

APPENDIX C1.3 – Consultation Record

APPENDIX C: PRESENTATION MATERIALS

TESTON ROAD AREA TRANSPORTATION IMPROVEMENTS

Individual Environmental Assessment

Online Public Open House #2

Recap of Open House #1

November/December 2021

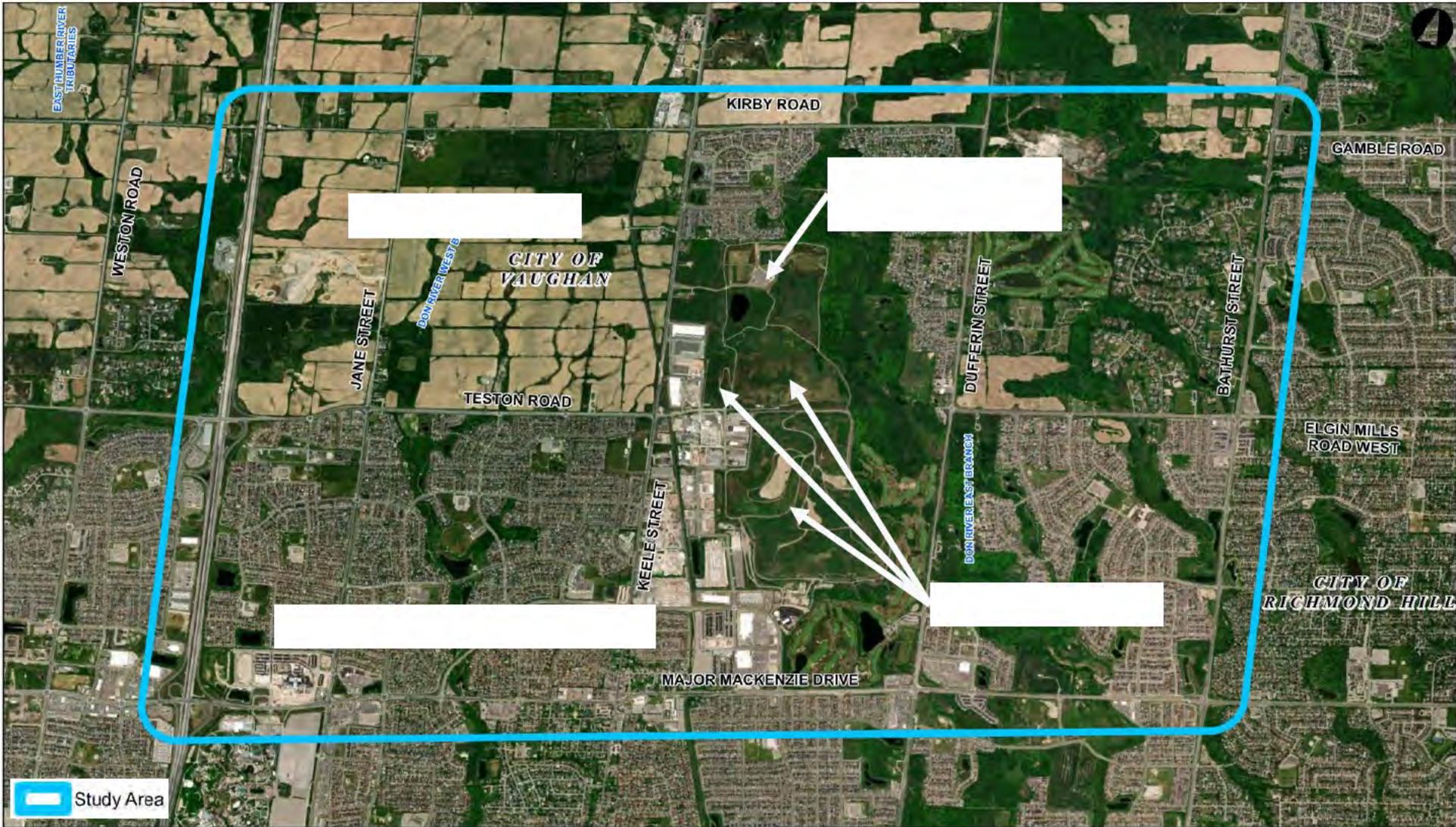
Study Background

- 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.

Problem and Opportunity Statement

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

Study Area – Existing Conditions



Generation and Evaluation of Alternatives to the Undertaking

- Alternatives to the Undertaking: functionally different ways of addressing the problems / opportunities.
- Alternative Methods: different ways of doing the same activity.
- Open House #1 presented Alternatives to the Undertaking.
- Open House #2 will present Alternative Methods (Alignment Alternatives).
- Over 20 alternatives in 10 categories were reviewed and resulted in 4 Alternatives to the Undertaking being short-listed.

