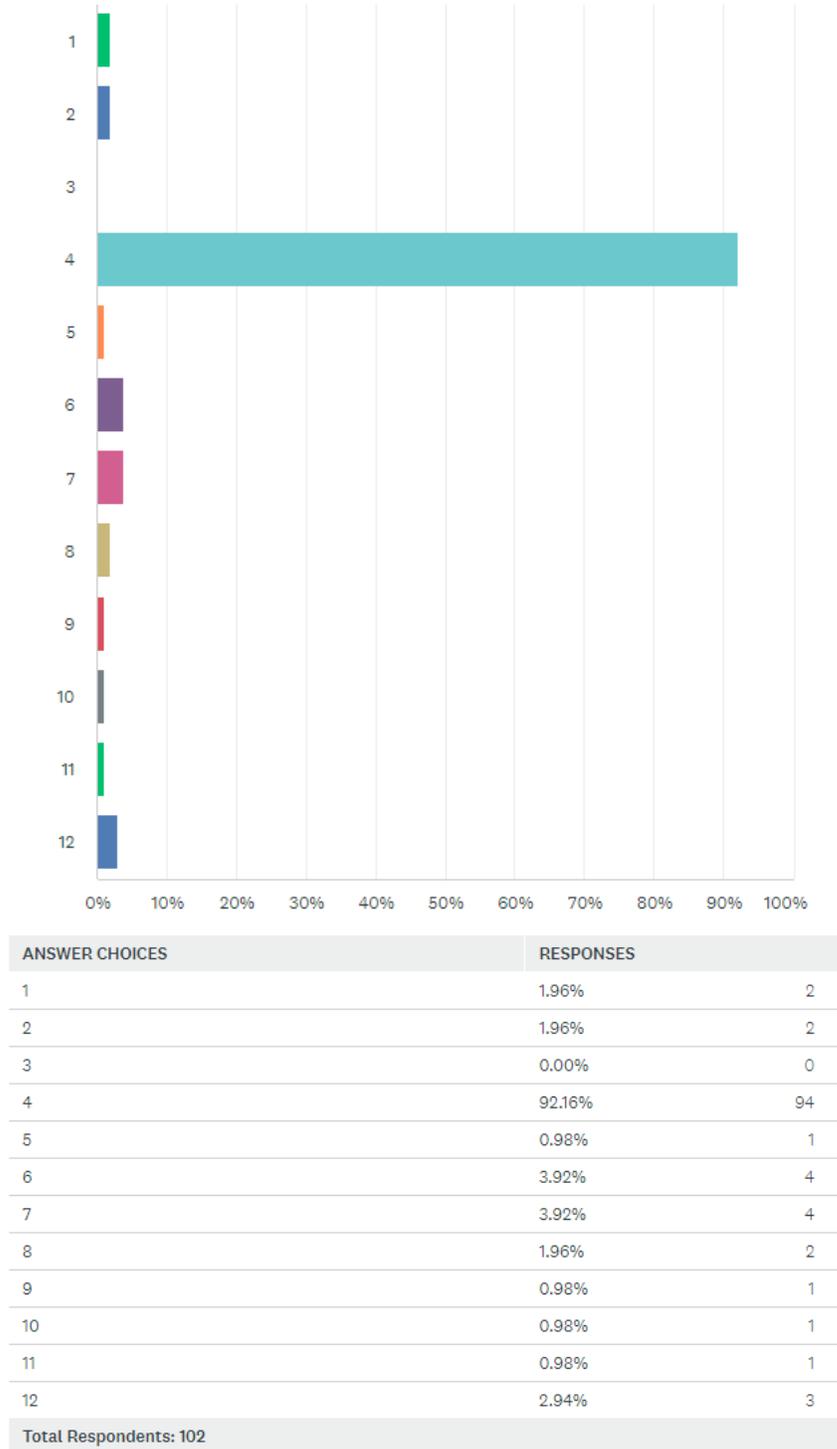
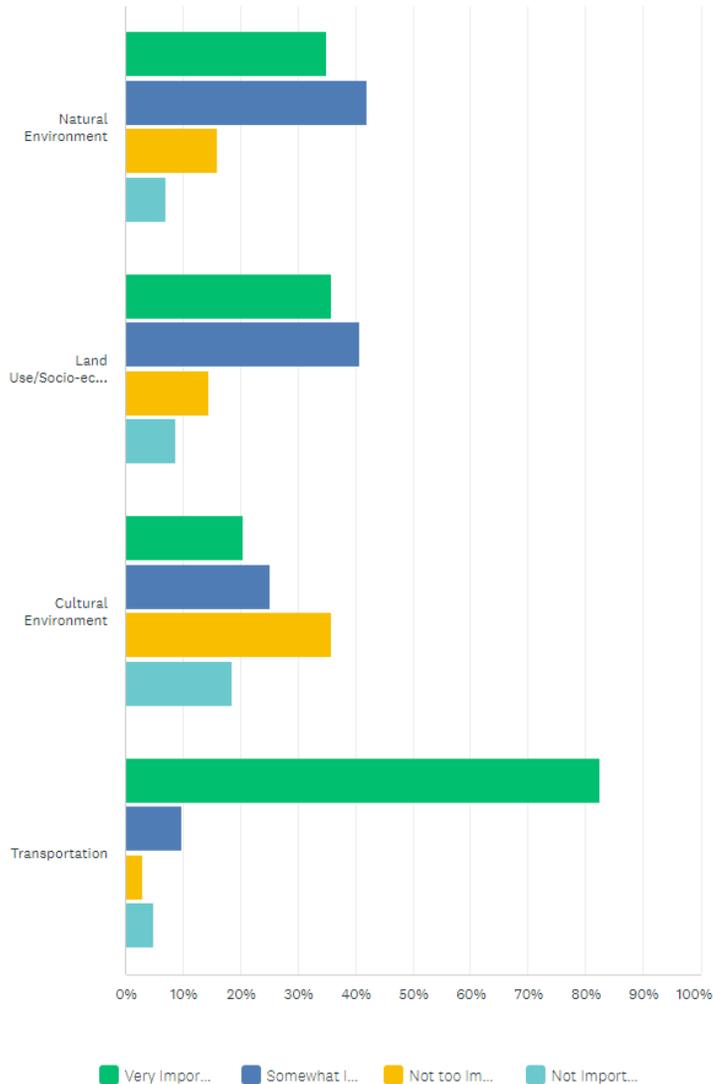


