

MMM Group Limited

OPEN HOUSE SUMMARY REPORT

For:

**Teston Road (Y.R.49) from Keele Street
(Y.R.06) to Bathurst Street (Y.R.38)
Individual Environmental Assessment
(IEA) Terms of Reference**



May 2017

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1. INTRODUCTION

The Regional Municipality of York is developing a Terms of Reference (ToR) for an Individual Environmental Assessment (IEA) Study of Teston Road between Keele Street and Bathurst Street to identify and validate transportation problems and opportunities and to evaluate a variety of alternatives and how to address them.

Additional east-west transportation capacity is required to address existing congestion, enhance traffic safety, connect communities, and accommodate increases in local and regional traffic. The discontinuous road network creates unnecessary infiltration and congestion through adjacent communities. There are significant existing, planned, and under-construction developments along Teston Road and within the study area, requiring an efficient transportation system for access, connectivity, mobility, public transit, and emergency services.

This report documents the Open House (OH) which was held on Tuesday, April 18, 2017.

2. PURPOSE / PUBLIC OPEN HOUSE FORMAT

The purpose of the OH was to share information and collect feedback on the Terms of Reference scope, the problems and opportunities in the study area and next steps of the study.

The OH was conducted as an informal drop-in type centre to members of the public with the opportunity to review and comment on the material presented.

Individuals attending the OH were asked to sign the register. They were informed of the availability of a comment sheet, which they were encouraged to complete. York Region representatives and its consultants were in attendance to answer questions and discuss any aspects of the study. If individuals wished to take comment sheets home, they were requested to provide their response to the address provided on the comment sheet by May 8, 2017.

3. LOCATION, DATE, TIME

The Open House was held as noted below:

Civic Centre Resource Library
2191 Major MacKenzie Drive
Maple (City of Vaughan), ON.

Tuesday, April 18, 2017
6:30 p.m. to 8:30 p.m.

4. NOTIFICATION

York Region notified members of the public of the Open House by placing the Notice of Open House in the *Vaughan Citizen*, in the April 6, 2017 and April 13, 2017 issues. The final notice can be found in Appendix A. The Region also posted the Notice on the www.york.ca/ea page on Thursday April 13, 2017, along with postings about the notice on its Facebook and Twitter accounts on April 13, 2017

Appropriate technical agencies, Indigenous Communities and property owners within the study area 1 km west of Keele Street, 1km east of Bathurst Street and 1 km north and south of Teston Road, as well as those who requested to be on the study mailing list were invited. The mailing

lists of technical agencies, utility companies and Indigenous Communities can be found in Appendix B.

5. STAFF ATTENDANCE

The following York Region and Consultant staff were in attendance at the OH.

David Atkins	York Region
Praveen John	York Region
Philip Brandon	York Region
Chris Lumsdon	York Region
YRT/VIVA Staff	York Region
Neil Ahmed	WSP MMM
Sandy Nairn	WSP MMM
Rhonda George-Hiebert	WSP MMM
Shveta Shukla	WSP MMM

6. DISPLAY MATERIAL / INFORMATION PACKAGE

The information for the Teston Road Individual Environmental Assessment (IEA) Terms of Reference (ToR) was presented to the public through a series of display panels. There was a total of 27 display panels that contained information about the Region's policies, the project and the IEA ToR process. The display boards were presented on easels in a circular layout around the outside of the room and organized by the following themes (Appendix C):

- Welcome / Feedback board
- Purpose & Study Area
- What is the Terms of Reference?
- Problems and Opportunities
- Purpose of the Undertaking
- York Region Policy Context
- Study Background
 - Historical Context & Growth in York Region
 - Previous Study
- Overall IEA Planning Process
- ToR Planning Process and Consultation Plan
- Preliminary Study Area
- Alternatives to the Undertaking
- Assessment Alternatives to the Undertaking
- Selected Alternative(s) to the Undertaking
- Description of the Environment & Potential Effects
- Description of the Assessment and Evaluation Methodology
- Process to Generate Alternative Methods
- Generating and Evaluating Alternative Methods
- Evaluation and Selection of Alternative Methods
- Commitments & Monitoring
- Consultation Plan for the IEA
- Consultation Plan
- Next Steps

7. SUMMARY OF COMMENTS

Thirty-one (31) people signed the attendance register at the Open House. The attendance register and the comment sheets are on file with York Region.

Those who attended the OH discussed their concerns and comments with representatives of the Region and its Consultant. Seven (7) comment sheets were received at the OH. No additional comments (emails) were received as of May 8, 2017 (last day for comments).

The following summarizes the main concerns and interests expressed by those who submitted written comments / at the Open House:

- The project is generally well supported and the public recognizes that there is a need for additional transportation capacity in the area.
- Concerns regarding the potential increase of traffic on Teston Road.
- Concerns that the project is not being advanced fast enough.
- Concerns regarding the potential environmental impacts.

The following table provides a summary of the responses to the concerns noted above.