Alternatives to the Undertaking



Alternative 1: Future Do Nothing

Alternative 3: Widen Kirby/Keele



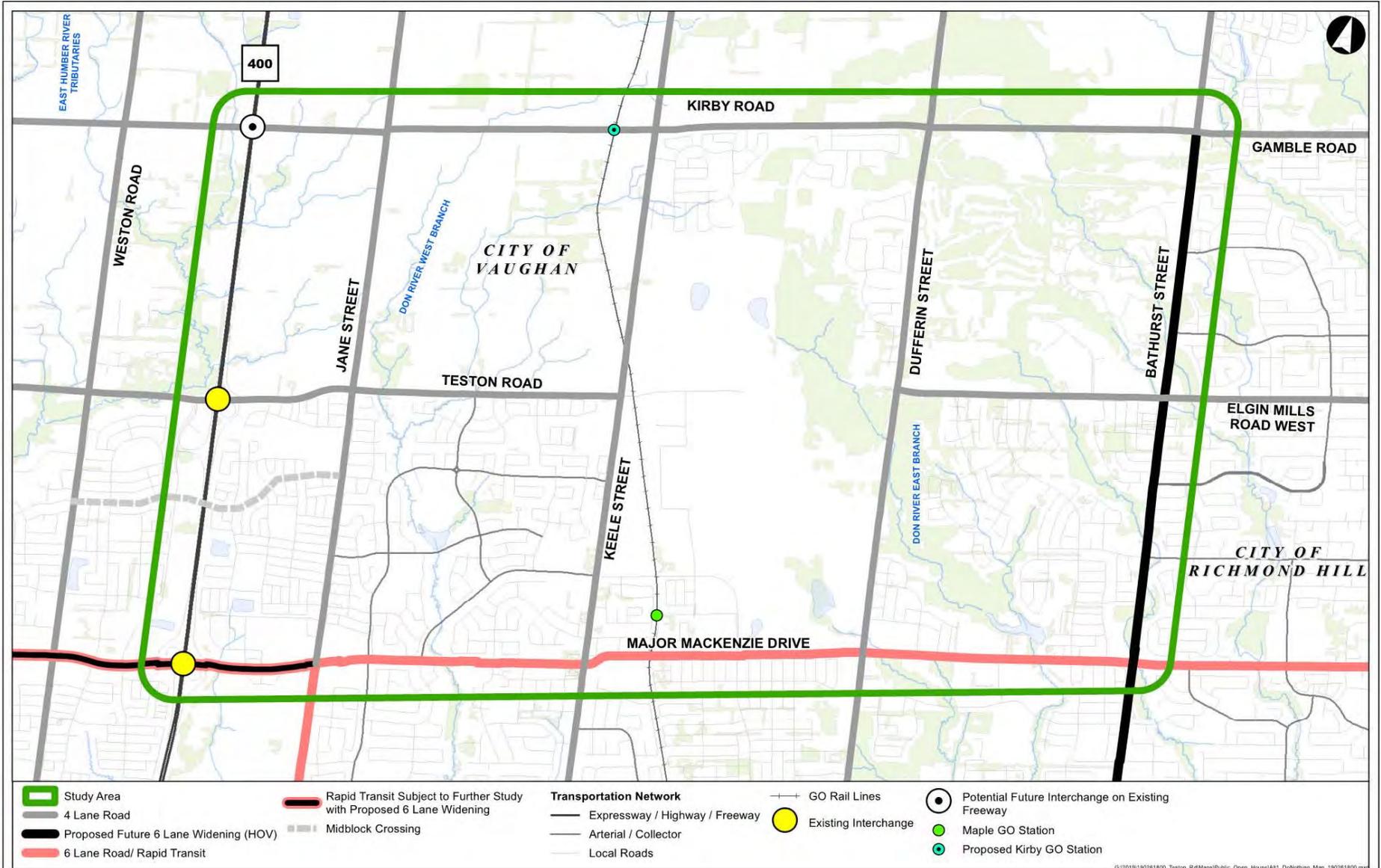
Alternative 2: Widen Kirby

Alternative 4: New Teston Road Extension



Alternative 1

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



Alternatives to the Undertaking



Alternative 1: Future Do Nothing

Alternative 3: Widen Kirby/Keele



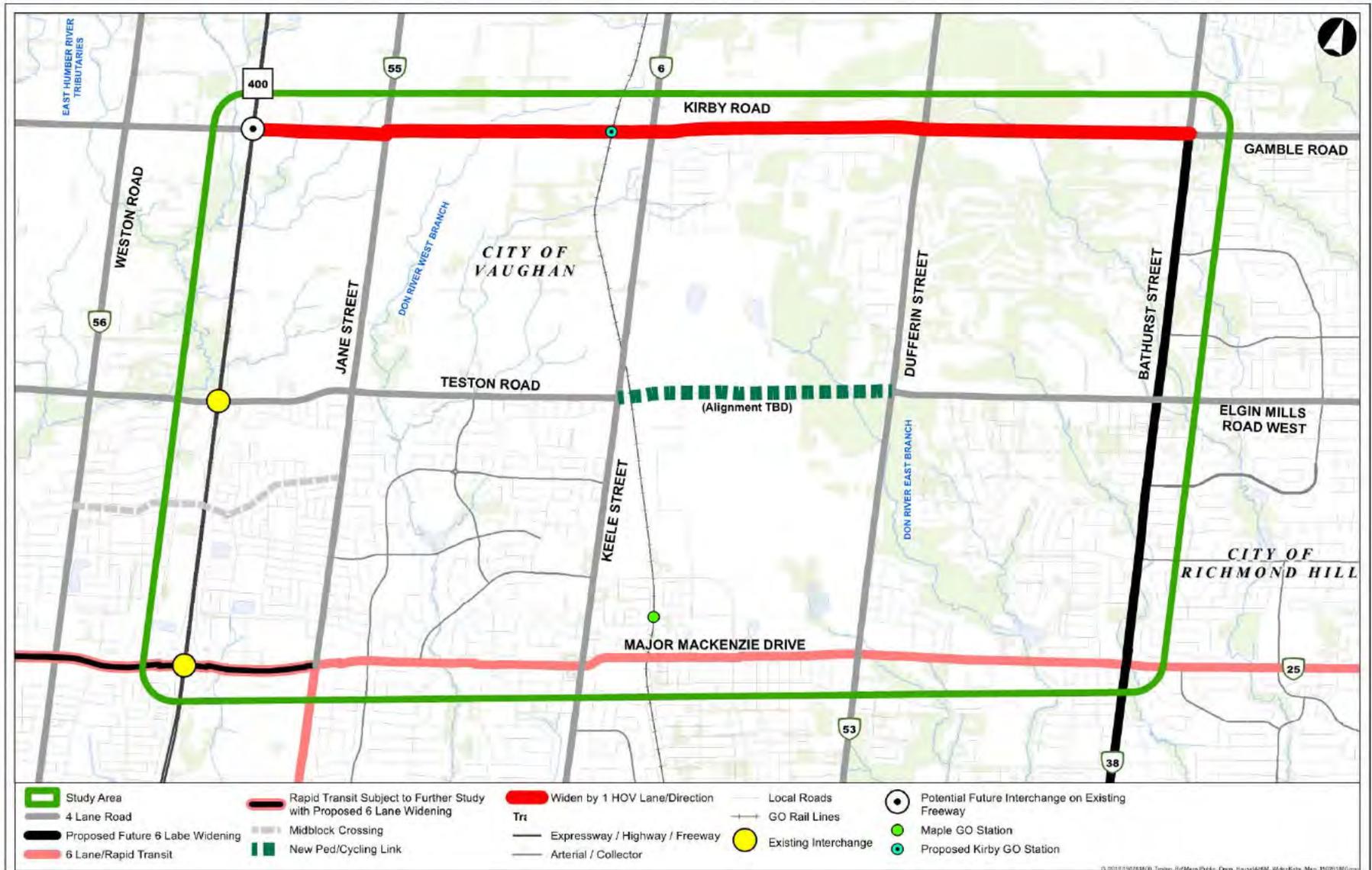
Alternative 2: Widen Kirby

Alternative 4: New Teston Road Extension



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



Alternatives to the Undertaking



Alternative 1: Future Do Nothing

Alternative 3: Widen Kirby/Keele

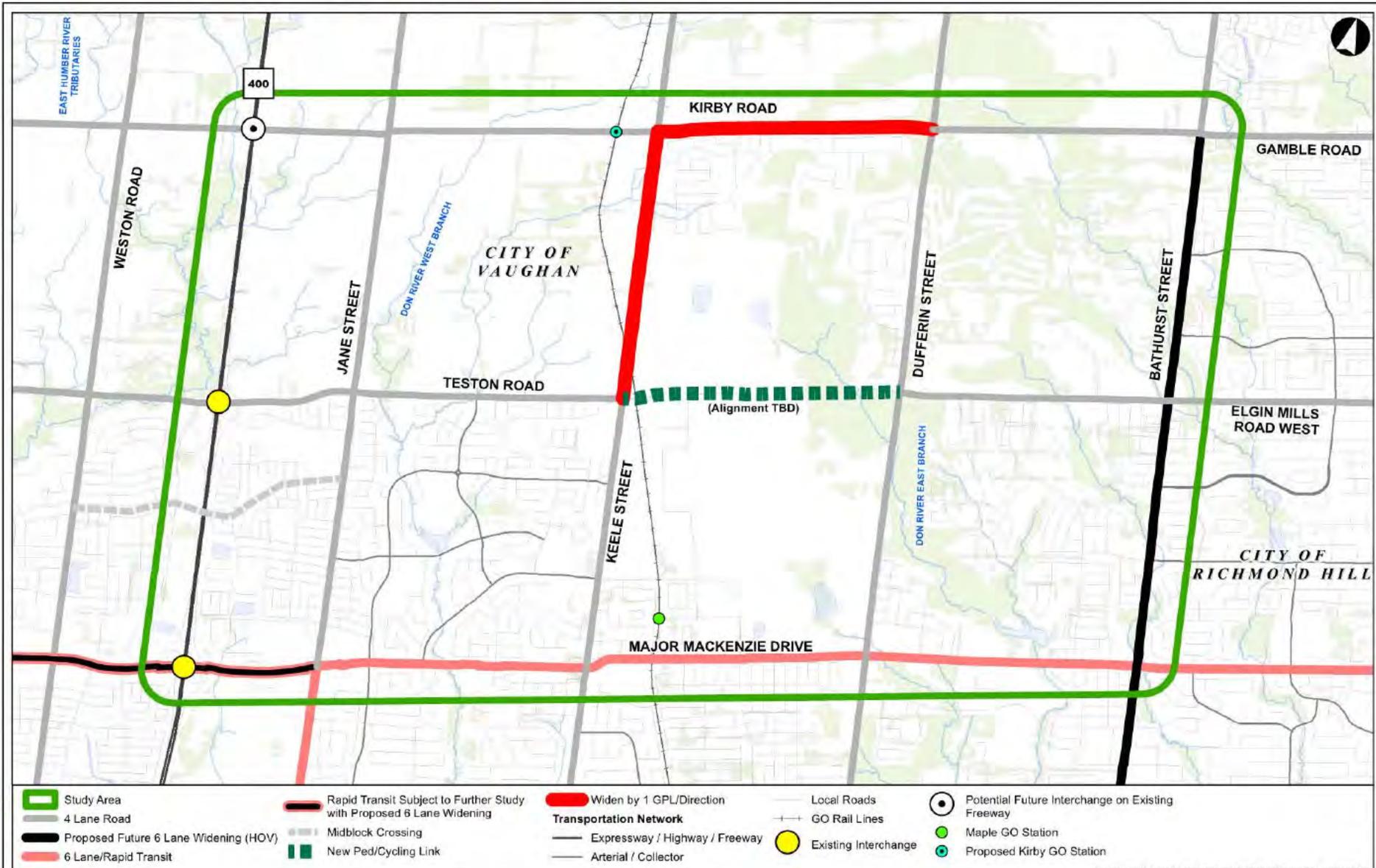


Alternative 2: Widen Kirby

Alternative 4: New Teston Road Extension



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



Alternatives to the Undertaking



Alternative 1: Future Do Nothing

Alternative 3: Widen Kirby/Keele



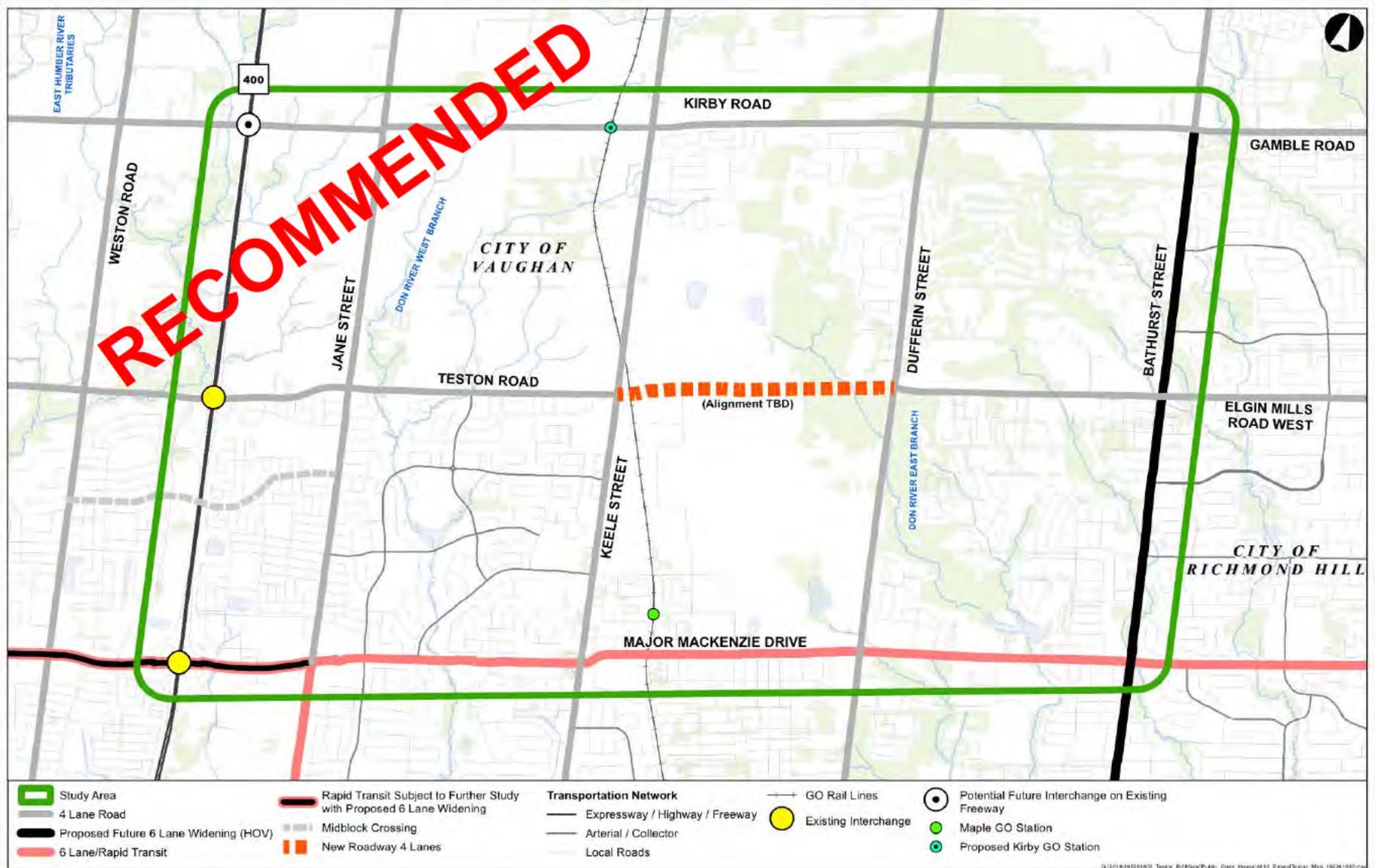
Alternative 2: Widen Kirby

Alternative 4: New Teston Road Extension



Alternative 4

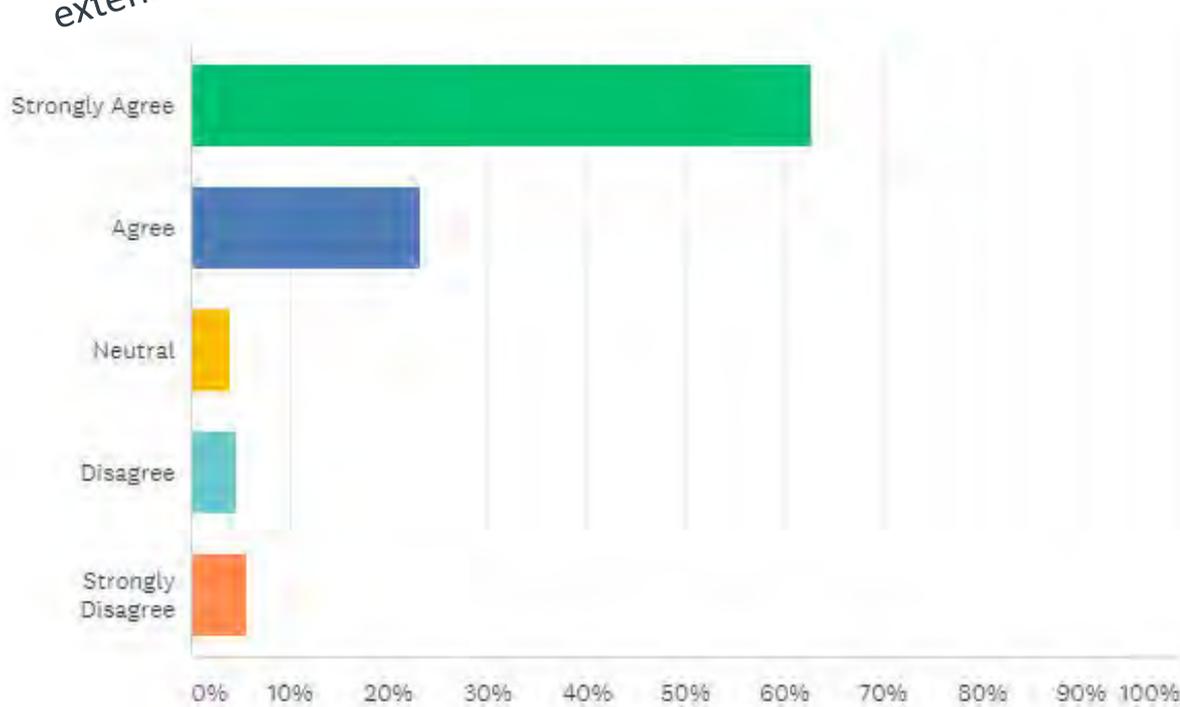
New 4-Lane Teston Road (Dufferin Street to Keele Street) with Pedestrian / Cycling facilities and Transit service



Do you agree with the recommendation?

“I am in strong support of the Teston Road extension from Dufferin to Keele”

“I think that a plan to connect Teston Road between Keele and Dufferin would greatly improve the traffic flow in our area”



Open House #2 Presentation

- Please watch the Open House #2 Presentation to learn about further refinements to and assessment of the Teston Road Extension Recommended Alternative.
- By generating and evaluating corridor and alignment alternatives, a recommended alignment has been selected which will be subject to more in depth analysis and study.
- Video is available at York.ca/TestonRoad

TESTON ROAD AREA TRANSPORTATION IMPROVEMENTS

Individual Environmental Assessment

Online Public Open House #2

November/December 2021

Purpose of the Open House

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



Presentation Outline

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

Your Feedback is Important

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

Your Feedback is Important

Survey Question
Example



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

Study Introduction

- 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

Identification of Problems and Opportunities
Generation of Alternatives to the Undertaking
Open House #1
Confirm Preferred Alternative to the Undertaking
Generation of Alternative Methods
Open House #2 – WE ARE HERE
Select Preferred Alternative Method (*Alignment*)
Open House #3
Preliminary Design
Open House #4
Draft IEA Report (Public and Government Review)
Final IEA Report MECP

COMPLETION DATE

Spring to Fall 2020
Winter to Spring 2021
June 2021
Summer 2021
Summer/Fall 2021
Fall 2021
Fall 2021
Spring 2022
Spring - Fall 2022
Winter 2023
Spring 2023
Summer 2023

Generation of Alternative Corridors and Alignments

Alternative 4

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



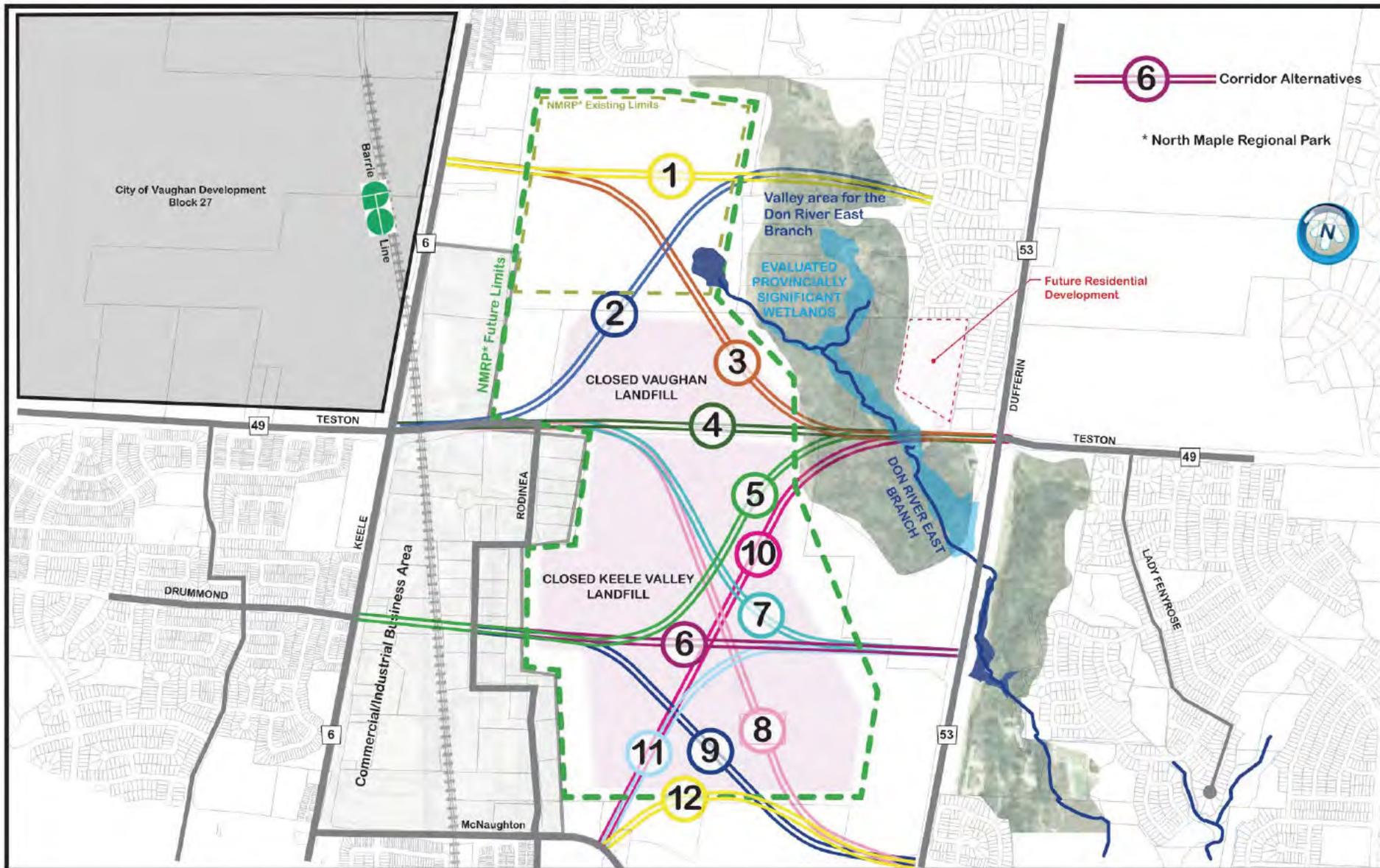
Alternative Corridors

Survey Question

3

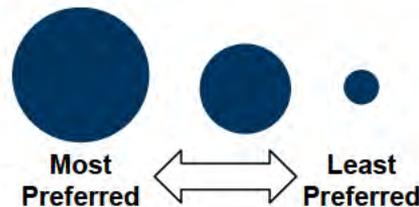


Survey available at York.ca/TestonRoad

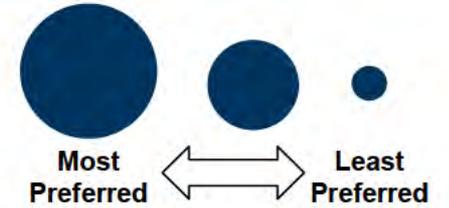


Alternative Corridors

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

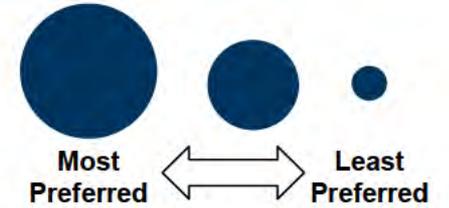


Alternative Corridors – Screening



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

Alternative Corridors – Screening

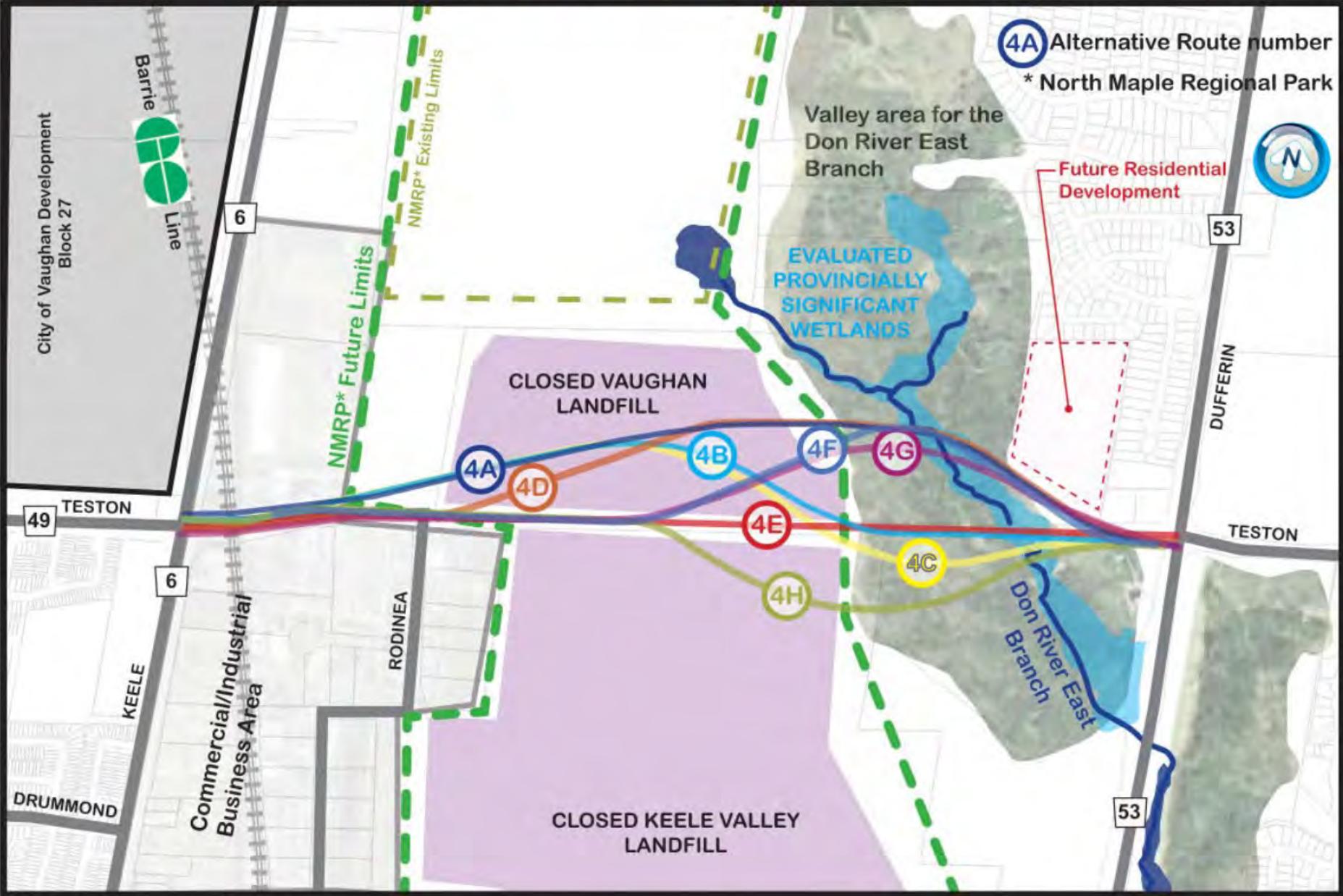


CORRIDOR ALTERNATIVES	NATURAL	CULTURAL	SOCIO-ECONOMIC	TRANSPOR-TATION	SUMMARY
Alternative 7	●	●	●	●	●
Alternative 8	●	●	●	●	●
Alternative 9	●	●	●	●	●
Alternative 10	●	●	●	●	●
Alternative 11	●	●	●	●	●
Alternative 12	●	●	●	●	●