Figure 4: Question 3 Results Chart

6.4 Question 4 (Slide 21): How important is each of the evaluation criteria? Please note that equal rating is acceptable.

Answered: 104 Skipped: 1



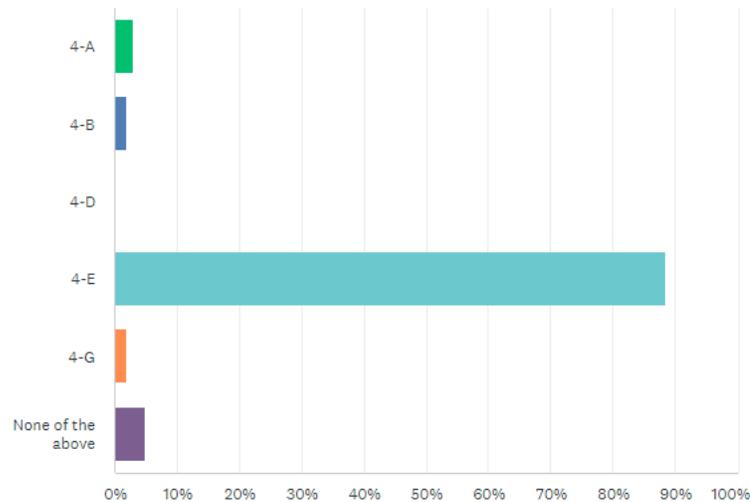
	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT TOO IMPORTANT	NOT IMPORTANT	TOTAL
Natural Environment	35.00% 35	42.00% 42	16.00% 16	7.00% 7	100
Land Use/Socio-economic Environment	35.92% 37	40.78% 42	14.56% 15	8.74% 9	103
Cultural Environment	20.39% 21	25.24% 26	35.92% 37	18.45% 19	103
Transportation	82.52% 85	9.71% 10	2.91% 3	4.85% 5	103

Figure 5: Question 4 Results Chart



6.5 Question 5 (Slide 28): After reviewing the pros and cons for each of the Alignment Alternatives, which is your preferred option?