Open House 1 – Public Comments and Responses

Comment	Response
The project is generally well supported and the public recognizes that there is a need for additional transportation capacity in the area.	Additional east-west transportation capacity in the study area will increase network accessibility and flexibility, reduce delays for residents and business, and relieve and diffuse demands on arterial roads. Within the study area, the regional road network will be very congested without additional east-west capacity and there are limited existing facilities for active transportation.
Concerns regarding the potential increase of traffic on Teston Road.	The traffic analysis during the IEA will review the existing and future traffic to review the potential increase of traffic on Teston Road (as well as other roadways within the study area).
Concerns that the project is not being advanced fast enough.	The timing of construction of Regional infrastructure projects is based on the Region's 10-year capital program, at this time, this project is included in the 10-year capital program and is subject to annual Region Council review based on funding availability and infrastructure priorities throughout the Region.
Concerns regarding the potential environmental impacts.	During the IEA a full review of the existing conditions, including field investigations, will be undertaken and all potential environmental impacts will be evaluated as part of the alternative evaluation process and a mitigation plan (if required) will be initiated as part of the preferred plan.

APPENDIX A

OPEN HOUSE NOTICE

The Regional Municipality of York

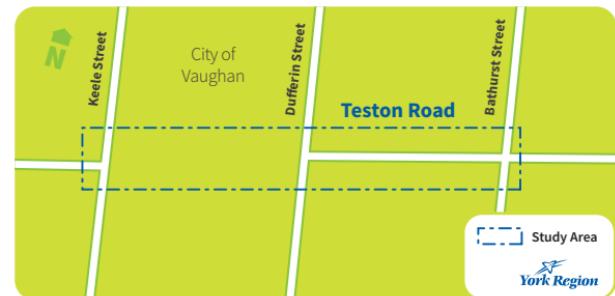
NOTICE OF OPEN HOUSE

Terms of Reference for an Individual Environmental Assessment Study

Teston Road

Keele Street to Bathurst Street
in the City of Vaughan

The Regional Municipality of York is developing the Terms of Reference for an Individual Environmental Assessment Study of Teston Road between Keele Street and Bathurst Street in the City of Vaughan.



You are invited to attend an open house to learn about the study, discuss key issues and comment on the information and proposed environmental assessment process.

York Region, in consultation with residents, stakeholders and the general public, will prepare the Terms of Reference framework to guide the future Individual Environmental Assessment Study. The project team will be available to answer any questions. The open house will be held:

Date: Tuesday, April 18, 2017

Time: Visit anytime between 6:30 p.m. to 8:30 p.m.

Location: Civic Centre Resource Library
2191 Major MacKenzie Drive West, City of Vaughan

Please let us know if you need any accommodation to participate. The information presented at the open house will be published on york.ca/ea and on York Region's Facebook and Twitter channels. An accessible version of this notice is available upon request. This notice was issued on April 6, 2017.

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

Chris Lumsdon, Communications and Community Engagement Specialist

The Regional Municipality of York

17250 Yonge Street, Newmarket, Ontario, L3Y 6Z1

Phone: 1-877-464-9675 ext. 75560 Fax: 905-836-4590

Email: roads.ea@york.ca

This study is being conducted in accordance with 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 *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 a 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



APPENDIX B

TECHNICAL AGENCIES, UTILITIES AND INDIGENOUS COMMUNITIES MAILING LISTS

Aboriginal Groups / Indigenous Communities

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

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

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

Chief Stacey Laforme
Mississaugas of the New Credit First Nation
2789 Mississauga Road
RR 6
Hagersville, ON N0A 1H0

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

Ms. Karen Derocher
Interim President
MNO Credit River Metis Council
10A Bram Court
Unit 4
Brampton, ON L6W 4R1

Federal Agencies

Ms. Anjala Puvananathan
Director
Canadian Environmental Assessment Agency
Ontario Region
55 St. Clair Avenue East
Suite 907
Toronto, ON M4T 1M2

Email: Anjala.puvananathan@ceaa-acee.gc.ca

Mr. Stefan Linder
Manager
CN Rail
Public Works Design & Construction
4 Welding Way off Administration Road
Vaughan, ON L4K 1B9

Mr. Rob Dobos
Manager
Environment Canada
Environmental Protection Operations Division
867 Lakeshore Road
PO Box 5050
Burlington, ON L7R 4A6
Email: rob.dobos@canada.ca

Fisheries and Oceans Canada
867 Lakeshore Road
Burlington, ON L7S 1A1

Provincial Agencies

Ms. Lisa Myslicki
Environmental Specialist
Infrastructure Ontario
Realty Services, Environmental Services
1 Dundas Street West
Suite 2000
Toronto, ON M5G 2L5

Mr. Walter Kloostra
Manager
Hydro One Networks Inc.
Transmission Lines Sustainment Investment Planning
483 Bay Street
15th Floor
Toronto, ON M5G 2P5

Ms. Jennifer Batchelor
Research and Program Evaluation
Ontario Provincial Police
Business Management Bureau
777 Memorial Avenue
1st Floor
Orillia, ON L3V 7V3
Email: Jennifer.Batchelor@opp.ca

Mr. Peter Reed
Director
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1 Dundas Street West
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Environmental Policy Branch
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3rd Floor
Guelph, ON N1G 4Y2

Ms. Rachael Manson-Smith
Manager
Ministry of Indigenous Relations and Reconciliation
160 Bloor Street East
9th Floor
Toronto, ON M7A 2E6

Mr. Ali Veshkini
Director
Ministry of Community Safety and Correctional Services
George Drew Building
25 Grosvenor Street
13th Floor
Toronto, ON M7A 2G8

Ms. Nisha Shirali
Environmental Resource Planner & EA Coordinator
Ministry of the Environment and Climate Change
York-Durham District
5775 Yonge Street
8th Floor
Toronto, ON M2M 4J1