Alternative Corridors – Summary

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

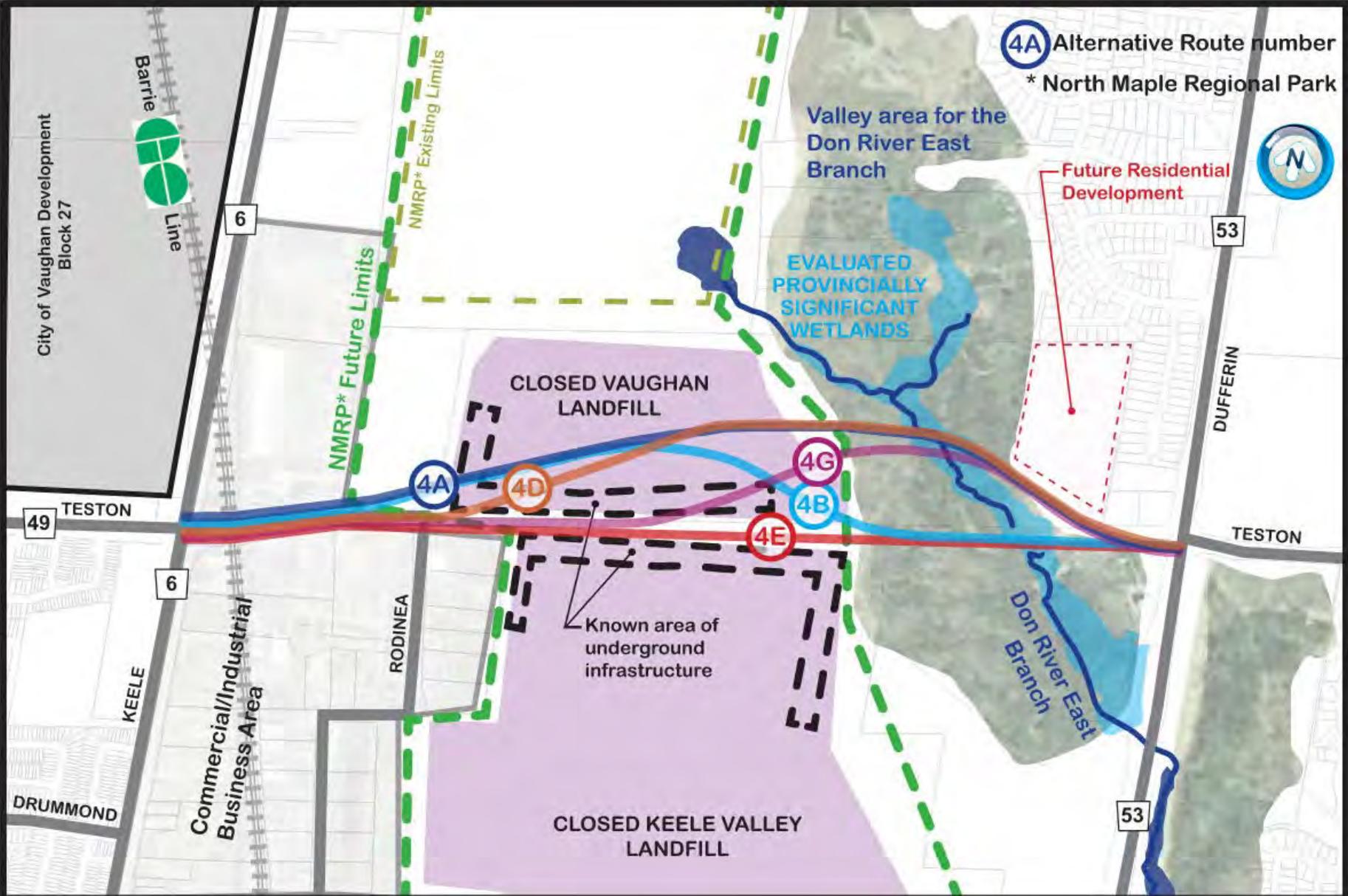
Alternative Alignments – Long List



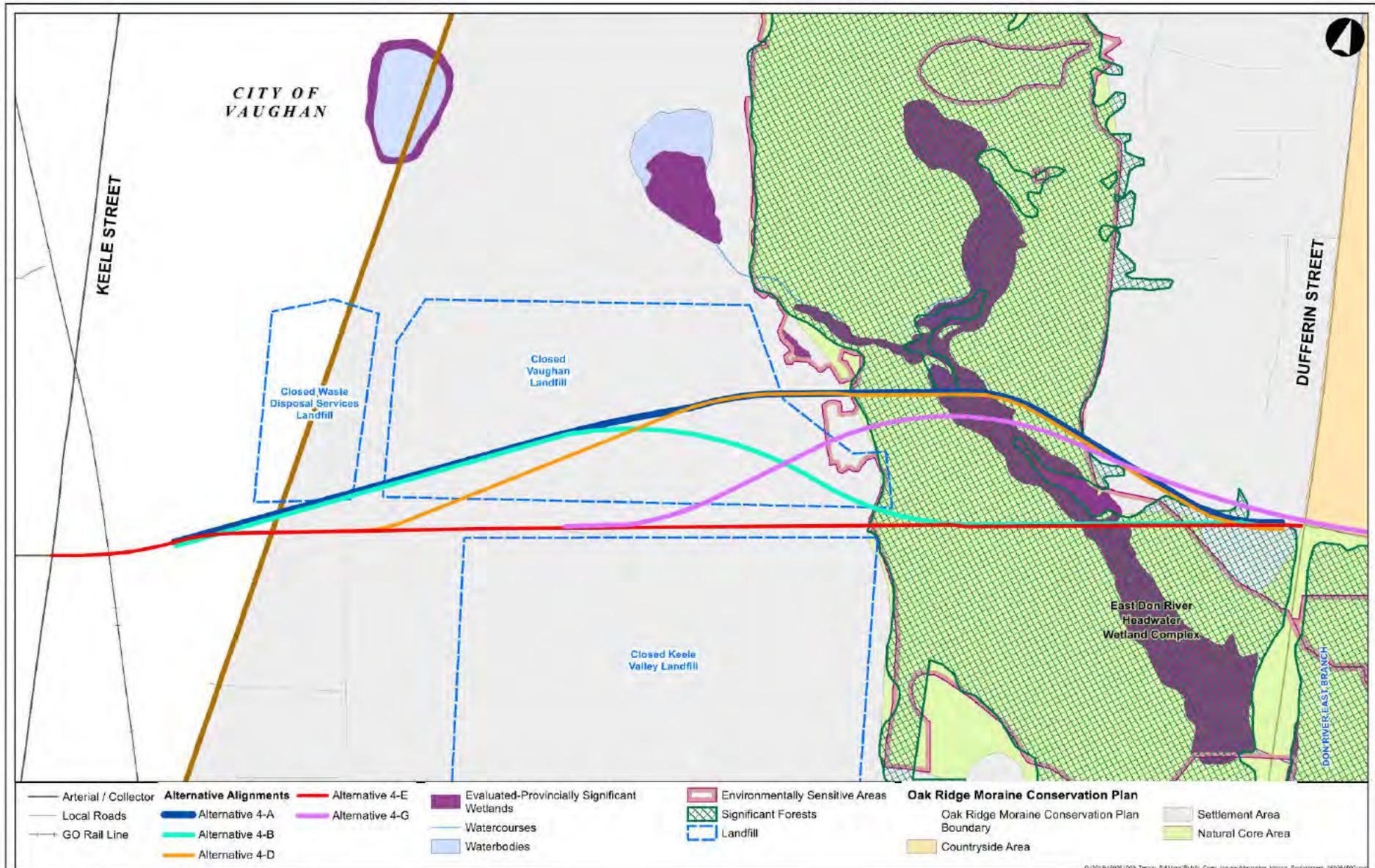
Alternative Alignments – Screening

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

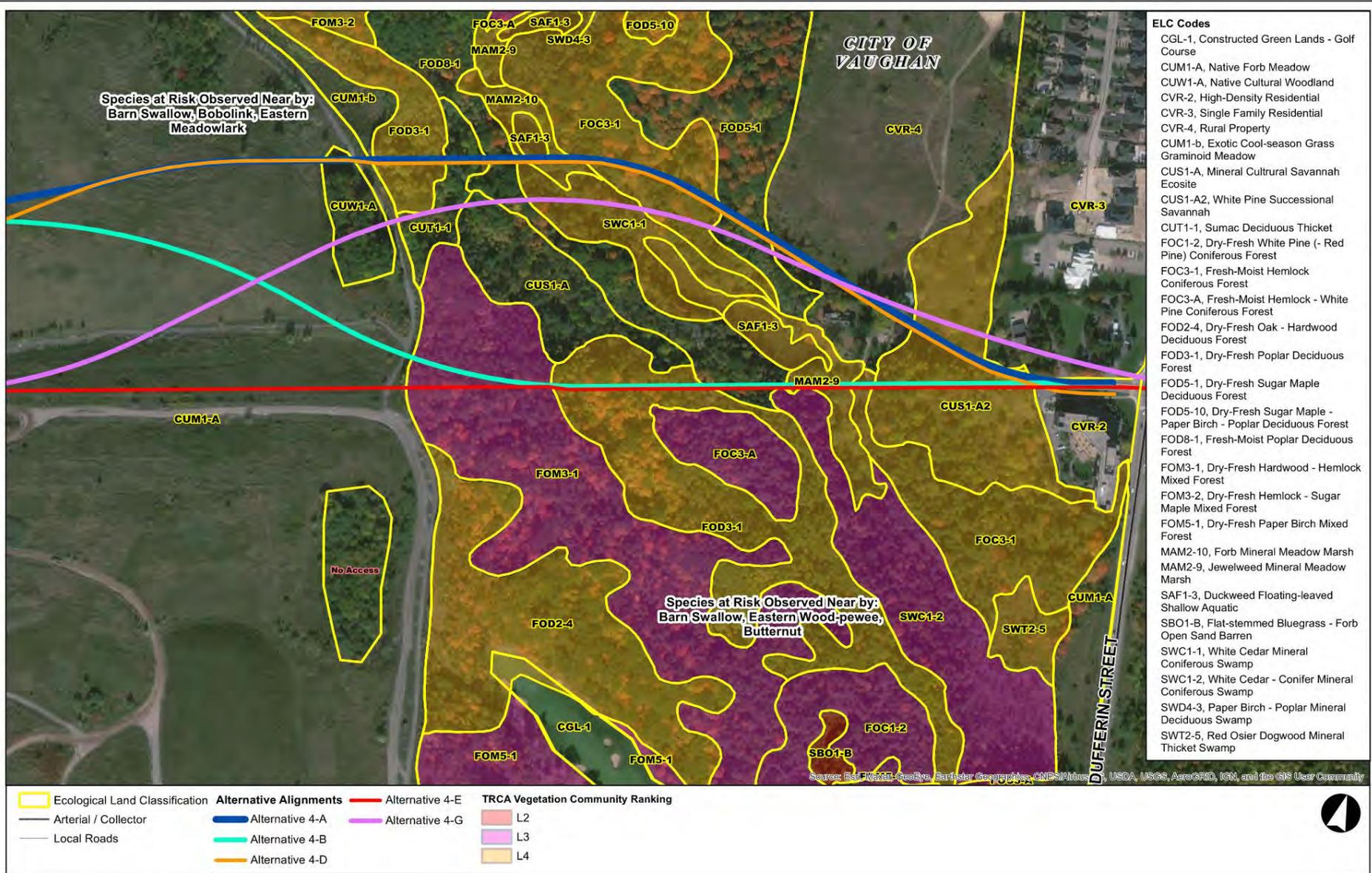
Alternative Alignments – Short List



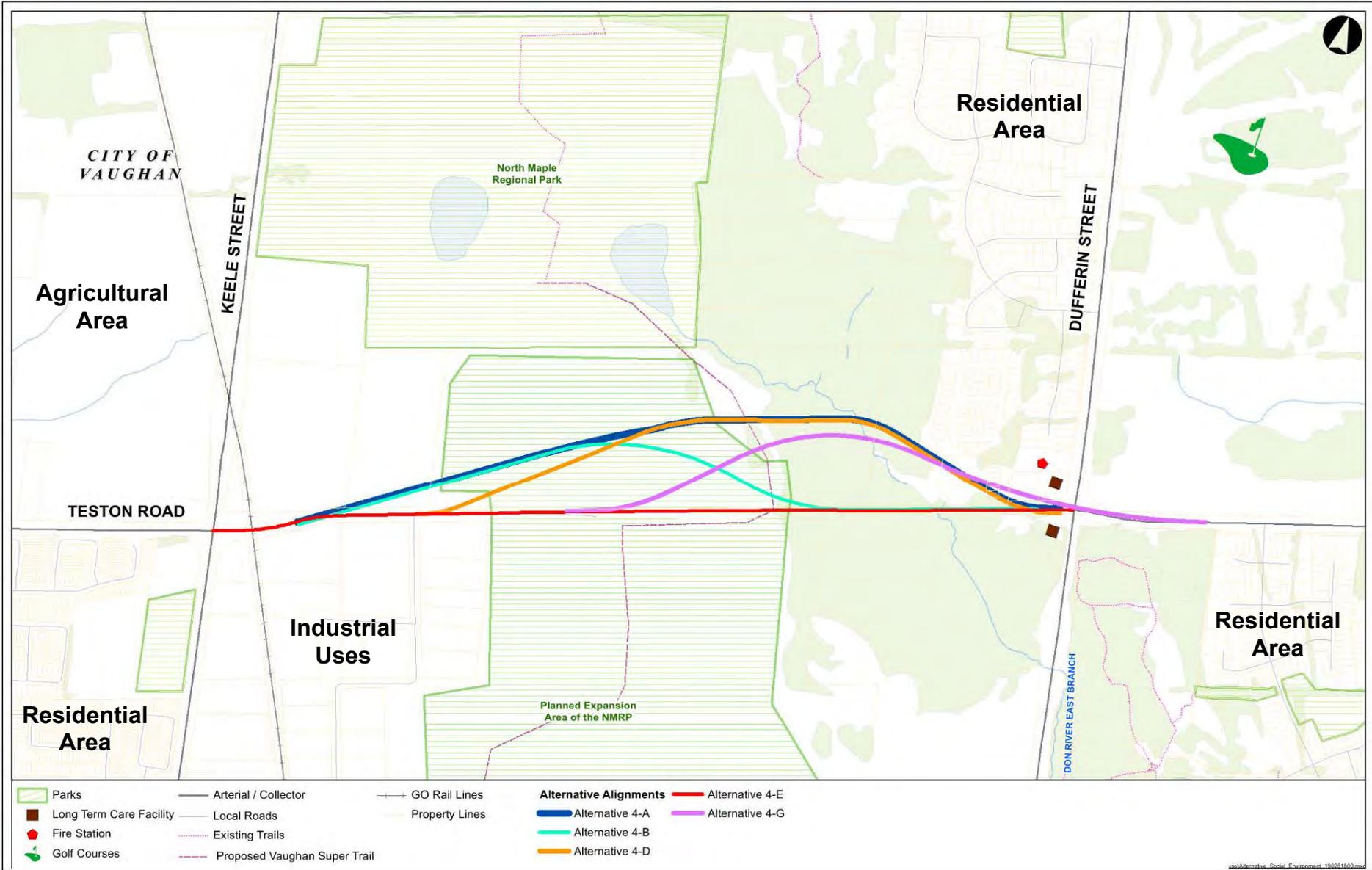
Natural Environment



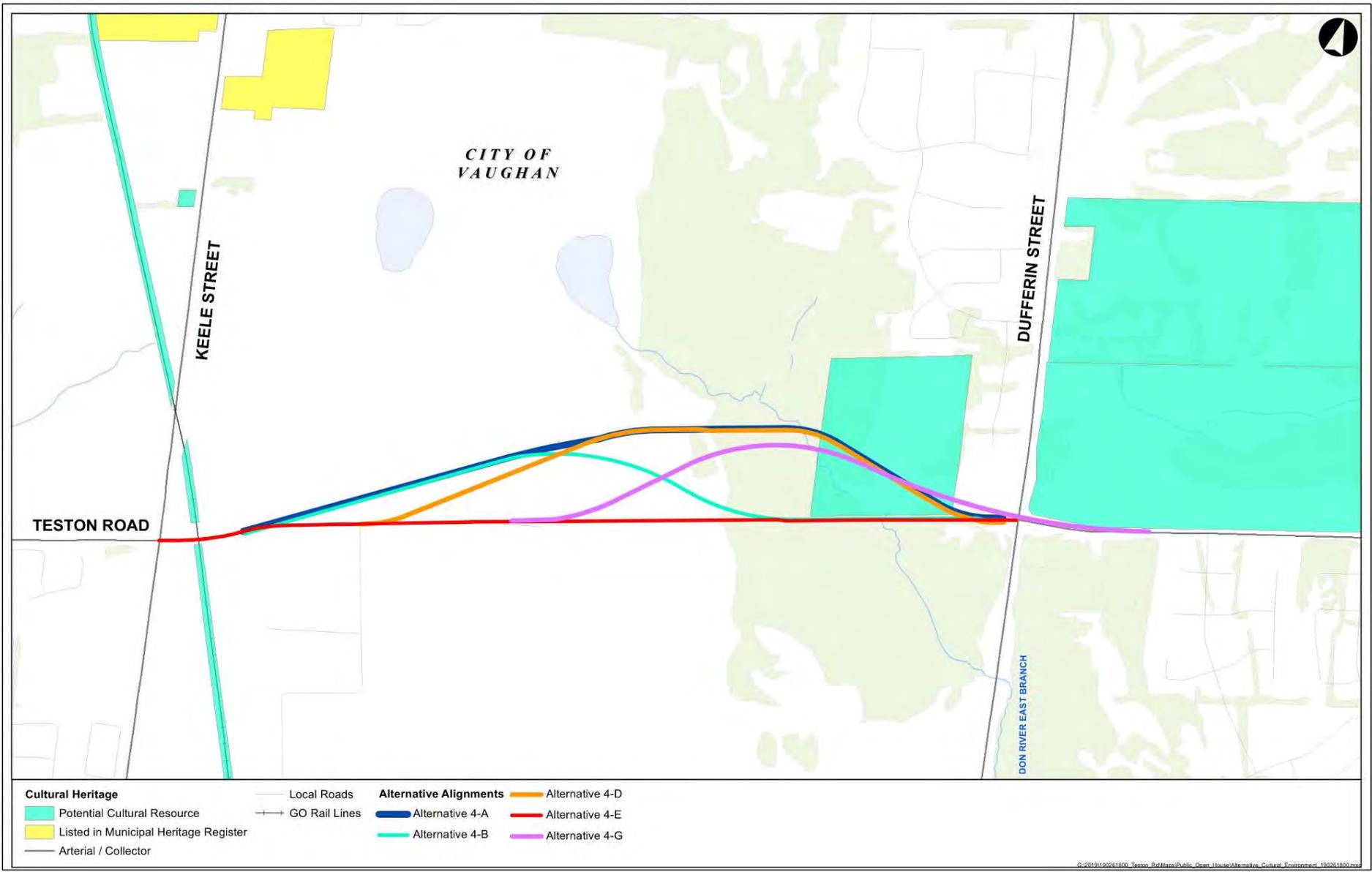
Natural Environment



Social Environment



Cultural Environment

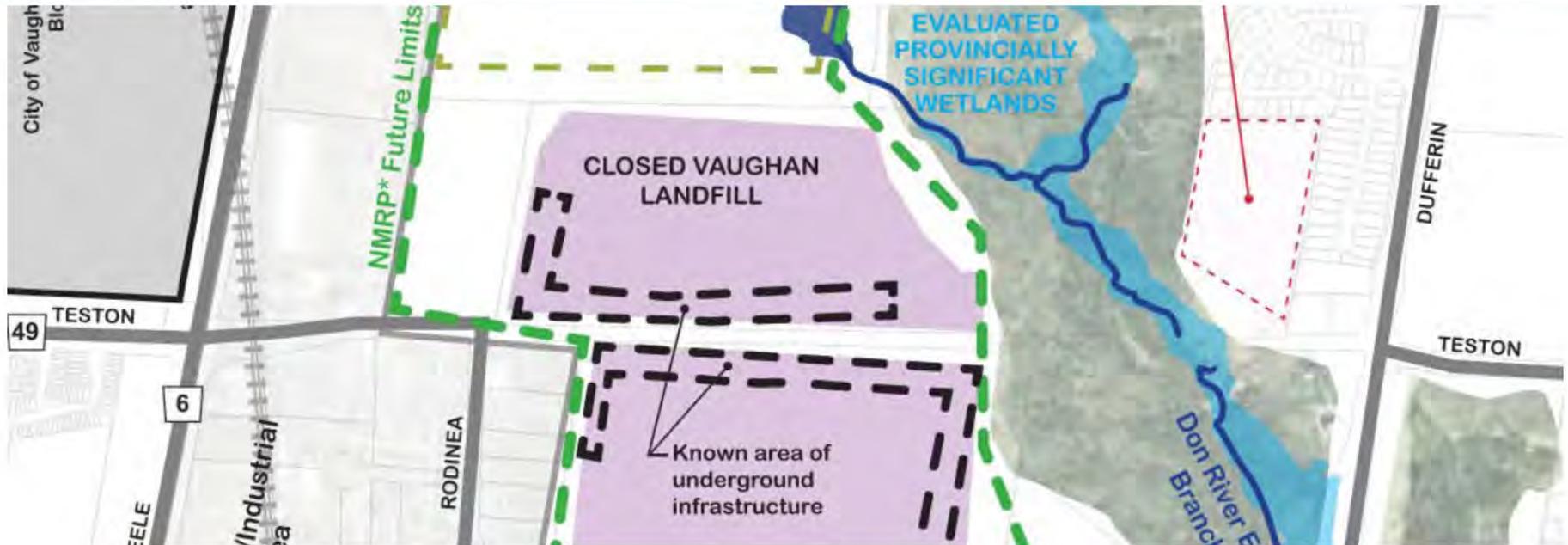


Evaluation of Short List of Alignment Alternatives



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

Future Do Nothing - Pros and Cons



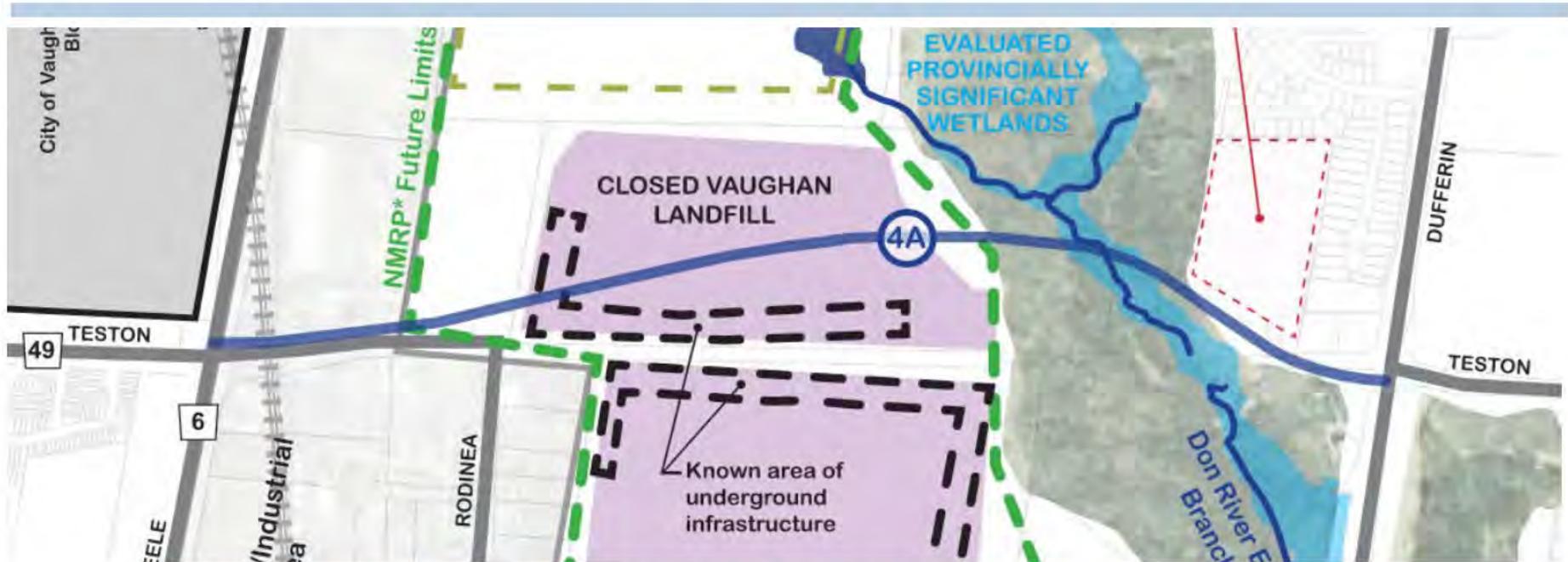
- ✓ No natural environmental/footprint impacts.
- ✓ No impacts to landfills, property or access.
- ✗ Does not address the problems/opportunities of the study.
- ✗ Does not address transportation issues within the study area.
- ✗ Does not support local/regional development objectives.

All Alignments - Pros and Cons



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

Alternative 4A - Pros and Cons



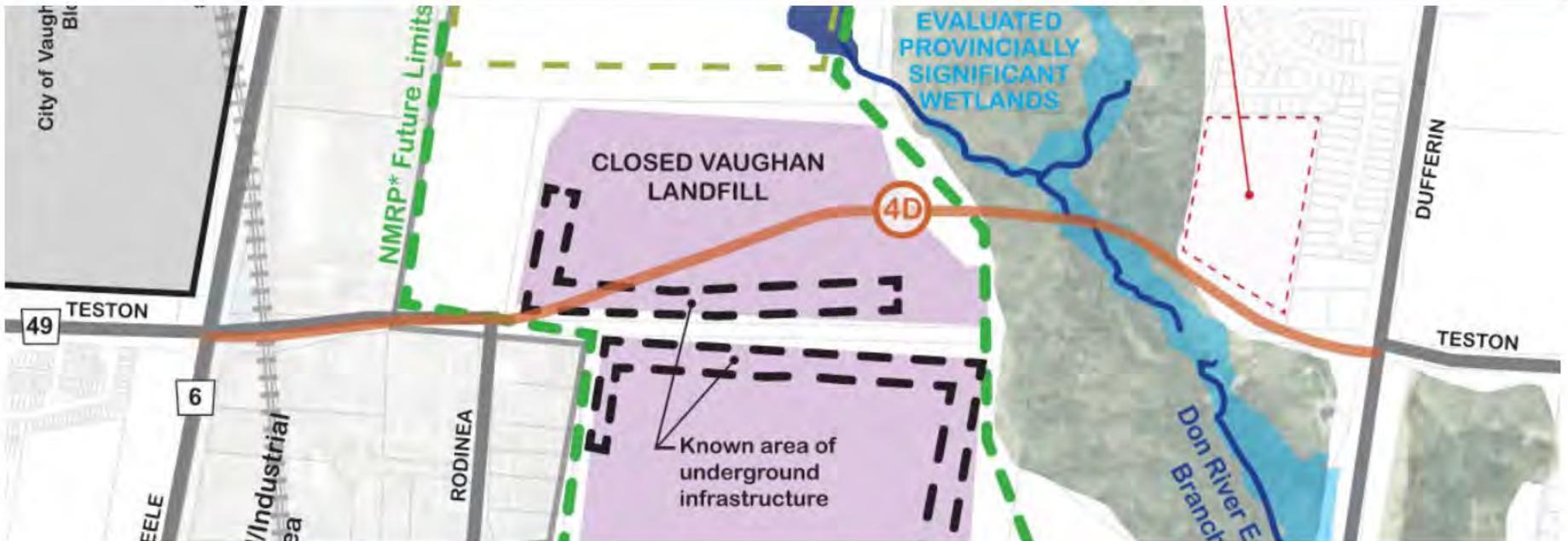
- ✓ Mostly avoids Keele Valley Landfill infrastructure and Vaughan Landfill gas collection system
- ✗ Encroaches on the Vaughan Landfill and the former private landfill site, likely requires removal of landfill material.
- ✗ Has less preferred road/bridge geometry.
- ✗ Bisects Phase 3 area of the NMRP,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

Alternative 4B - Pros and Cons



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

Alternative 4D - Pros and Cons



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

Alternative 4E - Pros and Cons



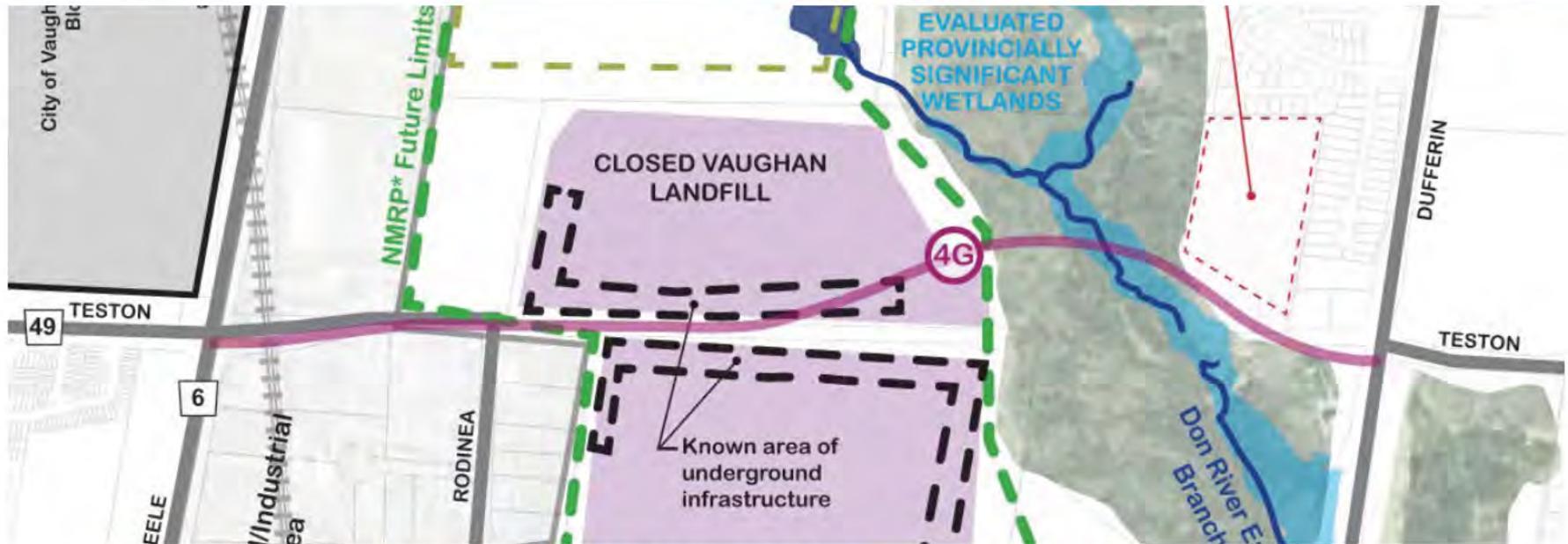
- ✓ Maximizes use of existing 2-lane section of Teston Road, avoiding direct encroachment on Vaughan Township landfill.
- ✓ Best roadway design for safety and user experience and straight structure across valley.
- ✓ Outside of the Phase 3 area of NMRP, still bisects the overall planned area of expansion.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

Alternative 4G - Pros and Cons

Survey Questions
5 & 6



Survey available at York.ca/TestonRoad



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

Evaluation Natural Environment



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

Evaluation

Socio-Econ. / Land Use



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

Evaluation Cultural Environment



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

Evaluation Transportation



	Future Do Nothing	Alternative 4-A	Alternative 4-B	Alternative 4-D	Alternative 4-E	Alternative 4-G
System Capacity & Efficiency	Least Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred
System Reliability, Redundancy & Safety	Least Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred
Traffic Operations, Mobility & Accessibility	Least Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred
Network Compatibility	Least Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred
Design/ Constructability	Less Preferred	Less Preferred	Less Preferred	Less Preferred	More Preferred	Less Preferred
Cost	Most Preferred	Least Preferred	Less Preferred	Less Preferred	More Preferred	Less Preferred
Transportation Summary	Least Preferred	Moderately Preferred	Moderately Preferred	Moderately Preferred	Most Preferred	Moderately Preferred

Evaluation Results

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

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



Next Steps

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

Next Steps

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

Your Feedback is Important

Survey Questions
8, 9, & 10



Survey available at York.ca/TestonRoad

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

THANK YOU!

APPENDIX D: GENERAL COMMENTS RECEIVED

Teston Road IEA – Comment Tracking Table

Date	Name/Title/Organization	Type	Comment Received	Action/Response
Public				