Answered: 104 Skipped: 1



ANSWER CHOICES	RESPONSES	
4-A	2.88%	3
4-B	1.92%	2
4-D	0.00%	0
4-E	88.46%	92
4-G	1.92%	2
None of the above	4.81%	5
TOTAL		104

Figure 6: Question 5 Results Chart

6.6 Question 6 (Slide 28): What is the primary reason for your selection in Question 5?

Answered: 96 Skipped: 9

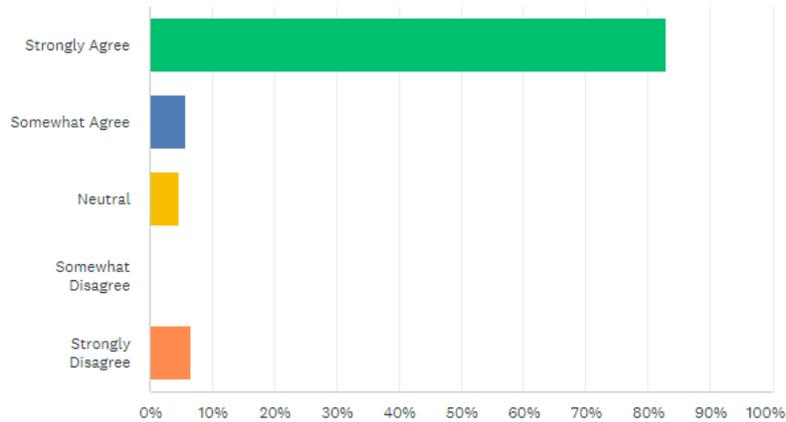
Table 2 below summarizes the comments received in response to question 6. The comments are broken down into categories. Comments that addressed more than one topic area were filed based on the most discussed topic. Some comments are condensed or paraphrased for the purposes of this report. A full list of all comments received can be found in **Appendix E**.

Table 2: Summary of Responses to Question 6

MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
Short Distance, Direct Route	<ul style="list-style-type: none"> The vast majority comments referenced the Alignment was the shortest distance and most direct route. The area can be crossed the fastest with this option.
Environmental Impacts	<ul style="list-style-type: none"> It will have the least impact on the environment. Least impacts on private land, the river and North Maple Regional Park. From an environmental perspective, it's the best of bad options. The straight line will result in less vehicle emissions than a winding road.
Infrastructure	<ul style="list-style-type: none"> Has the least impact on the surrounding infrastructure. Uses the existing railway crossing. Maximizes use of existing 2-lane section of Teston Road. The straight line does not enter the landfill.
Cost	<ul style="list-style-type: none"> Cost effective option, most economical from a taxpayer perspective.
Safety	<ul style="list-style-type: none"> Best option for roadway safety.
Traffic	<ul style="list-style-type: none"> This will alleviate surrounding traffic congestion.
Noise	<ul style="list-style-type: none"> Residents in the area will be affected by noise and dust.
Public Transportation	<ul style="list-style-type: none"> Connects to public transportation.

6.7 Question 7 (Slide 33): Do you agree with the results of the evaluation and the recommendation to proceed with further studies for Alternative 4-E?

Answered: 105 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly Agree	82.86%	87
Somewhat Agree	5.71%	6
Neutral	4.76%	5
Somewhat Disagree	0.00%	0
Strongly Disagree	6.67%	7
TOTAL		105

Figure 7: Question 7 Results Chart

6.8 Question 8 (Slide 36): Do you have any other input you would like to share on the project? If you have a question and would like a response from the Study Team, please email transportation@york.ca.

Answered: 54 Skipped: 51

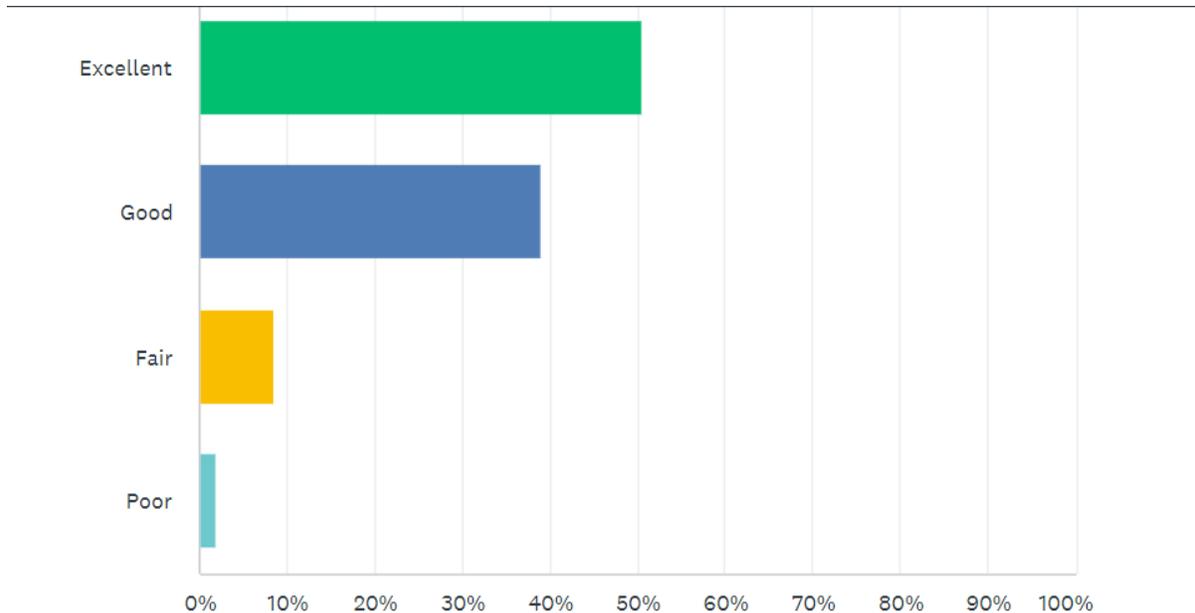
Table 3 outlines the responses to question 8. The comments are broken down into categories. Some comments are condensed or paraphrased for the purposes of this report. A full list of the responses can be found in **Appendix E**.