Ms. Emilee O'Leary
Environmental Assessment Coordinator
Ministry of the Environment and Climate Change
Central Region
5775 Yonge Street
Toronto, ON M3M 0B1

Mr. Steven Strong
District Planner
Ministry of Natural Resources and Forestry
Aurora District
50 Bloomington Road
Aurora, ON L4G 0L8

Ms. Emily Funnell
Management Biologist
Ministry of Natural Resources and Forestry
Aurora District
50 Bloomington Road
Aurora, ON L4G 0L8

Ms. Laura Hatcher
Team Lead - Heritage Land Use
Ministry of Tourism, Culture and Sport
Culture Services Unit, Programs and Services Branch
401 Bay Street
Suite 1700
Toronto, ON M7A 0A7

Dr. Laura Taylor
Interim Chair
Greenbelt Council
Ministry of Municipal Affairs and Housing
777 Bay Street
Toronto, ON M7A 2J3

Transport Canada
[Email: enviroOnt@tc.gc.ca](mailto:enviroOnt@tc.gc.ca)

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Planner II, Environmental Assessment Planning
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Ms. Carolyn Woodland
Senior Director, Planning, Greenspace and
Communications
Toronto and Region Conservation Authority
Planning, Greenspace & Communications
5 Shoreham Drive
Toronto, ON M3N 1S4

Ms. Michele Donnelly
Senior Administrative Assistant
Oak Ridges Moraine Foundation
120 Bayview Parkway
Newmarket, ON L3Y 3W3

Municipalities

Mr. Jeff Abrams
City Clerk
City of Vaughan
2141 Major Mackenzi Drive
Vaughan, ON L6A 1T1

Mr. Stephen Collins
Deputy City Manager
City of Vaughan
Public Works
2141 Major Mackenzi Drive
Vaughan, ON L6A 1T1

Mr. John MacKenzie
Deputy City Manager
City of Vaughan
Planning and Growth Management
2141 Major Mackenzi Drive
Vaughan, ON L6A 1T1

Mr. Brian Anthony
Directory of Planning
City of Vaughan
2141 Major Mackenzi Drive
Vaughan, ON L6A 1T1

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Executive Director
City of Vaughan
Economic Development
2141 Major Mackenzi Drive
Vaughan, ON L6A 1T1

Ms. Ruth Rendon
Senior Environmental Planner
City of Vaughan
2141 Major Mackenzi Drive
Vaughan, ON L6A 1T1

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Manager
City of Toronto
Landfill Operations
100 Queen Street West
City Hall, 25th Floor
Toronto, ON M5H 2N2

MPs/MPPs

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MPP
City of Vaughan
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Woodbridge, ON L4H 2J2

Mr. Francesco Sorbara
MP
Vaughan-Woodbridge
8633 Weston Road
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Vaughan, ON L4L 9R6

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MP
King-Vaughan
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Vaughan, ON L6A 4H7

Mr. Maurizio Bevilacqua
Mayor
Vaughan City Hall
2141 Major Mackenzi Drive
Vaughan, ON

School Boards

Ms. Anna DeBartolo
Trustee
York Region District School Board
Vaughan Wards 1 and 2
60 Wellington Street West
Box 40
Aurora, ON L4G 3H2

Ms. Linda Aversa
Trustee
York Region District School Board
Vaughan Wards 3 and 4
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Box 40
Aurora, ON L4G 3H2

Ms. Jane Ross
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York Region District School Board
Planning and Property Development
60 Wellington Street West
Aurora, ON L4G 3H2

Senior Manager
York Catholic District School Board
Administration
320 Bloomington Road West
Aurora, ON L4G 0M1

Ms. Teresa Ciaravella
Trustee
York Catholic District School Board
Vaughan Ward 1
320 Bloomington Road West
Aurora, ON L4G 0M1

Emergency Services

Mr. Larry Bentley
Fire Chief
City of Vaughan
Vaughan Fire and Rescue Services
2141 Major Mackenzi Drive
Vaughan, ON L6A 1T1

York Regional Police
47 Don Hillock Drive
Aurora, ON L4G 0S7

York Region Paramedic Services
Administrative Offices General
17250 Yonge Street
1st Floor, Room 12000
Newmarket, ON L3Y 6Z1

Utilities

Bell Canada
Station A
PO Box 920
Toronto, ON M5W 1G5

Enbridge Gas Distribution Inc.
101 Honda Blvd.
Markham, ON L6C 0M6

Manager, Environmental Services and Approvals
Department
Hydro One Networks Inc.
483 Bay Street
8th Floor
Toronto, ON M5G 2P5

Power Stream
2800 Rutherford Road
Vaughan, ON L4K 2N9

Rogers Cable Communications
Planning Department
3573 Wolfedale Road
Mississauga, ON L5C 3T6

Potentially Interstest Parties/ Stakeholders

Mr. Duane E.Aubie
Vice President & COO
Eagles Nest Golf Club
10000 Dufferin Street
Box 403
Maple, ON L6A 1S3

Ms. Magdalena Di Maria
General Manager
Richview Manor Retirement Condominium
10500 Dufferin Street
Maple, ON L6A 4R1

Mr. Paul Doucet
General Manager
Maple Downs Golf Club
11101 Dufferin Street
Maple, ON L6A 1S2

Vaughan Fire Station 7-0
10800 Dufferin Street
Maple, ON L6A 1S2

Ratepayers

Mr. Robert A. Kennedy
President
Mackenzie Ridge Ratepayers' Association
87 Giorgia Cres.
Maple, ON L6A 4R2