29/11/21	[REDACTED]	Email	<p>Hi Teston Road Study Team,</p> <p>I already put this comment in the survey but wanted to submit it here as well. I appreciate that this project is being undertaken, and that there is a platform for residents to voice their opinions and feedback.</p> <p>As a resident of the area just north (Peak Point Blvd) of the proposed corridor, I feel it is imperative that this project can be completed on time, if not sooner. The lack of this corridor adds immensely to the traffic going East/West on both Kirby and Major Mackenzie. The intersection at Teston & Dufferin is also extremely congested, especially during rush hours.</p> <p>Being that the public school serving my neighbourhood is Herbert Carnegie, I along with school buses have to endure this route multiple times a day. The small one-lane intersection at Teston and Dufferin is not sufficient to support the amount of traffic there. Lots of waiting, frustration, and drivers making dangerous maneuvers such as making an illegal U Turn near the old folks home to "beat the traffic".</p> <p>Best regards, [REDACTED]</p>	
29/11/21	[REDACTED]	Email	<p>Connecting Teston Rd between Keele to Bathurst ... good idea.</p> <p>What impact would connecting King-Vaughan Rd to Jefferson Road do?</p> <p>What impact would connecting Kirby Rd to Gamble Road do?</p>	<p>Hello [REDACTED]</p> <p>Thank you for your interest and support for this project.</p> <p>King-Vaughan Road and Kirby Road are under the City of Vaughan's jurisdiction and Jefferson Sideroad under the City of Richmond Hill's. These roads are candidates for assumption by York Region in the current Transportation Master Plan (TMP) (2016). Per the TMP, if these roads are assumed by the Region, there would likely be a realignment of King-Vaughan Road and Jefferson Sideroad to make the connection.</p> <p>An Environmental Assessment was completed to connect Kirby Road to Gamble Road. This work is being completed by the City of Vaughan and updates on the project can be found at their website: https://www.vaughan.ca/projects/projects_and_studies/environmental_assessment_studies/Pages/Kirby-Road-Extension.aspx</p> <p>If you have any further comments or concerns, please don't hesitate to contact me.</p> <p>Regards,</p>
02/12/21	[REDACTED]	Email	Hello,	

Note: Comments are reproduced verbatim including typos and/or grammar errors

Teston Road IEA – Comment Tracking Table

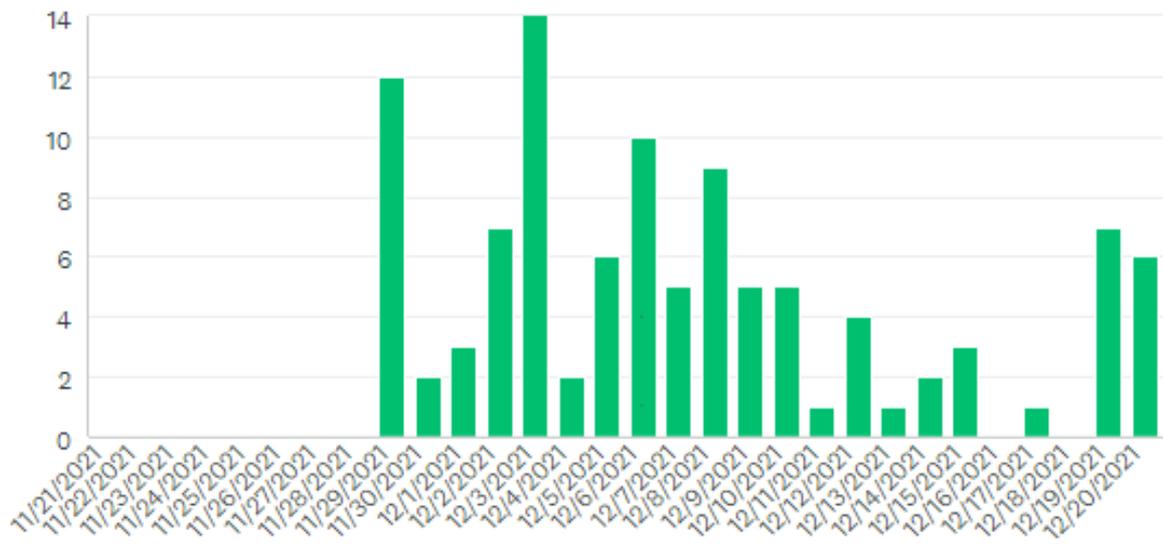
Date	Name/Title/Organization	Type	Comment Received	Action/Response
			<p>I've reviewed the materials and I've filled the survey.</p> <p>I note that the IEA could be completed by Summer 2023. If things go as scheduled with 4-E when would I be able to drive on Teston through to Keele from Dufferin?</p> <p>Thank you, [REDACTED]</p>	
05/12/21	Unnamed Resident	Email	<p>I live in the Bathurst /Elgin Mills / Teston rd. The traffic is unbearable throughout the day. Teston rd should be extended to Keele street to alleviate the traffic jam at Duffiren Stree, and Bathurst. Teston all ready connected to the 400 HYW.</p> <p>Other solution is extend Gamble to Kirby Rd and make Elgin Mills from Yong Street to Dufferin Street passage way to light vehicles no heavy trucking.</p>	<p>Dear Resident,</p> <p>Thank you for your interest and support for this project. Currently, the preferred design alterative for the project focuses on extending Teston Road between Keele Street and Dufferin Street.</p> <p>An Environmental Assessment was completed to connect Kirby Road to Gamble Road. This work is being competed by the City of Vaughan and updates on the is project can be found at their website: https://www.vaughan.ca/projects/projects_and_studies/environmental_assessment_studies/Pages/Kirby-Road-Extension.aspx</p> <p>Eglin Mills Road functions as a major arterial thoroughfare that supports both light and heavy vehicles. Restricting heavy vehicle access on this road specifically would mandate truck traffic spread onto surrounding major roads, thus creating increased congestion.</p> <p>If you have any further comments or concerns, please don't hesitate to contact me.</p> <p>Regards,</p>
07/21/21	Unnamed Resident	Phone Call	<p>Caller stated he is opposed to the Teston IEA and road widening as it will cause a lot of noise and during the years of construction it will affect quality of life. Caller would also like to know when the construction will commence if approved.</p>	