Table 3: Summary Responses to Question 8

MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
Supportive Comments	<ul style="list-style-type: none"> Numerous comments expressing support for the project and hoping for immediate construction.
Design Comments	<ul style="list-style-type: none"> Request for a second left turn lane at the Keele Street and Teston Road intersection. Use more roundabouts in place of 4-way stops where possible.
Speed	<ul style="list-style-type: none"> There needs to be traffic calming measures to mitigate road racing.
Environmental Comments	<ul style="list-style-type: none"> Building through the North Maple Regional Park should not happen, it's one of the few green spaces in the area. An increase in traffic and associated vehicle emissions will have a negative impact on the environment. A comparison between the do nothing alternative vs option 4 in terms of environmental impacts would be nice. What would be the pollution impact of increased traffic driving to Kirby Road and back down to Teston Road? Keep impacts to trails to a minimum. Concern around impacts to the east Don Valley, Richview Retirement Residence and private residents.
Constructive Comments	<ul style="list-style-type: none"> The study was very large to draw a line between two points. Multiple comments opposed to extending Teston Road.
Other	<ul style="list-style-type: none"> Will the existing two-lane segment of Teston Road that crosses the Barrie Line ever have a grade separation? Has York Region spoken with Metrolinx? Make Major Mackenzie Drive wider. Connect Kirby Road and Gamble Road and make a highway exit on Kirby Road.

6.9 Question 9 (Slide 36): To what degree did this online open house meet your information needs?

Answered: 105 Skipped: 0



ANSWER CHOICES	RESPONSES	
Excellent	50.48%	53
Good	39.05%	41
Fair	8.57%	9
Poor	1.90%	2
TOTAL		105

Figure 8: Question 9 Results Chart

6.10 Question 10 (Slide 36): Do you have any suggestions for improvements for future online open houses?

Table 4 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**.

Answered: 40 Skipped: 65

Table 4: Summary Responses to Question 10

MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
Supportive Comments	<ul style="list-style-type: none"> • Very well done, the billboard notices made me aware of the presentation. • The informational videos are clear, in plain language (accessible to lay people), and informationally on point.
Constructive Comments	<ul style="list-style-type: none"> • Visuals of all alternatives on the same screen as the summary of options. This will help visualize which alternative is being discussed. • Reduce the number of options. • Use local radio to broadcast OH info to the public. • Add more flexibility for interaction: improve ability to quickly navigate through slides and locate different parts of the presentation. • Unable to see all of the slide page numbers. • Live online public meetings would be more engaging and interactive. • Integrate the slides into the survey so people don't have to look back and forth. • The captions interfered with the reading of the displays.
Other	<ul style="list-style-type: none"> • Multiple comments supporting the project and encouraging rapid construction. • Multiple comments opposed to extending Teston Road. • When will be the Kirby Rd. and Jane intersection upgraded to a turn-around type of intersection? It will reduce the congestion on Jane. • This process is moving slowly. • Other ongoing projects should be considered in tandem with this project in order to establish better overall planning for the area. • Greater disclosure of the environmentally effects.



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, environmental impacts, 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

GREAT STREETS
Building Roads that Build Community 2021

NOTICE OF ONLINE OPEN HOUSE #2
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 in the City of Vaughan to examine transportation improvements in the Teston Road area between Highway 400, Bathurst Street, Major Mackenzie Drive and Kirby Road.