APPENDIX C

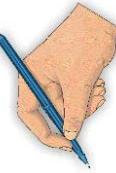
OPEN HOUSE DISPLAY PANELS

Teston Road

From Keele Street to Bathurst Street

Terms of Reference for Individual Environmental Assessment

Welcome to the Open House



Please sign in at the front desk

April 18, 2017

Civic Centre Resource Library

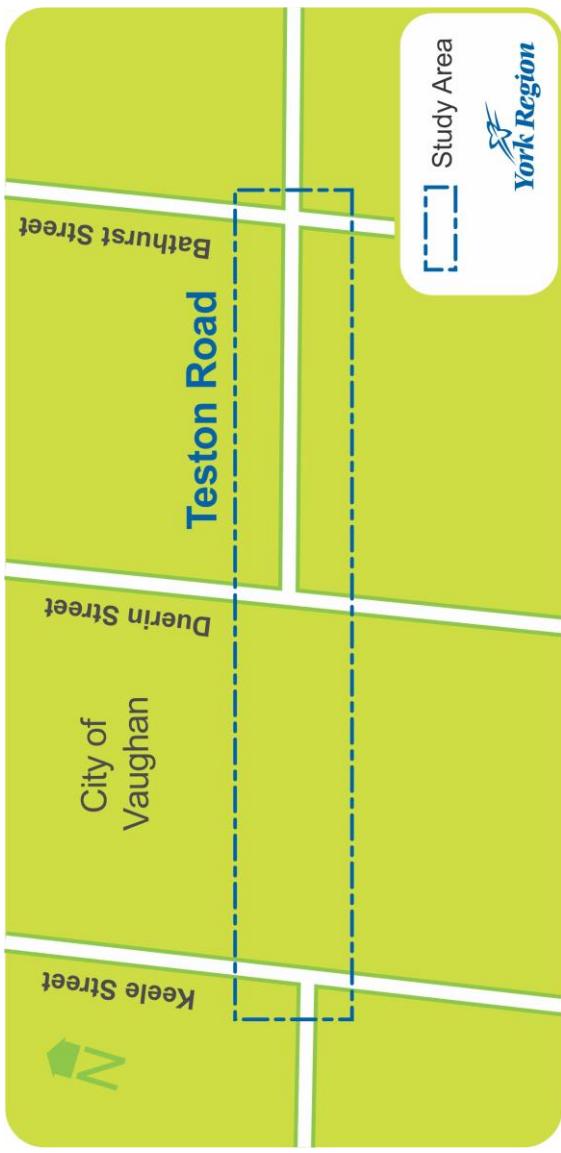
2191 Major MacKenzie Dr W, Maple, ON L6A 3Y8

Your Feedback is Important

How can you stay informed and provide input into the study?

- ✓ Representatives of the Project Team are available to discuss the project with you
- ✓ Please ask questions and make your opinions known to us
- ✓ Fill out a comment form and return to the Project Team by **May 8, 2017**
- ✓ Join the study mailing list, email us at roads.ea@york.ca to receive future study notices
- ✓ Visit us online at york.ca/testonroad
- ✓ Contact the project team at any time throughout the study to provide your feedback

Purpose of Open House



The study area falls within the City of Vaughan and within the Regional Municipality of York (as seen on key map).

The Regional Municipality of York is developing a **Terms of Reference (ToR)** for an Individual Environmental Assessment (IEA) Study of Teston Road between Keele Street and Bathurst Street to identify and validate transportation problems and opportunities and to evaluate a variety of alternatives and how to address them.

The **purpose of this Open House** is to share the following information and collect your feedback:

- What is the ToR?
- Problems and Opportunities
- What happens next in the Study?

What is the Terms of Reference? (ToR)

The Terms of Reference (ToR) is a document prepared by the Regional Municipality of York, as the proponent, for approval by the Ministry of Environment and Climate Change (MOECC).

This document will be used to establish the planning and decision-making process for a subsequent Individual Environmental Assessment (IEA).

Once the ToR document is approved by MOECC, the IEA study will be required to follow the approved planning, decision-making and stakeholder engagement process.

The ToR is being prepared in accordance with subsection 6(2)(a) of the *Environmental Assessment Act* and will therefore consider a broad range of alternatives.

Problems and Opportunities

Problems:

- Additional east-west transportation capacity is required to address existing congestion, enhance traffic safety, connect communities, and accommodate increases in local and regional traffic.
- Discontinuous road network creates unnecessary thru-traffic and congestion through adjacent communities.
- Significant existing, planned, and under-construction development along Teston Road and within the study area requires an efficient transportation system for access, connectivity, mobility, public transit, and emergency service.

Opportunities:

- To assist in accommodating the travel demands (vehicular, cycling, and pedestrian) associated with development in and adjacent to the Teston Road corridor, as well as the City of Vaughan and York Region.
- To facilitate improved connectivity and access to the existing interchange with Highway 400 to the west of the study area.
- To alleviate thru-traffic impacts to existing built-up communities.

Purpose of the Undertaking

- The purpose of the undertaking is to improve the efficiency, safety, and continuity of the east-west transportation network within the study area.
- This IEA will consider a broad range of alternatives to address these transportation capacity challenges within the Preliminary Study Area.