APPENDIX E: SURVEY RESULTS



Responses (by day)

First: 11/29/2021 Zoom: 11/21/2021 to 12/20/2021

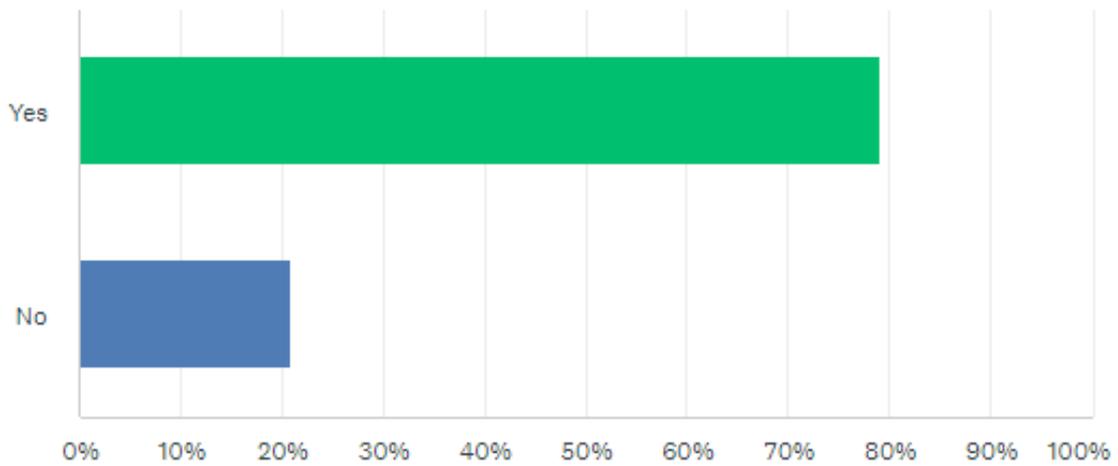


Q1



(Slide 6) Do you live in the Study Area?

Answered: 105 Skipped: 0



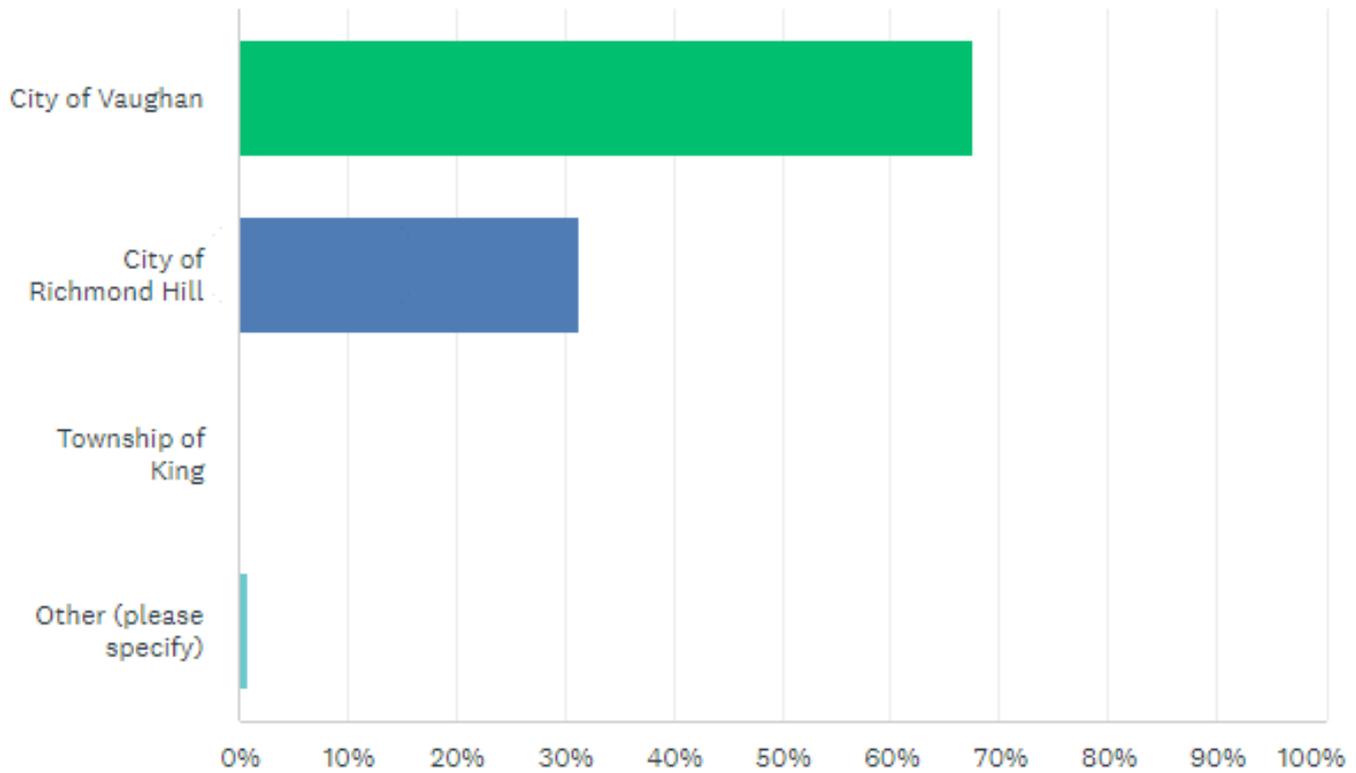
ANSWER CHOICES	RESPONSES	
Yes	79.05%	83
No	20.95%	22
TOTAL		105

Q2



(Slide 6) Which municipality do you live in?

Answered: 105 Skipped: 0

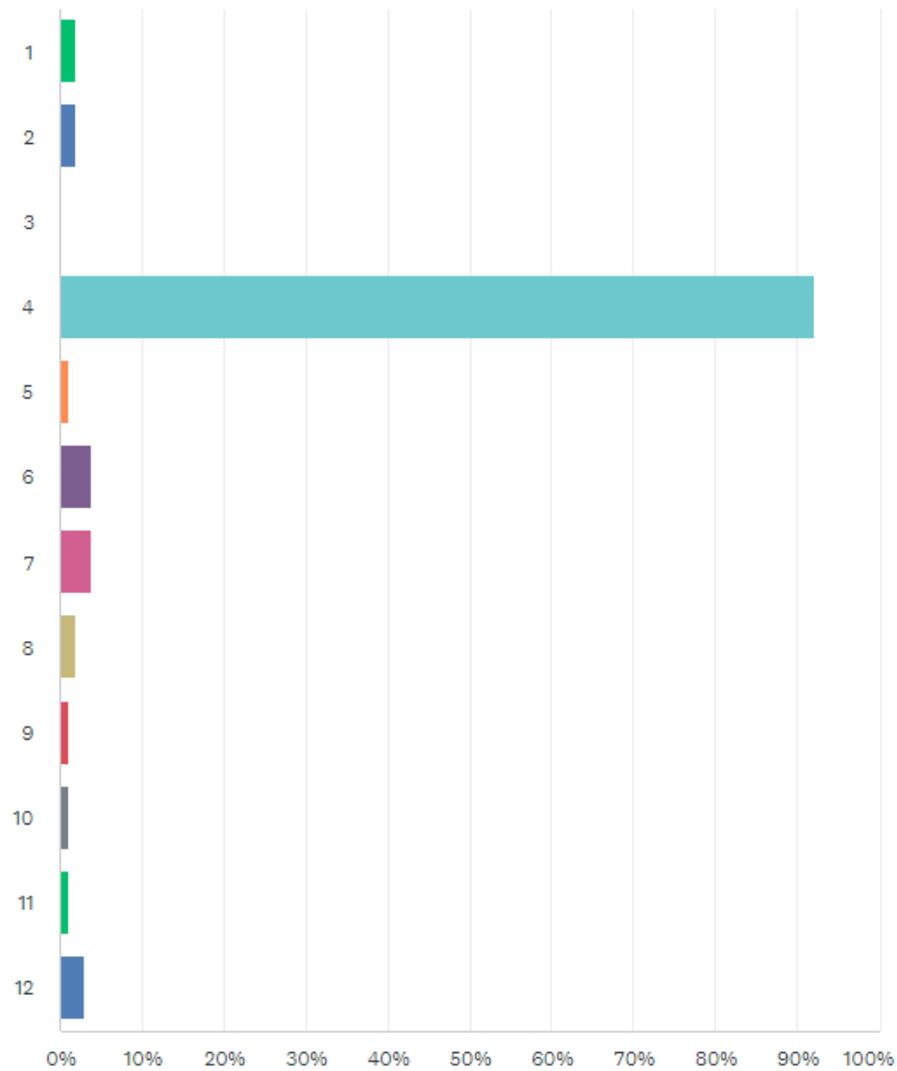


ANSWER CHOICES	RESPONSES	
City of Vaughan	67.62%	71
City of Richmond Hill	31.43%	33
Township of King	0.00%	0
Other (please specify)	Responses 0.95%	1
TOTAL		105



(Slide 9) What is your preferred Corridor Alternative?

Answered: 102 Skipped: 3

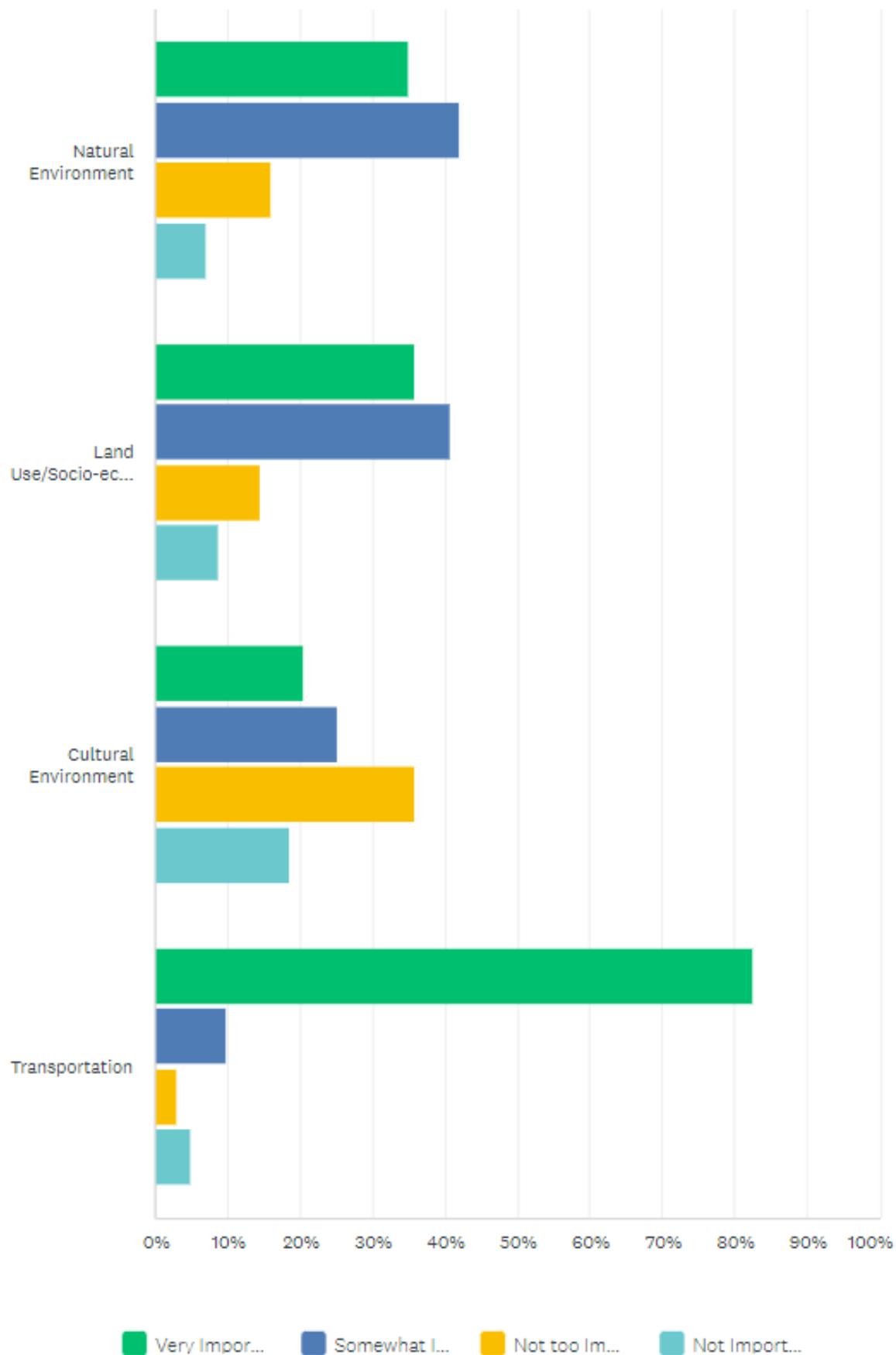


ANSWER CHOICES	RESPONSES	
1	1.96%	2
2	1.96%	2
3	0.00%	0
4	92.16%	94
5	0.98%	1
6	3.92%	4
7	3.92%	4
8	1.96%	2
9	0.98%	1
10	0.98%	1
11	0.98%	1
12	2.94%	3
Total Respondents: 102		



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

Answered: 104 Skipped: 1



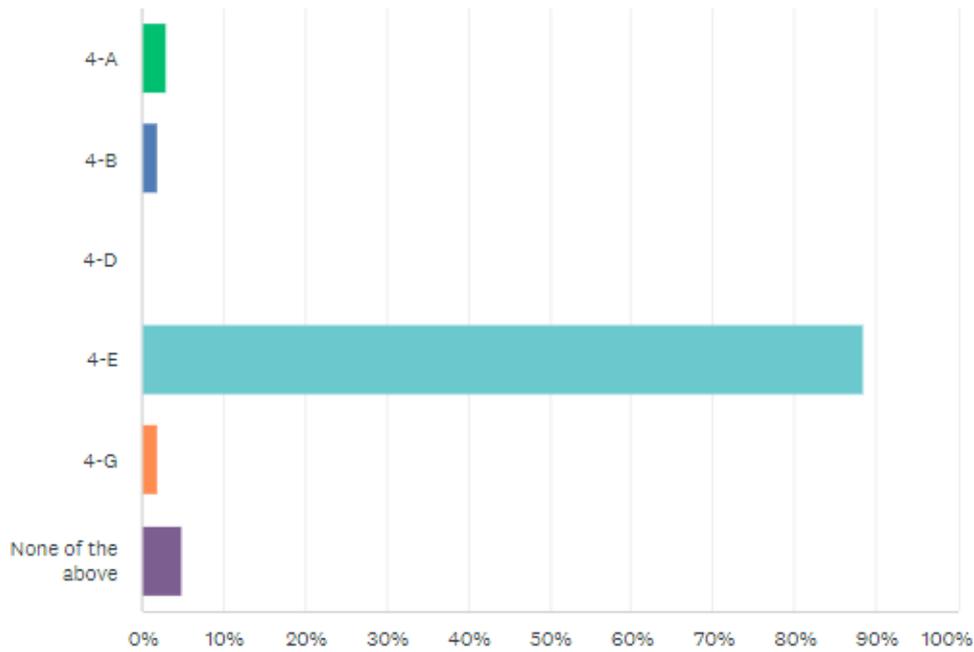
	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT TOO IMPORTANT	NOT IMPORTANT	TOTAL
Natural Environment	35.00% 35	42.00% 42	16.00% 16	7.00% 7	100
Land Use/Socio-economic Environment	35.92% 37	40.78% 42	14.56% 15	8.74% 9	103
Cultural Environment	20.39% 21	25.24% 26	35.92% 37	18.45% 19	103
Transportation	82.52% 85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

Q5



(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

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

Answered: 96 Skipped: 9

- Most direct route.
- Easiest for transportation.
- The shortest distance.
- This option makes the most sense because it is the shortest path and does not impact anyone.
- 4E is the best option of the alternatives presented in all 4 categories. It is safer (straight road) and makes the most sense, does not have an affect on the new proposed parks; natural environment is as effected as other options; will help to keep traffic moving.
- 4-E has by far the most Pro's. There's less worry about the current underground infrastructure and is best from a safety purpose as well.
- Safest and least environmentally impactful.
- The most reasonable option.
- Fastest route.
- Direct route to work.
- It's the most direct route and seems to have the least overall impact on the existing area.
- Fewer negatives. Uses existing railway crossing.
- Transportation.
- It's the shortest path with the least invasion on private land, the river, and the NMRP. Plus, it makes use of some existing Teston infrastructure, and Teston is the road that has the "missing link" - let's link it!
- Best design for safety reason and easy transportation/traffic, straight structure.
- Ease of transportation. Straight road.
- It is the most efficient straight connection.
- It's the shortest distance.
- Most straightforward solution.
- Transportation.
- Seems the least intrusive.
- Transportation, cost effective, and low impact to the natures.
- It is the shortest and more direct route thereby resulting the least overall impact.
- It makes the most sense. Most of the boxes are checked and seems the most economical way to go from a tax payer perspective.
- Less cost.
- Best road design (straight).
- Maximizes use of existing 2-lane section of Teston Road, straight structure across valley.
- Shorter road.
- Land use/Socio-Economic Environment.
- Shortest option with the least negative impact on natural environment and cultural environment, and is most preferred from transportation and land use perspective.
- Most direct and least impact route to neighboring residential areas.
- The best roadway design.
- Direct route, appears to avoid u/g infrastructure.