WE WANT TO HEAR FROM YOU

You are invited to take part in the second Online Open House to learn about the study to date and Alternative Methods to extend Teston Road between Keele Street and Dufferin Street.



You can provide your comments on the options presented through a survey. Visit york.ca/TestonRoad for more information and to participate.

The online survey will be available from November 29, 2021 to December 20, 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 November 25, 2021.

York Region's number one priority is protecting the health and safety of our communities and staff. As we monitor the ongoing COVID-19 situation in York Region, we are 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



NEWS

ROTARY CLUB SEEKS NOMINATIONS FOR LEADERSHIP AWARD

AWARD RECOGNIZES WOMAN WHO HAS CONTRIBUTED TO THE GREATER GOOD OF RICHMOND HILL COMMUNITY

YOYO YAN
yyan@yrmg.com

Do you know a remarkable woman who inspires others in the Richmond Hill community?

For the second year, the Rotary Club of Richmond Hill is looking for nominations for its annual Women of Inspiration and Leadership Award, or the WILA.

"This award is an opportunity to showcase and appreciate women who lead and inspire us in our local community," said Noeline Paul, chairperson of the WILA nomination committee.

"The launch of the WILA last year received tremendous support throughout the community and from many elected officials."

In addition to the prestige of receiving the award, the winner will be able to donate \$1,000 to a charity of choice, courtesy the Rotary Club of Richmond Hill.

"Our club is very happy to have received nominations on behalf of numerous deserving candidates and we are thrilled to have Sajida Habib as our first WILA winner. We look forward to nominations for the next WILA," said Paul.

Earlier this year, the club recognized Sajida Habib as the winner of its 2021 WILA. Sajida has contributed to the Richmond Hill community through her volunteer leadership and continues to inspire others to help build a better community for all.

Sajida selected Sand-



Steve Somerville/Metroland
Noeline Paul is president of the Rotary Club of Richmond Hill. The club is seeking nominations for its 2022 Women of Inspiration and Leadership Award.

gate Women's Shelter of York Region Inc. as the recipient of the \$1,000 donation and she was honoured at a special presentation event in the spring.

The club is looking for any women, not necessarily a Richmond Hill resident, who has contributed to the greater good of the local community through her leadership, achievement, and example of distinction.

She may have done so through her contribution to a corporation, government, not-for-profit, start-up, or service to the community, according to a media release from the club.

Anyone can nominate a woman for the 2022 WILA. While it is possible to nominate more than one woman for the award, nomina-

tors are encouraged to focus on one candidate per nomination year.

In order to nominate a woman for the WILA, the nominator will need to complete a form available on the Rotary Club of Richmond Hill's dedicated WILA website.

Nominations must include the name and contact details for two references (in addition to the person submitting the nomination).

The club will accept nominations until Jan. 15, 2022. Self-nominations will not be accepted. Rotarians and their immediate family members cannot be nominated for the WILA.

For more information, visit rotaryrh.wixsite.com/womensinitia-tives.

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Wayne Emmerson
York Region Chairman and CEO



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	COMMERCE VALLEY DRIVE	
	HWY 407	

HOURS

SATURDAY
9 am to 6 pm

SUNDAY
10 am to 6 pm

MONDAY, FRIDAY
10 am to 8 pm

NO CHILDREN UNDER 10 ALLOWED

WHEN

December 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

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Wayne Emmerson
York Region Chairman and CEO



NEWS



Key Characteristics

- Mix of gathering, active and passive uses
- Iconic design language
- Green amenity



City of Vaughan image

A screenshot from VMC's draft parks plan presentation.

CITY DEVELOPS PARKS, WAYFINDING PLAN FOR DOWNTOWN

IT'S A 'GUIDE THE CREATION OF PARKS AND OPEN SPACE IN THE AREA'

DINA AL-SHIBEEB
dibrahim@yrmg.com

Vaughan's emerging downtown core's next phase is getting its Parks and Wayfinding Master Plan ready for completion in early 2022, the city said in a release Nov. 16.

Vaughan residents have until Thursday, Dec. 9 to pitch in their input on the draft plan the city has prepared.

This master plan is to

"guide the creation of parks and open space in the area and establish a signage strategy to make the core even easier to navigate."

The downtown also known as Vaughan Metropolitan Centre. Residents can visit vaughan.ca/VMCParks to learn what has been accomplished to date, read through the draft plan and share their thoughts.