There is a need to:

Support Growth and Development



Facilitate Traffic Circulation



Addressing long-term transportation problems



Support and Encourage Walking, Cycling and Transit Use



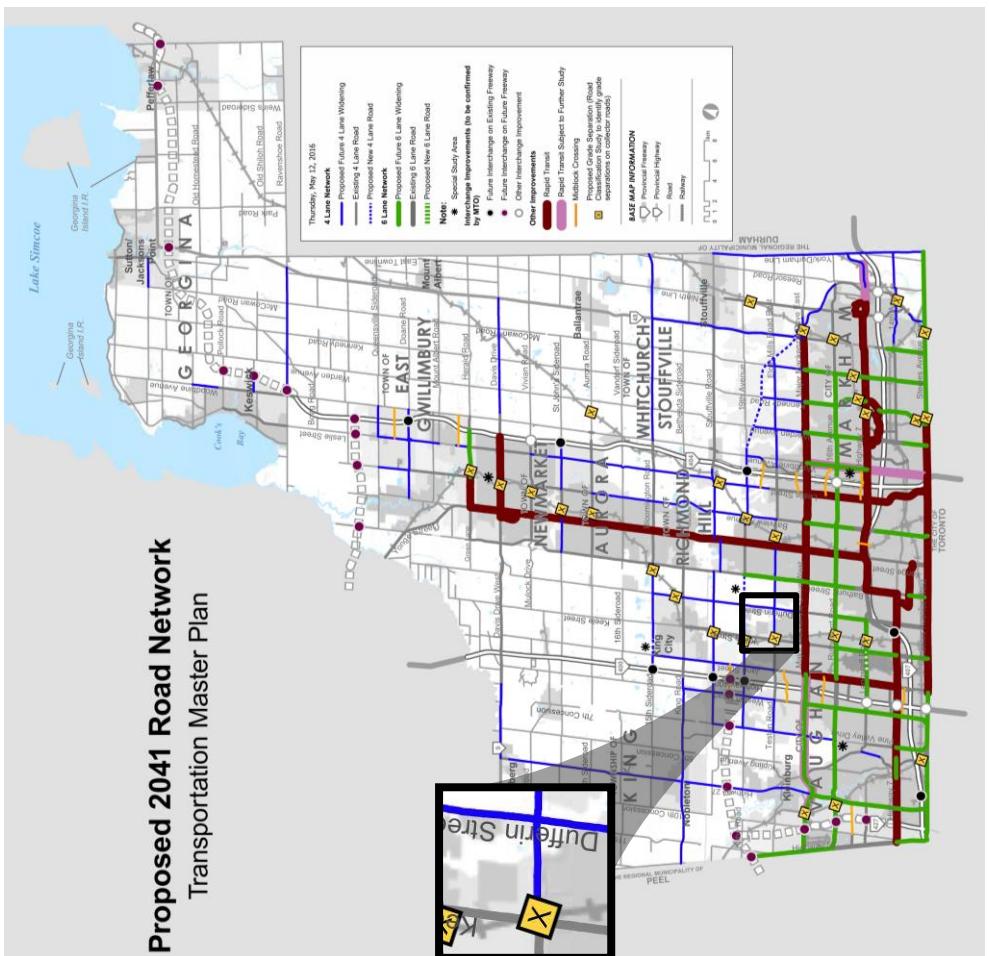
York Region Policy Context

Completed in 2016, York Region's Transportation Master Plan (TMP) indicates:

- **Year 2022-2026:** A rail grade separation and transportation improvements in the same period

- **Year 2032-2041:** The widening of Teston Road between Dufferin Street and Bathurst Street.

These improvements are part of a network that was carefully designed through the York TMP process.