<ul style="list-style-type: none"> • The shortest distance between any 2 points is a straight line. As suggested in the study, it is the most favoured.
<ul style="list-style-type: none"> • Best roadway design for safety and user experience and straight structure across valley.
<ul style="list-style-type: none"> • Shortest route.
<ul style="list-style-type: none"> • Simplest and hopefully cheapest although didn't see cost as a factor in the evaluation.
<ul style="list-style-type: none"> • Least intrusive on watercourse.
<ul style="list-style-type: none"> • Most efficient and least impact.
<ul style="list-style-type: none"> • Most direct route.
<ul style="list-style-type: none"> • Straight through, similar environmental impacts to the other #4 alternatives.
<ul style="list-style-type: none"> • Most direct route.
<ul style="list-style-type: none"> • Less driving time.
<ul style="list-style-type: none"> • Transportation.
<ul style="list-style-type: none"> • Least effect on landfills and not close to residential areas.
<ul style="list-style-type: none"> • Best option for roadway safety.
<ul style="list-style-type: none"> • Its straight.
<ul style="list-style-type: none"> • Most pros and least cons.
<ul style="list-style-type: none"> • Safety.
<ul style="list-style-type: none"> • According to the provided Evaluation Results, apparently 4-E is the best option.
<ul style="list-style-type: none"> • The balance for all facts.
<ul style="list-style-type: none"> • It is the shortest path.
<ul style="list-style-type: none"> • It is a straight line and does not enter a landfill.
<ul style="list-style-type: none"> • Transportation efficiency is paramount.
<ul style="list-style-type: none"> • This is the shortest route.
<ul style="list-style-type: none"> • Most logical route and least impactful to the environment.
<ul style="list-style-type: none"> • Ticked most of the evaluation criteria. Most direct for transportation.
<ul style="list-style-type: none"> • Best design, further from residencies.
<ul style="list-style-type: none"> • From an environmental perspective its the best of bad options.
<ul style="list-style-type: none"> • Least impact, direct route across.
<ul style="list-style-type: none"> • Straight route.
<ul style="list-style-type: none"> • Best for safety and user experience.
<ul style="list-style-type: none"> • Kirby is dark and slippery in winter because of hills. Major Mack is so busy. Bumper to bumper. This will alleviate so much traffic.
<ul style="list-style-type: none"> • The facility of transportation from Vaughan to Richmond Hill.
<ul style="list-style-type: none"> • More pros than cons addressing most important issues.
<ul style="list-style-type: none"> • Environmental safety and possible feature North Maple park development.
<ul style="list-style-type: none"> • Its the only alignment alternative that makes sense.
<ul style="list-style-type: none"> • Most direct and has least impact on the future park and wetlands and maximizes the existing Teston road and right of way on the west side.
<ul style="list-style-type: none"> • It has the least impact on the environment.
<ul style="list-style-type: none"> • SIMPLICITY, DIRECTNESS.
<ul style="list-style-type: none"> • Least interference with landfill and gas collection systems.
<ul style="list-style-type: none"> • Shortest route not intersecting the landfill lands.
<ul style="list-style-type: none"> • LEAST DISRUPTION TO LAND, SHORTEST DISTANCE, THAT GOES IN THE MIDDLE OF BOTH UNDERGROUND INFRASTRUCTURES.
<ul style="list-style-type: none"> • I live around ..don't want any construction .. Affect daily activities and noises and dusts.

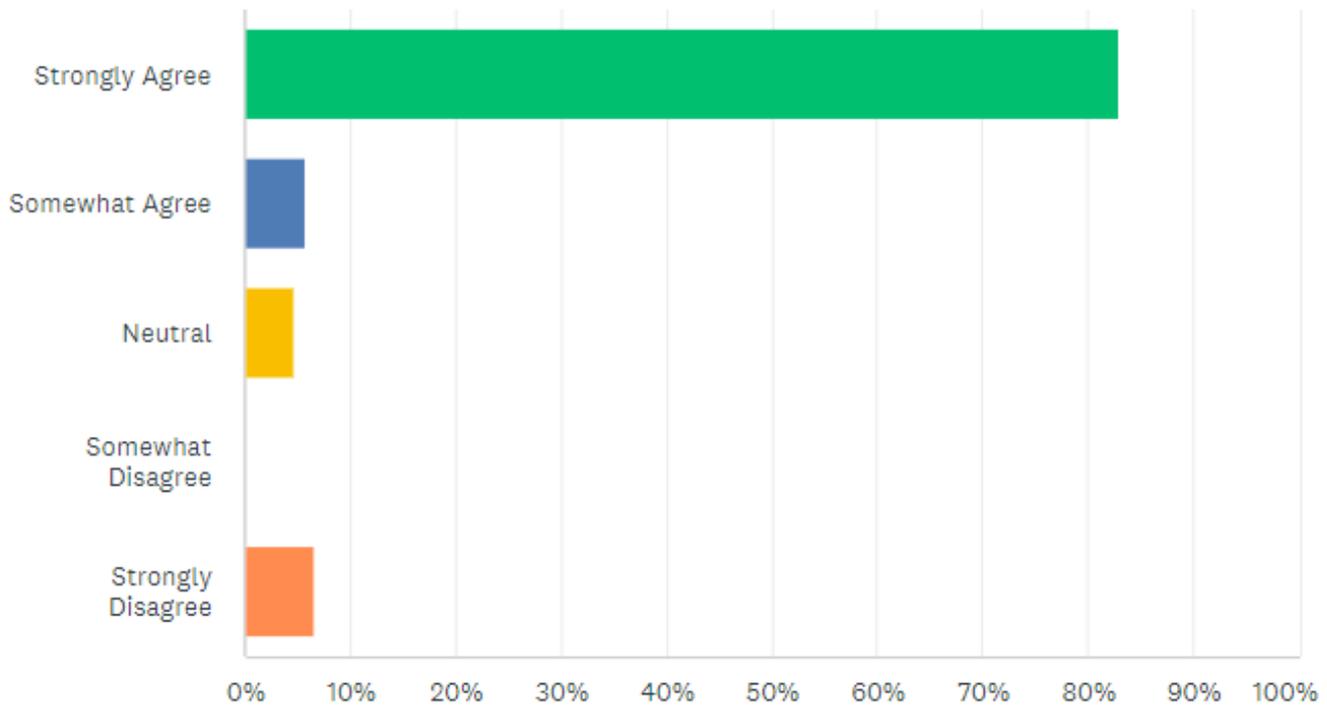
<ul style="list-style-type: none"> • Transportation.
<ul style="list-style-type: none"> • Because it best fulfills all the criteria overall. Let's get this done, folks: I have been following this saga for 8 years. Enough!
<ul style="list-style-type: none"> • Efficiency.
<ul style="list-style-type: none"> • Same as listed pros referenced in slide 27.
<ul style="list-style-type: none"> • It has the least impact on the environment, it would be a straight road between Dufferin and Keele, and just makes more sense.
<ul style="list-style-type: none"> • Just connect kirby rd and gamble rd and make a hwy exit on kirby rd.
<ul style="list-style-type: none"> • I live on the Elgin Mill Rd W and already have some many big truck go though, such big noise.
<ul style="list-style-type: none"> • Straight and less impact on environment.
<ul style="list-style-type: none"> • Existing service road along much of the alignment. - Least impact on public park area to the north.
<ul style="list-style-type: none"> • This expansion should have happened 10 years ago when the area started getting developed. It seems the safest and most reliable way.
<ul style="list-style-type: none"> • Most logical route and shortest to continue Teston Rd.
<ul style="list-style-type: none"> • Less negatives compared to the others.
<ul style="list-style-type: none"> • IT'S A STRAIGHT ROAD NOT SLOW TRAFFIC.
<ul style="list-style-type: none"> • This is the path of least resistance. Issues can be mitigated. Uses existing roadways. Connects to public transportation. Has the least impact on the Park and existing homes. Teston also avoids Jane street to access the 400 highway which is preferable since there would only be bottlenecks if turning left from Kirby.
<ul style="list-style-type: none"> • The impact of the Oak Ridge Moraine.
<ul style="list-style-type: none"> • Least environmental impact.
<ul style="list-style-type: none"> • have the most advantage and least impact to the current situation.
<ul style="list-style-type: none"> • Simplest straightforward design with least encroachment to NMRP and general landfill sites.
<ul style="list-style-type: none"> • Straight road for shorter travel time.
<ul style="list-style-type: none"> • Most direct route with least negative impact to various factors.
<ul style="list-style-type: none"> • It makes the most sense to make a direct connection from Keele to Dufferin, instead of windy roads. From an environmental perspective, a direct line makes for less emissions / gas usages for cars and trucks as it is the shortest distance.

Q7



(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

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

- Please complete this project as soon as possible. There is an urgent need for this extension to be built It is taking way too long.
- Build it as soon as possible, no more study required.
- This should be build as soon as possible.
- I would like to know if it's possible to expedite the timeline and attempt to complete the submit within 2022 so that the work can begin soon.
- I still have concerns about how speed will be controlled on the Canada/America overpass that will be an issue if construction at Keele makes Teston more congested. Can a second left turn lane be made at Keele and Teston? In the near future?
- Please don't build through North Maple Regional Park. It's one of the only few green spaces we have on this area.
- No further input.
- This project needs to be completed ASAP a lot of traffic on Teston-Dufferin intersection and make a turn is taking 3-5 minutes in the morning.
- Please build it as soon as possible. Enough studying this problem. The road is required.
- N/A.
- No.
- No.
- No.
- No.
- Let's do this!! Our cities are growing and population keeps increasing. Though I respect environmental concerns, we need infrastructure to continue to evolve so that it makes our lives easier on a day-to-day basis. There many, many green spaces we can protect in non-urban areas to help protect this planet for years to come.
- N/A.
- Please accelerate the process of the design of the project, the neighbours need the road.
- No.
- Missing connection between Keele and Dufferin alternative 4-E will allow the most balanced future development of the affected area, as well as wider region.
- Something must be done! The traffic in the area is ridiculous. We as residence of Vaughan pay enough property taxes and deserve better options.
- To say that to do nothing won't have a environmental impact is incorrect in my opinion. The amount of congestion and resulting carbon emissions due to the lack of this direct route due must me impacting the environment now and in the future (especially as the city grows).
- Not to belittle the work done, but it seems like a pretty big study to draw a straight line between 2 points.
- If preferred route is 6, how can one answer question 7?
- N/A.

<ul style="list-style-type: none"> • Only concern what can be done to mitigate road racing which is a common issue on Teston between Jane and Keele and would likely occur here as well due to how straight the road is that's being proposed. Any traffic calming measures possible?
<ul style="list-style-type: none"> • N/A.
<ul style="list-style-type: none"> • More use of roundabouts instead of 4way stops where possible. Much better flow of traffic with roundabouts.
<ul style="list-style-type: none"> • Like to have this project to finish as soon as possible as it will make our trip more convenient.
<ul style="list-style-type: none"> • N/A.
<ul style="list-style-type: none"> • This project is long overdue.
<ul style="list-style-type: none"> • Complete this road ASAP.
<ul style="list-style-type: none"> • Stop wasting years and get on with this.
<ul style="list-style-type: none"> • Using Kirby St. to pass around and be connecting again to Teston St., is not the best option results in more fuel consumption.
<ul style="list-style-type: none"> • It would be nice to see the study information on the do nothing alternative vs option 4 in terms of environmental impact overall. Yes the do nothing approach is best for that area but what would be the impact of the amount of increased car traffic driving to Kirby and back down to teston when you factor in population growth and traffic jams where cars are stilling idle waiting for a left turn.
<ul style="list-style-type: none"> • It is absolutely necessary that Teston connect Dufferin through to Keele to access the 400.
<ul style="list-style-type: none"> • This is a project that should have happened 10 years ago.
<ul style="list-style-type: none"> • YR needs to prioritize this project and implement the road connection much sooner. Per YR's Road Construction Schedule, this project is planned for construction in 2029+. EAs have a 10 year shelf life - seems counterproductive to complete the EA (and likely preliminary and detailed design) if the construction timeline is 8+ years out. You will eventually need to revisit this as an EAA (to update the EA and confirm if existing conditions have changed). - Today, there are extremely long WBL turning queues at Dufferin and Teston (extremely long in the AM peak period), and EBL turning queues at Dufferin/Major in the PM peak period. This road connection will significantly improve the LOS (and critical moves) at these intersections. It will increase capacity in the area as it will divert volume from Major Mac to Teston. - Question: the existing 2-lane Teston Rd alignment east of the Barrie Rail Corridor has a level crossing. With GO Expansion looking at two way all day rail service, what is planned for this crossing? Would it remained at-grade? Has modelling been completed to understand whether the future vehicular volumes will exceed the exposure index (warranting a grade separation)? Has YR been in touch with MX as they advance their detailed design of the rail corridor. Seems like now is a good time to engage with MX on the planned road extension before MX proceeds with constructing their twin tracks.
<ul style="list-style-type: none"> • Just make sure that the impact to open trails is at a minimum and adding trails would be great.
<ul style="list-style-type: none"> • No.
<ul style="list-style-type: none"> • LET'S GET IT DONE!!!
<ul style="list-style-type: none"> • Thank you for going forward with this project!!
<ul style="list-style-type: none"> • GET IT DONE AS THE TRAFFIC HAS BEEN A NIGHTMARE EVERYDAY ON DUFFERIN, TESTON, AND BATHURST.
<ul style="list-style-type: none"> • PLEASE DO NOT ANY EXTENSION OR WIDING or construction at TESTON rd!!! I beg you.

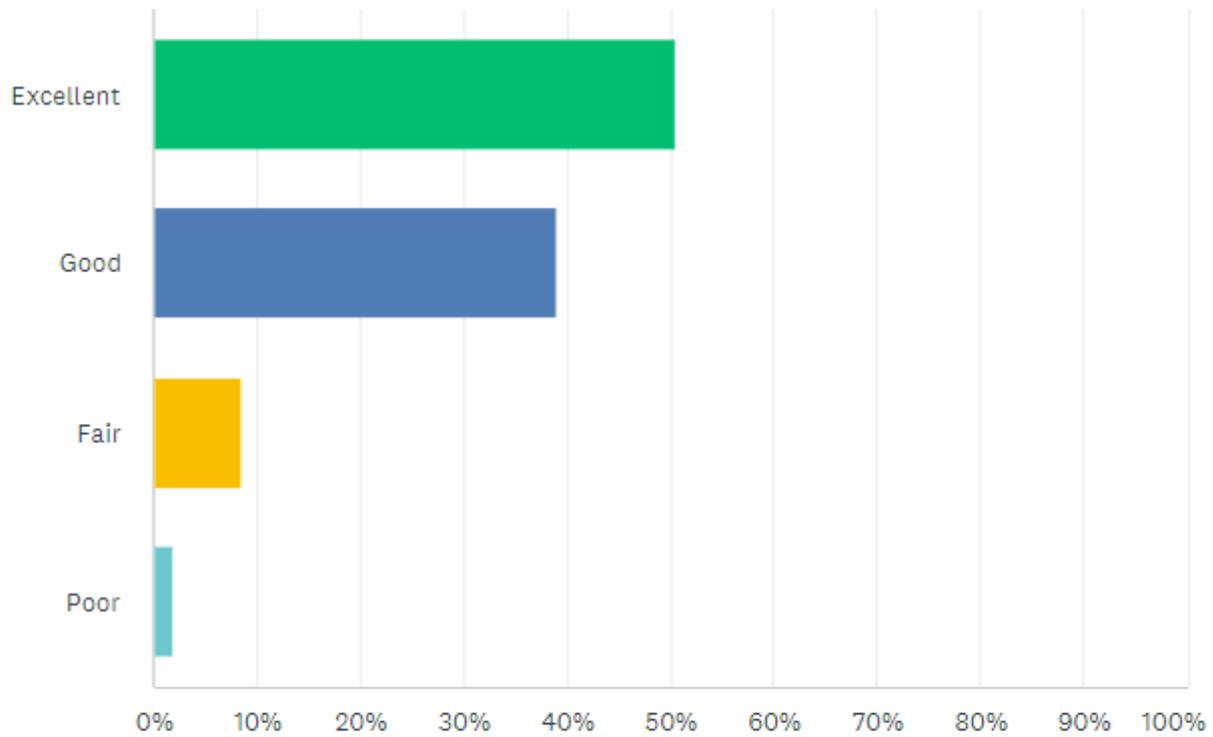
<ul style="list-style-type: none"> • Yes, anyone who doesn't agree that 4E is the best choice is uninformed or unaffected. Please connect us to the rest of Maple. How much milage is wasted by going around Kirby? How much additional congestion is there on Major Mackenzie because Teston doesn't go through to Keele? Enough!
<ul style="list-style-type: none"> • The sooner this road is completed, the better, because the traffic on Major Mac would be alleviated greatly.
<ul style="list-style-type: none"> • Just connect kirby rd and gamble rd and make a hwy exit on kirby rd.
<ul style="list-style-type: none"> • Make Major Mackenzie Dr wider.
<ul style="list-style-type: none"> • My greatest concern is how the East Don valley will be crossed to minimize ecological damage in that sensitive area. - There is also significant impact on Richview Retirement Residence, in particular on access. - No mention was made of the impact on the private residence (residences?) in the valley.
<ul style="list-style-type: none"> • This should not take 3 years... Get 4E done faster and sooner so our infrastructure is up to speed. Wasting soo much time.
<ul style="list-style-type: none"> • I WOULD LIKE TO KNOW IF THE ON AND OFF RAMPS ON THE HWY 400 (TESTON RD & KIRBY RD) WILL BE FULL ACCESS TO NORTH AND SOUTH BOUND ROADS OF THE HWY 400. SECOND QUESTION, THERE IS SUCH A LARGE TRAFFIC AND ACCIDENT PROBLEM AT CITYVIEW AND TESTON. WILL THIS ALSO BE ALTERED? YOUR RESPONSE IS APPRECIATED.
<ul style="list-style-type: none"> • Extension of Kirby between dufferin and bathurst will have no positive impact on traffic issues or help with public transportation. It will only have negative impacts on the environment and existing homes. This project should not proceed at all. Dufferin is in dire need of widening and the city/region should be giving more attention to this. The traffic problems stem mostly from this road and will continue to worsen considering the home developments happening north of King Rd.
<ul style="list-style-type: none"> • Open Kirby is the best solution due the impact that the Teston Road opening will do over the Oak Ridge Moraine.
<ul style="list-style-type: none"> • As a resident of the area just north of proposed corridor (Peak Point Blvd), I feel it is imperative that this project can be completed on time, if not sooner. The lack of this corridor adds immensely to the traffic going East/West on both Kirby and Major Mackenzie. The intersection at Teston & Dufferin is also extremely congested, especially during rush hours. Being that the public school serving my neighbourhood is Herbert Carnegie, I along with school buses have to endure this route multiple times a day. The small one-lane intersection at Teston and Dufferin is not sufficient to support the amount of traffic there. Lots of waiting, frustration, and drivers making dangerous maneuvers such as making an illegal U Turn near the old folks home to "beat the traffic".
<ul style="list-style-type: none"> • Build the connection already. We're 30 years too late on this project. With another block plan proposed in the area, transportation improvements must be made before accommodating more residents.