People can also share

their feedback through an open-form comment tool. The city invites people to post comments until Sunday, Dec 12.

Prior to the draft, this summer people shared some of their ideas on how to make this downtown lively. Some shared ideas such as adequate washrooms, European-inspired patios, bike lines and green spaces.

After interviewing SmartCentres Real Estate Investment Trust in October, owner of the 100-acre emerging downtown core, had some of its managers estimate that it's about 15 per cent complete.

They also said that breaking ground of a big park synonymous to Hyde Park in London, U.K. is yet to be announced but it's imminent.

People can watch a presentation of the draft parks and wayfinding master plan below.

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IN 3 DAYS! FRIDAY NOV 26 6AM!

RCA IN STOCK IMMEDIATE DELIVERY WHILE SUPPLIES LAST

32" SAVE \$90 \$218 AFTER @AM \$188 #1010479 3HDMI 60HZ	42" SAVE \$200 \$238 AFTER @AM \$298 #1009777 3HDMI 60HZ	65" SAVE \$160 \$888 AFTER @AM \$748 #1010480 2HDMI 60HZ	70" SAVE \$100 \$788 AFTER @AM \$848 #1009779 3HDMI 60HZ
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OVER \$200,000 IN GIVEAWAYS! FREE WITH PURCHASE

NOTICE OF ONLINE OPEN HOUSE #2

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 in the City of Vaughan to examine transportation improvements in the Teston Road area between Highway 400, Bathurst Street, Major Mackenzie Drive and Kirby Road.

WE WANT TO HEAR FROM YOU

You are invited to take part in the second Online Open House to learn about the study to date and Alternative Methods to extend Teston Road between Keele Street and Dufferin Street.



You can provide your comments on the options presented through a survey. Visit york.ca/TestonRoad for more information and to participate.

The online survey will be available from November 29, 2021 to December 20, 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 November 25, 2021.

York Region's number one priority is protecting the health and safety of our communities and staff. As we monitor the ongoing COVID-19 situation in York Region, we are 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

Sponsored Content



Turn your cottage into a luxury rental property



You love your upscale cottage located in beautiful Muskoka, Ontario — after all, cottages in Muskoka are a hot commodity and yours is no exception.

The challenge now is that you lead a busy lifestyle and have other properties to tend, and you might not be able to spend the time there you would like to. Halo Living's Luxury Cottage Rental Service has the solution.

[Halo Living's Luxury Rental Services](#) allows you the opportunity to generate income on the property you love while handling every detail for both you and guests. Halo is a company that cares about its clients, and treats your property like their own, anticipating and prioritizing the needs of owners.

Enjoy the freedom of knowing your property is in good hands. You've put a lot of time and resources into your cottage — isn't it time your property paid you back? Halo Living thinks so.

The Halo team is highly experienced and specialized in luxury rentals, and as a result they make the process carefree and effortless.

Complete luxury cottage rental services

Halo assesses your cottage property for a [rental valuation](#) to start. Once the assessment is completed, the team will do whatever it takes to get your property rental-ready.

Next, as part of Halo's expert marketing, your luxury cottage will be photographed to capture its beauty and stand out features with a professional photoshoot.

Beyond a listing on their website, [tailored ads](#) will be directed through digital/social means to an affluent network of potential tenants who are serious about finding premium quality cottage rentals near high-demand areas, such as Lake Muskoka and Lake Rosseau.

Halo Living will prepare your cottage to help make a positive first impression that leads to [great reviews](#). As a company passionate about a seamless experience, they also offer concierge services to take your guests' vacation to the next level.

Premium property management year-round

Thinking of spending more time at your cottage? Halo Living can help [manage your property](#) in Toronto while you spend time at your home away from home.

Halo's property services include landscaping, snow removal, waste management, and more. Premium security services such as security cameras and home audio/visual are also available for your peace of mind, as well as a 24/7 emergency response service.

A mile above the rest, Halo's range of services ensures that not only do you feel secure renting your beautiful cottage to guests, but you can also be a guest yourself while Halo manages your Toronto property.

Halo Living is registered with the [Travel Industry Council of Ontario \(TICO\)](#), Ontario's travel regulator, solidifying their commitment to delivering the best experience for owners and renters.

If you're a luxury cottage owner looking for an exceptional, exclusive, trustworthy and professional cottage rental experience, look no further. To become a host, [contact Halo Living](#) today or visit their Instagram page to see more. They will handle all the details!

APPENDIX B: INVITATION LETTERS/EMAILS

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