Study Background – Historical Context & Growth in York Region

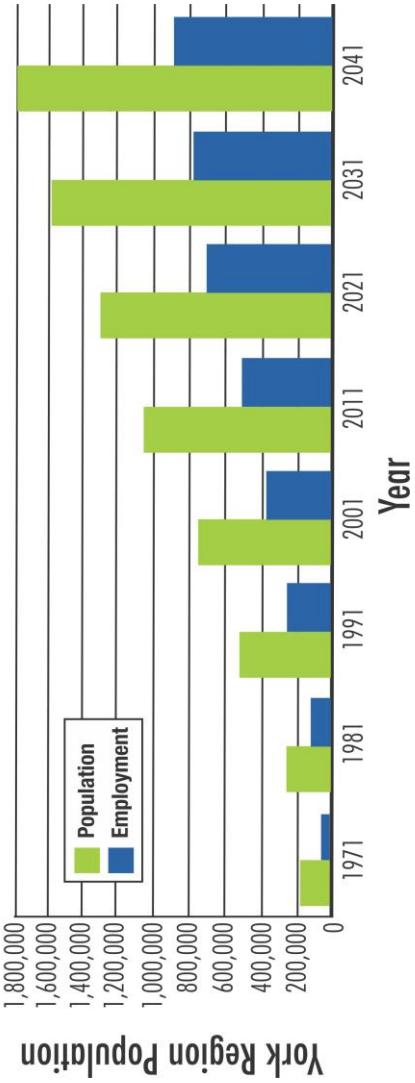
Population

1.16 **1.79**
million
in 2015

Employment

578 **900**
thousand
in 2015

York Region Population Growth - 1971 to 2041



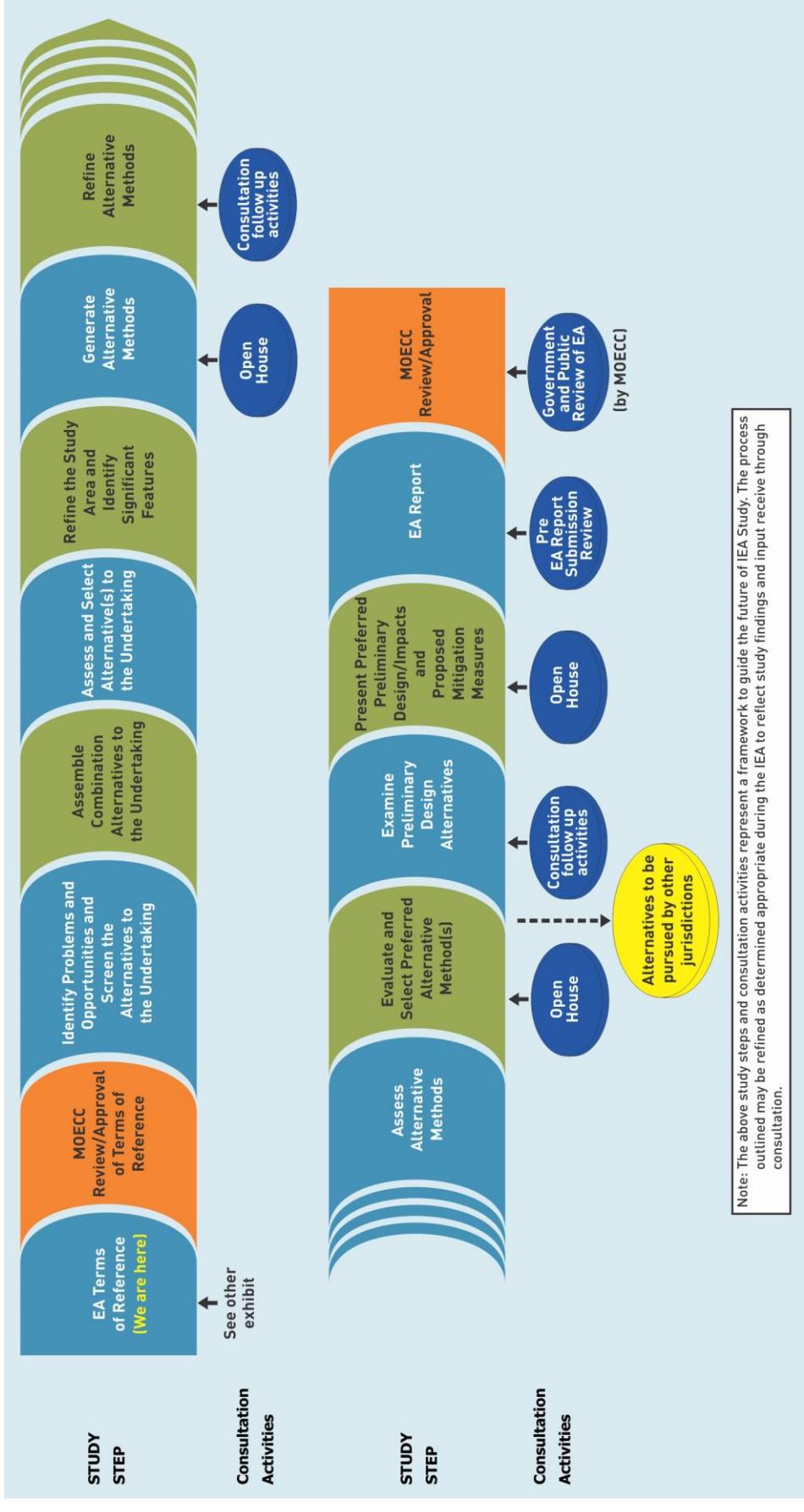
York Region is anticipated to grow to **1.8 million** residents by 2041.

With growth in population and employment, the original arterial road network, which mainly serviced agricultural and rural communities in the Region, is becoming less efficient and convenient.