Q9



(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

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

Answered: 40 Skipped: 65

- Less open houses, more building.
- Have the visuals of the alternatives on the same screen as the summary of the options is being played in the video to support visualizing which alternative is being discussed.
- Reduce options to a few.
- We are all waiting for this straight connection road b/w Keele and Dufferin for a long time, pls male it happen ASAP.
- N/A.
- No.
- No.
- No.
- This was very, very good. I like the mobile billboard notice - it's how I was made aware. Continue the good work!!
- N/A.
- Use local radio to broadcast the open houses info to the public.
- When will be the Kirby Rd. and Jane intersection upgraded to a turn-around type of intersection? It will reduce the congestion on Jane.
- More flexibility for interaction: improve ability to quickly navigate through slides and to locate different parts of presentation.
- Unable to see all the slide page numbers. I have lived in the area for 20 years, continuous studies. Time for ACTION. Every morning most of my commute is spent driving out of the area.
- I understand that we want to make the right choice but it does seem that we are making the process very slow and bureaucratic. I appreciate the public consultation but this needs to move along. 2023 is a long time from now.
- I think it was a great way to present the work completed and get feedback.
- N/A.
- No.
- N/A.
- None.
- N/A.
- No.
- Move faster.
- This platform works great!
- Please do it quick.
- Not at this time.
- I work for the City of Toronto in infrastructure planning, and for all my infrastructure projects during covid, I've held LIVE online public meetings. It's more engaging and interactive.
- No.
- INTEGRATE SLIDES INTO SURVEY SO I DON'T HAVE TO TOGGLE BACK AND FORTH.
- IT WAS A VERY INFORMATIVE AND CLEAR PRESENTATION I HAVE EVER SEEN IN YEARS.

<ul style="list-style-type: none">• PLEASE DO NOT ANY EXTENSION OR WIDING or construction at TESTON rd!!! I beg you Leave as is!
<ul style="list-style-type: none">• The informational videos are clear, in plain language (accessible to lay people), and informationally on point.
<ul style="list-style-type: none">• Just connect kirby rd and gamble rd and make a hwy exit on kirby rd.
<ul style="list-style-type: none">• Video simulations would be useful, especially when evaluating future bridge designs.
<ul style="list-style-type: none">• THE CAPTIONS INTERFERED WITH THE READING OF THE DISPLAYS.
<ul style="list-style-type: none">• Other ongoing projects should be considered in tandem with this project in order to establish better overall planning for the area.
<ul style="list-style-type: none">• Greater disclosure of the environmentally effect.
<ul style="list-style-type: none">• None, thanks for the update.
<ul style="list-style-type: none">• Less open houses and just get to work. The government does too much talking and not enough LISTENING. The residents clearly indicated that they wanted a connection. Lets get to work and stop dily-dallying for goodness sake.



DRAFT REPORT

Teston Road Area Transportation Improvements Individual Environmental Assessment

Open House #3 Summary Report

Presented to:

Praveen John, P.Eng.
Project Manager

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

May 18, 2022

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REPORTS\OH#3\TESTON RD IEA OH SUMMARY
REPORT#3_DRAFT_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 – March 17th, 2022 & March 24th, 2022.
- Vaughan Citizen – March 17th, 2021 & March 24th, 2022.

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 March 18th, 2022. 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 posts was released on March 21st, 2022, the second on March 30th, 2022 and the third on April 6th, 2022. The final was released on April 10th, 2022, 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. They were deployed from March 21st, 2022 to April 11th, 2022. 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 #3, several meetings were held with agencies with interest in the project, this included:

- Ministry of Environment, Conservation and Parks – February 4, 2022 and February 22, 2022
- City of Vaughan – February 11, 2022
- Metrolinx – February 14, 2022
- City of Toronto – February 15, 2022
- Toronto and Region Conservation Authority – February 18, 2022

The similar 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 6 minutes long and contained 14 slides. The main presentation was 26 minutes long and contained 41 slides. A breakdown of the information provided in each presentation is provided below.

Project Summary:

- Study Background.
- Problem and Opportunity Statement.
- Generation and Evaluation of Alternative Corridors.
- Recommended Alternative to the Undertaking.
- Alternative Corridors and Alternative Alignments.
- Evaluating the Short List of Alignment Alternatives.
- Evaluation Results.
- Feedback from Open House #2 Survey.
- Segue to Open House #3 Presentation.

Main Presentation:

- Purpose of the Open House.
- Presentation Outline.
- How to Provide Feedback.
- Study Information and Schedule.
- Recommended Alternative to the Undertaking.
- Recommended Alternative Alignment.
- Open House #2 Alignments Carried Forward for Further Analysis.
- Description of Alternative Corridors.
- Generation and Evaluation of Design Alternatives.
- Alternatives for Section 1: Keele to Rodinea (GO Rail Crossing).
- Alternatives for Section 2: Rodinea to Valley (Landfill Area).
- Alternatives for Section 3: Valley Crossing.
- Alternatives for Section 4: Dufferin to Bathurst.
- Recommendation Summary.
- 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 Recap Video – 58.
- Teston Main Presentation Video – 202.
- TOTAL for all videos – 260.

The total survey responses also display public interest and attendance to the virtual event. The survey responses were collected over a 21-day timeframe from March 21st, 2022 to April 11th, 2022. In total the survey received 103 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 also 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 2 comments were received in responses to the Notice of Open House mailout, along with multiple requests to be added to the project mailing list.

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 Received

MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
Surrounding Area Transportation Comments	<ul style="list-style-type: none">• Suggested the project would reduce traffic on Major Makenzie Drive around Highway 400.
Impact Assessment	<ul style="list-style-type: none">• The Canadian Environmental Impact Assessment Agency confirmed the project would not require a Federal environmental assessment.

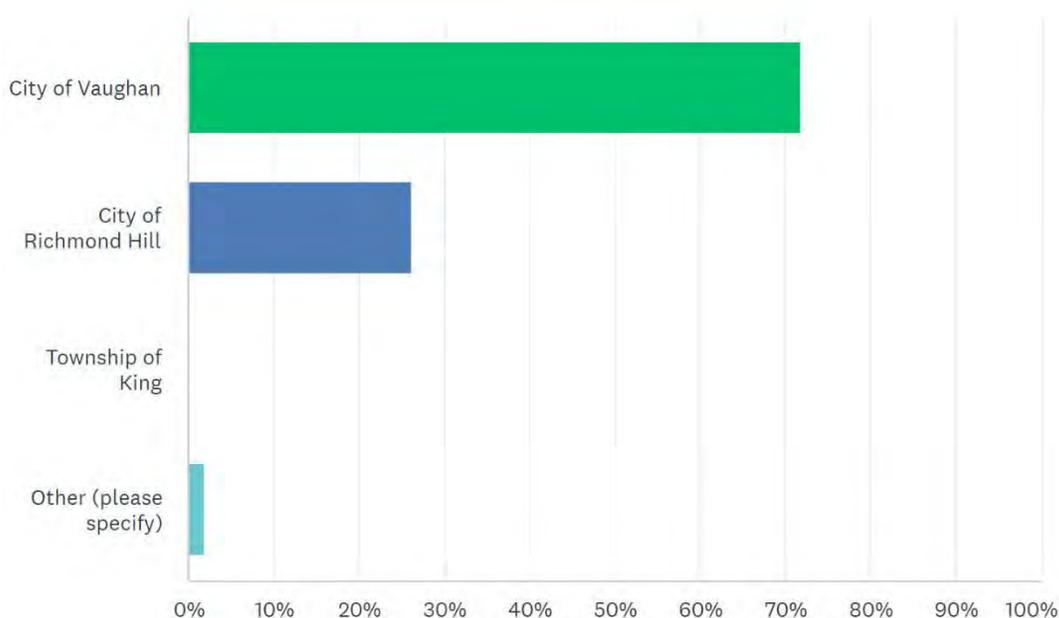
6. SURVEY RESPONSES

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: 103 Skipped: 0

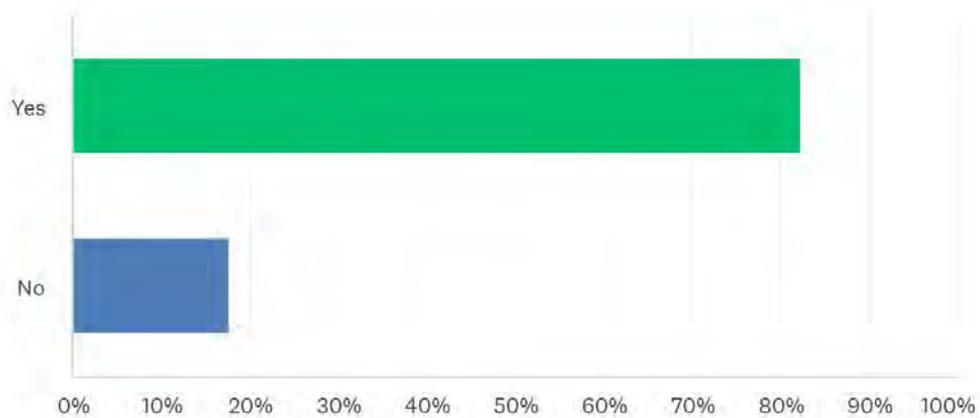


ANSWER CHOICES	RESPONSES	
City of Vaughan	71.84%	74
City of Richmond Hill	26.21%	27
Township of King	0.00%	0
Other (please specify)	Responses 1.94%	2
TOTAL		103

Figure 2: Question 1 Results

6.2 Question 2 (Slide 20): Do you agree with the recommendation to proceed with an at-grade crossing with property protection for a future grade separation?

Answered: 102 Skipped: 1

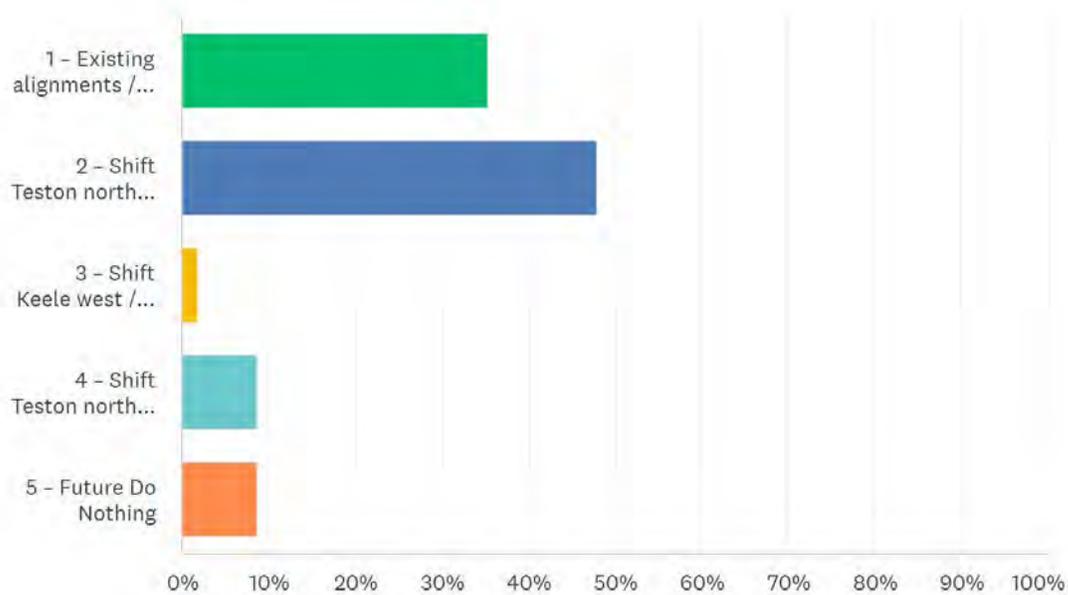


ANSWER CHOICES	RESPONSES	
Yes	82.35%	84
No	17.65%	18
TOTAL		102

Figure 3: Question 2 Results

6.3 Question 3 (Slide 30): What is your preferred alternative for Section 3?

Answered: 101 Skipped: 2

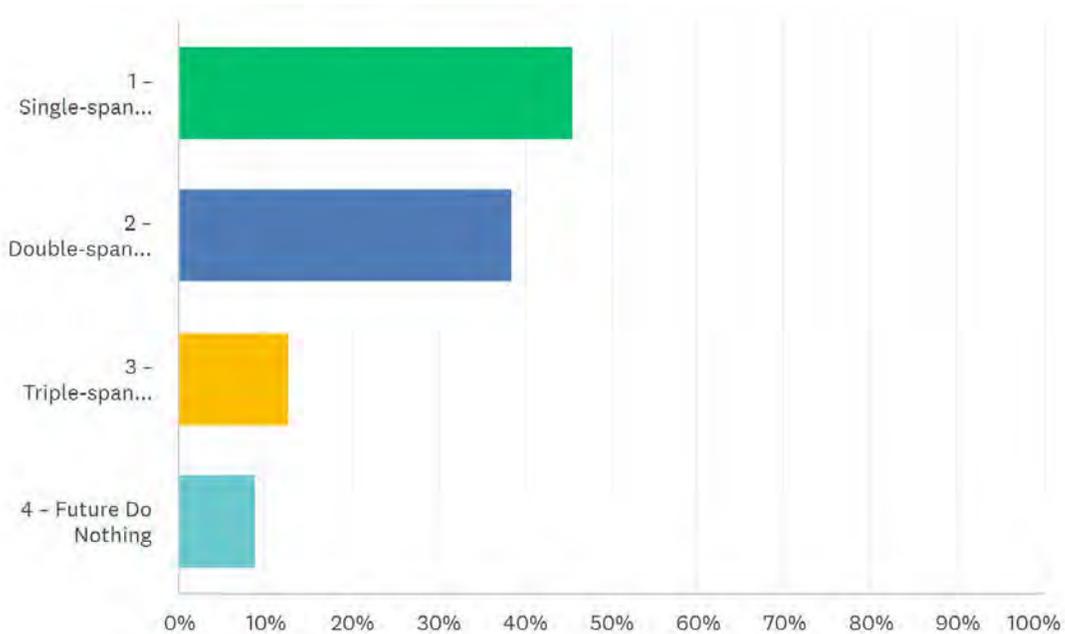


ANSWER CHOICES	RESPONSES	
1 - Existing alignments / GO rail overpass	35.29%	36
2 - Shift Teston north / GO rail overpass	48.04%	49
3 - Shift Keele west / GO rail overpass	1.96%	2
4 - Shift Teston north, Keele west / GO rail overpass	8.82%	9
5 - Future Do Nothing	8.82%	9
Total Respondents: 102		

Figure 4: Question 3 Results

6.4 Question 4 (30 21): What is your preferred alternative for Section 3?

Answered: 101 Skipped: 2

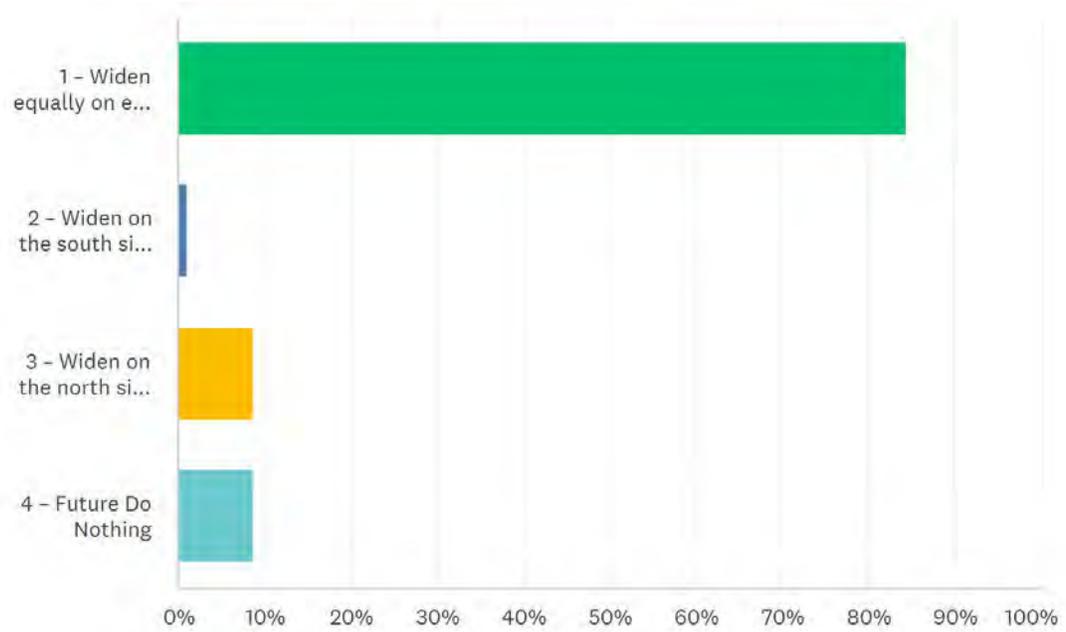


ANSWER CHOICES	RESPONSES	
1 - Single-span bridge	45.54%	46
2 - Double-span bridge	38.61%	39
3 - Triple-span bridge	12.87%	13
4 - Future Do Nothing	8.91%	9
Total Respondents: 101		

Figure 5: Question 4 Results

6.5 Question 5 (Slide 35): What is your preferred alternative for Section 4?

Answered: 103 Skipped: 0

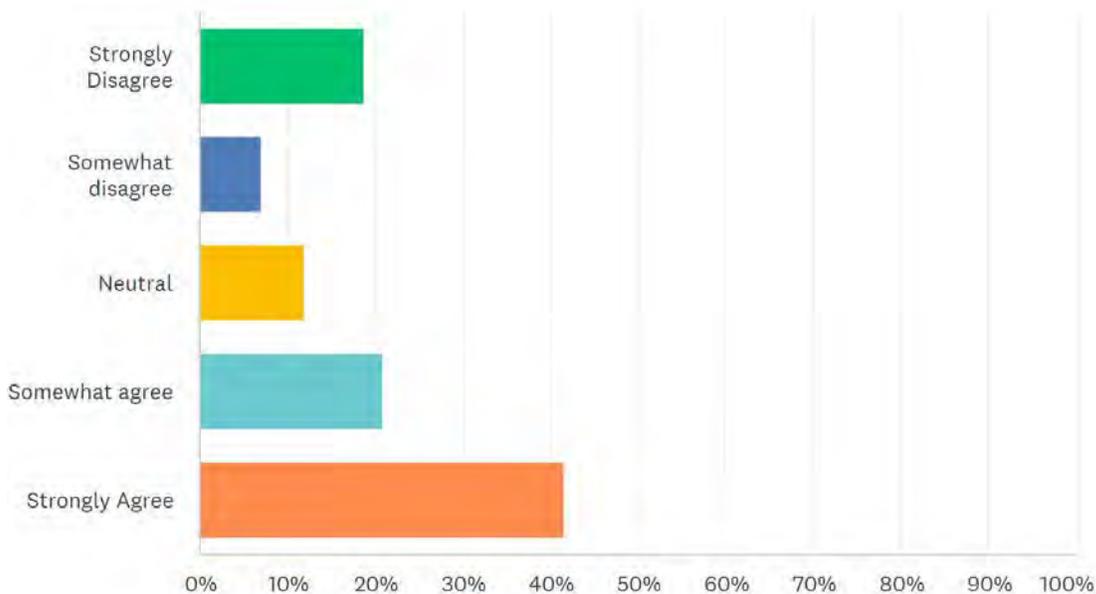


ANSWER CHOICES	RESPONSES	
1 - Widen equally on each side of the existing road	84.47%	87
2 - Widen on the south side only	0.97%	1
3 - Widen on the north side only	8.74%	9
4 - Future Do Nothing	8.74%	9
Total Respondents: 103		

Figure 6: Question 5 Results

6.6 Question 6 (Slide 36): Do you agree with the results of the evaluation and the recommendation to proceed with each section alternative?

Answered: 101 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly Disagree	18.81%	19
Somewhat disagree	6.93%	7
Neutral	11.88%	12
Somewhat agree	20.79%	21
Strongly Agree	41.58%	42
TOTAL		101

Figure 7: Question 6 Results

6.7 Question 7 (36): Do you have any comments or concerns regarding the recommended alternative for each section?

Answered: 33 Skipped: 70

Table 2 below summarizes the comments received in response to question 7. 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**.

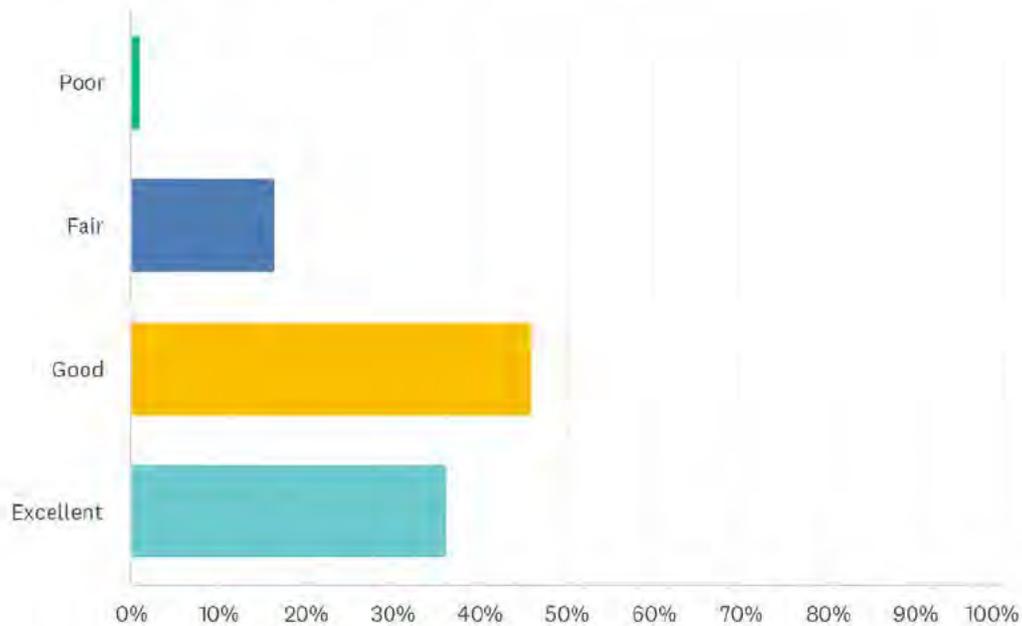
Table 2: Summary of Responses to Question 6

MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
Environmental Impacts	<ul style="list-style-type: none"> • The recommended alternative should minimize environmental impacts. • The single-span bridge will have the most environmental impacts to the already limited environmental space in the City of Vaughan. • Against the project due to the large environmental impacts to the flood plain. • The environmental impacts from the single-span should be weighted higher in the decision making.
Infrastructure	<ul style="list-style-type: none"> • Hydro and other utilities should be buried to enhance landscaping. • Unclear why the “Shift Teston north / GO rail overpass” being preferred over “Existing alignments / GO rail overpass” • Proper cycling infrastructure should be considered during the design. • The above grade crossing should be used now, not later. • Level train crossings should be avoided in section 1, their should be support for bike paths and trails in the future municipal park. The project needs to support the free flow of vehicle traffic, pedestrians and cyclists all year.
Cost	<ul style="list-style-type: none"> • An even shorter bridge option would reduce costs.
Noise	<ul style="list-style-type: none"> • Section four should have a noise study conducted and noised barriers erected where required.
No Concerns	<ul style="list-style-type: none"> • Multiple comments indicated no concern with the recommended alternatives.
General Project Comments	<ul style="list-style-type: none"> • Multiple supportive comments towards the overall project and hopes for swift construction. • Overall disagreement with the study. • The project is necessary give the large population density and the need to access Highway 400.

MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
	<ul style="list-style-type: none"> The Richmond Hill side of Elgin Mills Drive should be widened in conjunction with the proposed Teston Road works.

6.8 Question 8 (Slide 39): To what degree did this online open house meet your information needs?

Answered: 102 Skipped: 1



ANSWER CHOICES	RESPONSES	
Poor	0.98%	1
Fair	16.67%	17
Good	46.08%	47
Excellent	36.27%	37
TOTAL		102

Figure 8: Question 8 Results

6.9 Question 9 (Slide 39): Do you have any suggestions for improvements for future online open houses?

Answered: 21 Skipped: 82

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 Question 9

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. • General support for the current Open House format and presentation.
Constructive 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. • A “button” link to the survey would be helpful. • The website links are hard to find. • Add bookmarks or tags to the videos to jump to the area of interest. • Public meetings should continue to be held virtually.
General Project Comments	<ul style="list-style-type: none"> • Numerous comments expressing support for the project and hoping for immediate construction. • Need background reports to see which alternative is less intrusive to the environment. The decision on bridge length should not be dependent on budget. • Shorten the timelines for feedback and accelerate the planning process. The project needs to be built. • No work should be conducted on Teston Road. • Provide high-level costs and timelines for each alternative.

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 the speed of the planning/construction process. 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 2022

NOTICE OF ONLINE OPEN HOUSE #3
Individual Environmental Assessment Study

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

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WE WANT TO HEAR FROM YOU

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- Extending Teston Road from Keele Street to Dufferin Street and
- Widening Teston Road from Dufferin Street to Bathurst Street



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

The online survey will be available from March 21, 2022 to April 11, 2022.

Please let us know if you require accommodations to participate. Online materials and an accessible version of this notice are available upon request.

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 notice was issued on March 17, 2022.

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



By protecting yourself, you can also protect others

When choosing when and where to wear a mask, assess your own risk

Masks are strongly encouraged in crowded indoor areas and around more vulnerable people

Please remain kind, considerate and respectful to others and their choices

york.ca/covid19

IS YOUR BUSINESS GROWING?

Growing your ecommerce business might seem overwhelming at first. And the last thing you want to worry about is getting your product into the hands of new customers. **Metroland Parcel Services** can help with timely, reliable shipping at competitive rates.

Visit our website to learn more about how MPS can ease your growing pains.

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THANK YOU
FOR MAKING US YOUR TRUSTED
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FIND UP-TO-DATE LOCAL
COVID-19 NEWS ONLINE

YORKREGION.COM/CORONAVIRUS




NEW PATIENTS
WELCOME!

LIMITED TIME OFFER

Trade in your old devices*
 and get **\$450**** towards a
new pair of hearing aids.

Offer expires April 30th, 2022

* Trade in devices must be older than 5 yrs.
 ** \$450 off on select pairs of new hearing aids



upper canada
 hearing and speech centre

250 Harding Blvd. West,
 Suite 102A, Richmond Hill
647-249-6882

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Wayne Emmerson
 York Region Chairman and CEO



PUBLIC NOTICE



NOTICE OF PUBLIC OPEN HOUSES AND STATUTORY PUBLIC MEETING

Caledon's Draft Official Plan Ready for Review

Attend the open houses or the public meeting to share your feedback on the draft Official Plan.

Visit haveyoursaycaledon.ca and pre-register to join the Open House sessions and to view the draft Official Plan.

The Official Plan is an overarching policy document consisting of goals, objectives, policies and maps that will guide Caledon's growth and development to the year 2051. It strives to maintain a high quality of life for residents and sets out the expectations for future community and employment areas, transportation and municipal services, and use of land.

Caledon's plan focuses on:

- natural resources and agriculture;
- tourism, heritage, healthy communities and culture;
- transportation, technology and infrastructure;
- growth, settlement, housing and employment; and
- climate change.

The draft Official Plan will apply to all lands within the municipal boundary of the Town of Caledon. However, secondary plan areas will be addressed through a separate review and public consultation process.

Community input is a key component of developing the Official Plan. There are four ways you can provide input on the draft:

OPEN HOUSES

- **In-Person Only**
Monday, March 28, 2022
From 6:30 p.m. to 8:30 p.m.
Albion Bolton Community Centre
150 Queen Street South,
Bolton, L7E 1E3

- **Virtual Only (via Zoom)**
Wednesday, March 30, 2022
From 6:30 p.m. to 8:30 p.m.
Details to be provided on haveyoursaycaledon.ca.

- **In-Person Only**
Monday, April 11, 2022
From 5 p.m. to 6 p.m.
Atrium, Town Hall
6311 Old Church Road,
Caledon, L7C 1J6

Note, the same materials will be presented at each of these Open Houses.

STATUTORY PUBLIC MEETING

- **Hybrid (In-Person/Virtual)**
Monday, April 11, 2022
6 p.m.
Council Chamber,
Town Hall / via Cisco WebEx
6311 Old Church Road,
Caledon, ON L7C 1J6

To listen to the meeting, dial 1-833-311-4101 and enter the meeting access code followed by the pound (#) key: 2631 416 3249#. In addition, the meeting will be streamed live. To attend the public meeting in person, pre-registration is encouraged. For meeting details and to pre-register, visit caledon.ca/agenda.



If you wish to make written or verbal submissions at the public meeting, please contact the Town Clerk by email to agenda@caledon.ca or by phone to (905) 584-2272, ext.2366.

You can also provide comments on the draft Official Plan in writing to opreview@caledon.ca by Wednesday, April 20, 2022.

ADDITIONAL INFORMATION

The draft Official Plan, policy directions, past consultation, supporting technical background studies, and related information will be available on March 21:

- On the Official Plan webpage of haveyoursaycaledon.ca; or
- Upon request by contacting the Town Clerk by email to agenda@caledon.ca or contacting the Official Plan Review team by email to opreview@caledon.ca.

If you require an accessibility accommodation or to access information in an alternate format, please contact Council & Committee Services at 905.584.2272 x.2366 or by e-mail to agenda@caledon.ca. Requests should be submitted at least 10 days prior to a scheduled open house or public meeting.

NOTICE OF DECISION

1. If you wish to be notified of the decision of the Council of The Corporation of the Town of Caledon on the proposed new Official Plan, you must make a written request to:

Laura Hall, Director, Corporate Services / Town Clerk
Corporation of the Town of Caledon
Town Hall
6311 Old Church Road,
Caledon ON L7C 1J6
905-584-2272, ext. 4288
agenda@caledon.ca

2. If a person or public body would otherwise have an ability to appeal the decision of The Corporation of the Town of Caledon to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to The Corporation of the Town of Caledon before the proposed new official plan is adopted, the person or public body is not entitled to appeal the decision.
3. If a person or public body does not make oral submissions at a public meeting or make written submissions to The Corporation of the Town of Caledon before the proposed new official plan is adopted, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

For more information about this matter, including information about appeal rights, contact the Town Clerk by email to agenda@caledon.ca or by phone to 905-584-2272, ext. 2366. This notice is pursuant to Section 17 and Section 26 of the Planning Act, R.S.O. 1990.



6311 Old Church Road
Caledon, ON L7C 1J6
caledon.ca
T. 905.584.2272 | 1.888.225.3366 | F. 905.584.4325

GREAT STREETS

Building Roads that Build Community 2022

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Email: transportation@york.ca

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York Region Chairman and CEO



NEWS

CITY GETS OVER \$2.2M FOR FOUR INFRASTRUCTURE PROJECTS

THE FUNDING IS TO HELP COMMUNITIES REBOUND FOLLOWING COVID-19'S IMPACT

DINA AL-SHIBEEB
dibrahim@yrmg.com

Vaughan has been awarded up to \$2.23 million for four infrastructure refurbishment projects, a report dated March 8 by city manager Nick Spensieri showed.

This money is coming through the Canada Community Revitalization Fund. Vaughan had applied for five projects, totalling \$2.9 million.

The CCRF will distribute a total of \$500 million over two years in national investment to support not-for-profit organizations, municipalities and other community groups, as well as Indigenous communities to enhance their infrastructure and rebound from the COVID-19 pandemic.

"This federal investment can help offset existing capital budget funding that can then be reallocated toward other council-approved programs or services," Spensieri's report said.

Here are the projects:
1. Pierre Berton Heritage Centre Parking Lot — Up to \$375,000

While the Pierre Berton Heritage Centre — an accessible multi-purpose community space — was restored and renovated in 2018, due to budget constraints, the parking facilities were not included in the initial renovation project.

With the City of Vaughan "designated a hot spot" for COVID-19 within York region, this has impacted downtown businesses, the report said.

"The parking lot improvement project will support the recently renovated Pierre Berton Heritage Centre to provide the community with accessible public parking along Kleinburg's historic main street as they safely welcome visitors back to the downtown that comprises of approximately 75 businesses and 25 commercial property owners."

2. Parks and sensory gardens — Up to \$375,000

The city is set to retrofit three playgrounds by updating the sand surfacing to wood fibre chips to ensure barrier-free access.

These playgrounds will have sensory gardens that will be designed to stimulate the senses using plants and materials to help children with sensory processing issues such as autism.

The project is seen as a way to spur inclusivity and bring about environmental benefits.

3. Woodbridge Library

Entrance Renovation — Up to \$731,250

In his report, the city manager said the library's interior staircase is uneven and unsafe.

"The current enclosed entrance is difficult to navigate for those requiring a wheelchair or other mobility assistance devices," the report added.

The project is expected to redesign and extend the main entrance of the library and its interior staircase.

4. Pedestrian and cycling pathway for North Maple Regional Park — Up to \$750,000

Having an accessible pedestrian and cycling pathway corridor will allow people to access the city's largest outdoor community facility, the 200-acre North Maple Regional Park and Trail system.

The project is seen as a way to improve the overall quality of life while mitigating climate change within Vaughan. It will also meet the "pandemic driven increase in demand for safe pedestrian and cycling facilities while supporting social distancing," the report said.

Meanwhile, up to \$750,000 is pending to refurbish the Woodbridge Avenue Streetscape.

After this area changed so rapidly in the last decade, the key objective of this above-grade streetscape revitalization project is to create more livable, vibrant, sustainable, and people-friendly main street.

THANK YOU FOR MAKING US YOUR TRUSTED SOURCE OF INFORMATION
FIND UP-TO-DATE LOCAL COVID-19 NEWS ONLINE

YORKREGION.COM/CORONAVIRUS



APPENDIX B: INVITATION LETTERS/EMAILS

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WE WANT TO HEAR FROM YOU

You are invited to take part in the third online open house to learn about the study's progress and alternative designs for the preferred option:

- Extending Teston Road from Keele Street to Dufferin Street and
- Widening Teston Road from Dufferin Street to Bathurst Street

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

The online survey will be available from March 21, 2022 to April 11, 2022.

Please let us know if you require accommodations to participate. Online materials and an accessible version of this notice are available upon request.

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 notice was issued on March 17, 2022.

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