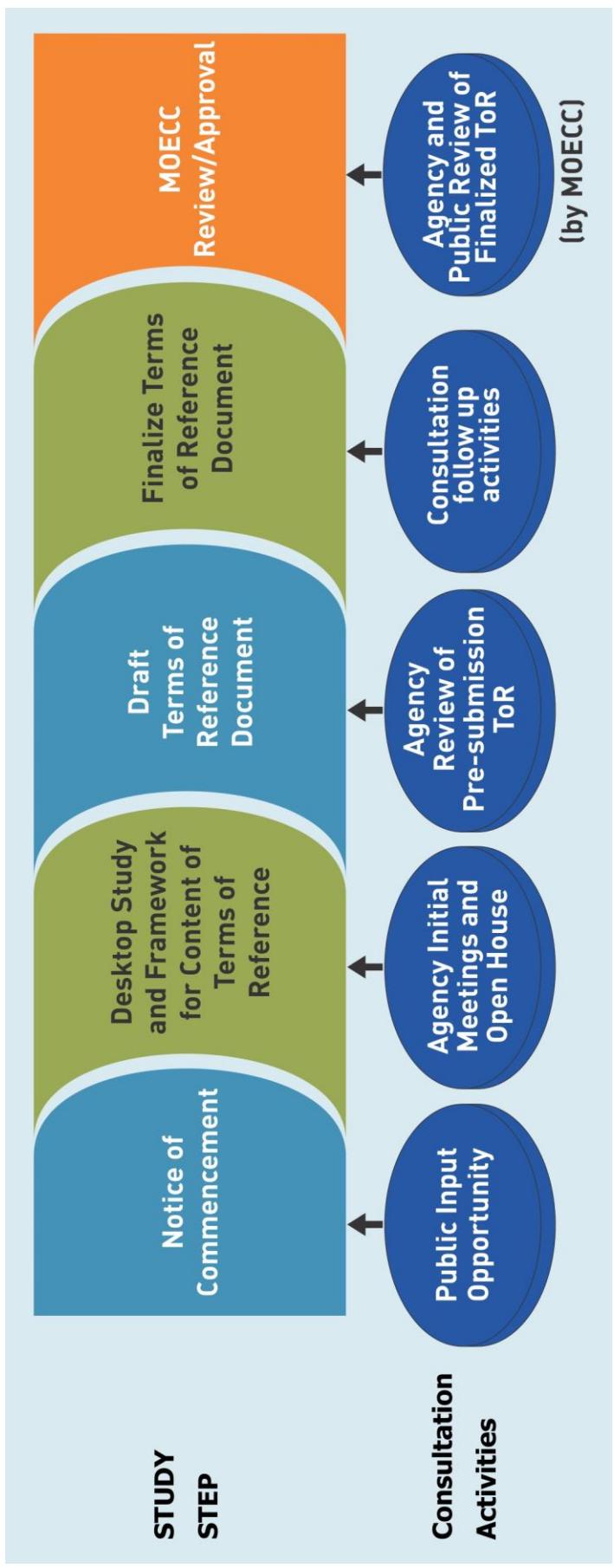
Study Background and Previous Study

- Previous Study – 2003 Teston Road EA from Pine Valley Drive to Bathurst Street completed by York Region.
- Previous Study Findings:
 - Traffic demands support the need for improvements along the Teston Road corridor from Pine Valley Drive to Bathurst Street
 - Significant environmental and financial implications associated with establishing a new roadway link between Keele Street and Dufferin Street (potential impacts to the closed Keele Valley landfill and Vaughan Waste Disposal Sites, and the East Don River valley/ McGill Environmentally Sensitive Area)
 - Concerns from the Ministry of Environment and Climate Change (MOECC), City of Toronto and the Toronto Region Conservation Authority (TRCA) contributed to the conclusion that the potential benefits of a new roadway to the Regional road network are outweighed by potential environmental and cost implications
- Previous Study Recommendations included:
 - Upgrade Teston Road to a Regional standard 2 lane rural cross section from Pine Valley Drive to Weston Road (not constructed, subsequent EA for widening to 4 lanes completed in November 2016)
 - Reconstruct Teston Road to 4-5 lane urban cross-section between Weston Road and Keele Street, including a full access interchange at Highway 400 and Teston Road (Completed in 2003)
 - Upgrade Teston Road to a basic 2 lane rural section with a 4 m median from Dufferin Street to Bathurst Street (Completed in 2006)
 - Maintain Status Quo along Teston Road between Keele Street and Dufferin Street:
 - This recommendation was mainly due to the concerns brought forward by MOECC, TRCA and the City of Toronto.
 - MOECC requested that an IEA be completed for this section of Teston Road to determine the most appropriate solution to provide future transportation improvements.

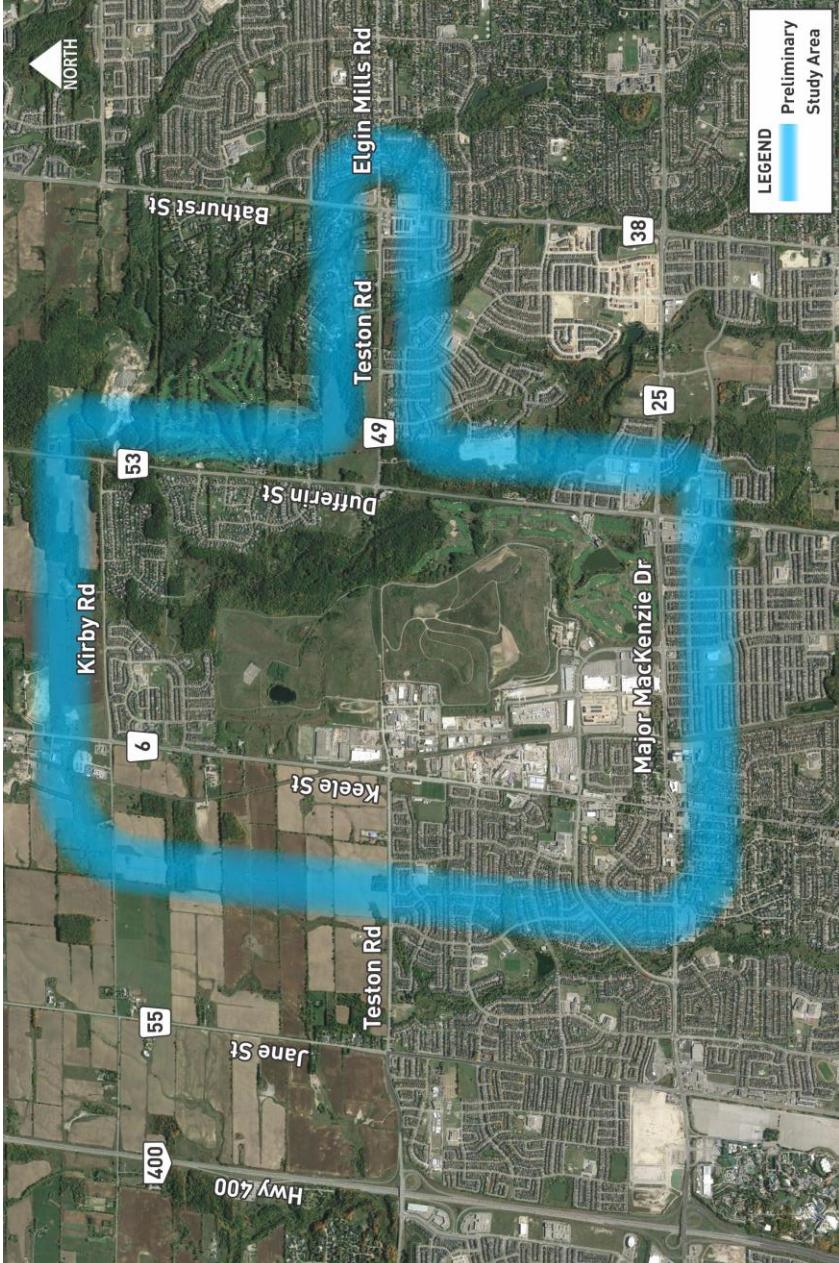
Overall IEA Planning Process



ToR Planning Process and Consultation Plan



Preliminary Study Area



The study area as shown in our Notices is not representative of the area in which alternatives may be considered. As such, an expanded study area is proposed for use in the IEA that better reflects the area of potential future study.

Alternatives to the Undertaking

Alternatives will be identified and assessed in consultation with the public, federal and provincial government agencies, municipalities and Indigenous Communities. Alternatives to the Undertaking are considered functionally different ways of approaching and dealing with the defined problem or opportunity.

The Alternatives to the Undertaking to be considered in the IEA study will include, but are not limited to:

- **Do Nothing** – “Do Nothing” is considered the status quo, where the transportation system would be limited to maintenance of current transportation infrastructure and the implementation of approved Provincial, Regional and local Municipal initiatives.
- **Travel Demand Management (TDM)** – TDM strategies include measures implemented to improve the operation of the current transportation system by managing travel demand independent of actually expanding or constructing new infrastructure. The emphasis of TDM strategies is to reduce overall demands on the network, shift demands to time periods outside of the critical congestion periods, and shift demands to alternative modes of transportation, principally transit, cycling and walking;
- **Transportation Systems Management (TSM)** – The objective of TSM is to improve the efficiency and safety of the transportation system and optimize the use of existing and planned infrastructure through a wide range of strategies and technology policies and initiatives. Measures may include initiatives such as transit priority facilities, ITS (intelligent transportation system) strategies, carpooling, High Occupancy Vehicle (HOV) lanes, autonomous/driverless & connected vehicles, providing real-time information (i.e. traffic and transit delays via smart phone apps) to users, Reserved Bus Lanes (RBL), ride-sharing services, Park and Ride facilities and intersection improvements;

Alternatives to the Undertaking

- **Improved and/or New Transit Services** – Expanding the capacity of the transit system through increased services within the existing transportation network and/or accommodating new transit services on new corridors may relieve congestion and increase the performance of the transportation network;
- **Improved and/or New Roadways/Transitways** – The provision of improved capacity and operations on existing facilities and/or accommodating required capacity on new corridors may increase the performance of the transportation network. Congestion may be relieved through additional capacity on existing roadways/transitways or by introducing capacity in new corridors, transitways or both; and
- **Combinations of the above** – In addition to the individual Alternatives to the Undertaking noted above, it is proposed to establish additional "combined" Alternatives to the Undertaking that represent creative combinations of the above ways of adding capacity or reducing trips.



Assessment Alternatives to the Undertaking

The assessment of Alternatives to the Undertaking at a functional level will consider broad factors and criteria that reflect objectives in addressing the stated transportation problems, while considering potential effects on the environment.

The first step will examine the ability of individual modal alternatives to meaningfully address the transportation problems and opportunities.

The second step will assemble and assess a number of combination alternatives based on the listing of proposed factors and criteria identified in the displayed table.

CRITERIA

Factor: Environment

The degree to which the proposed transportation system modification:

- impacts natural features (e.g. aquatic ecosystems, terrestrial ecosystems, groundwater, surface water, air quality);
- impacts socio-economic features (e.g. land use, communities, resources);
- impacts cultural features (e.g. properties of cultural heritage value, archaeological and Indigenous sites); and
- reduces or limits impacts such as higher noise levels, greenhouse gas emissions and the effects of air emissions on local/regional air quality and the effects on climate change

Factor: Transportation

The degree to which the proposed transportation system modification:

- supports federal/provincial/municipal transportation policies/goals/objectives;
- improves system capacity & efficiency for the movement of people and goods;
- improves system capacity & efficiency to reduce growth in peak travel demand;
- makes effective and efficient use of the existing road and transit system through the use of Transportation Demand Management and Transportation System Management strategies;
- improves system reliability and redundancy during adverse conditions;
- improves traffic safety through congestion reduction;
- enhances goods movement by linking communities within the York Region; and
- improves mobility and accessibility through enhanced modal integration/choice and a more balanced transportation system.

Factor: Land Use

The degree to which the proposed transportation system modification supports existing and planned future land use and growth including recognition of growth management plans and policies as articulated in provincial policies and municipal official plans.

Factor: Economy

The degree to which the proposed transportation system modification supports provincial, regional and municipal economy including:

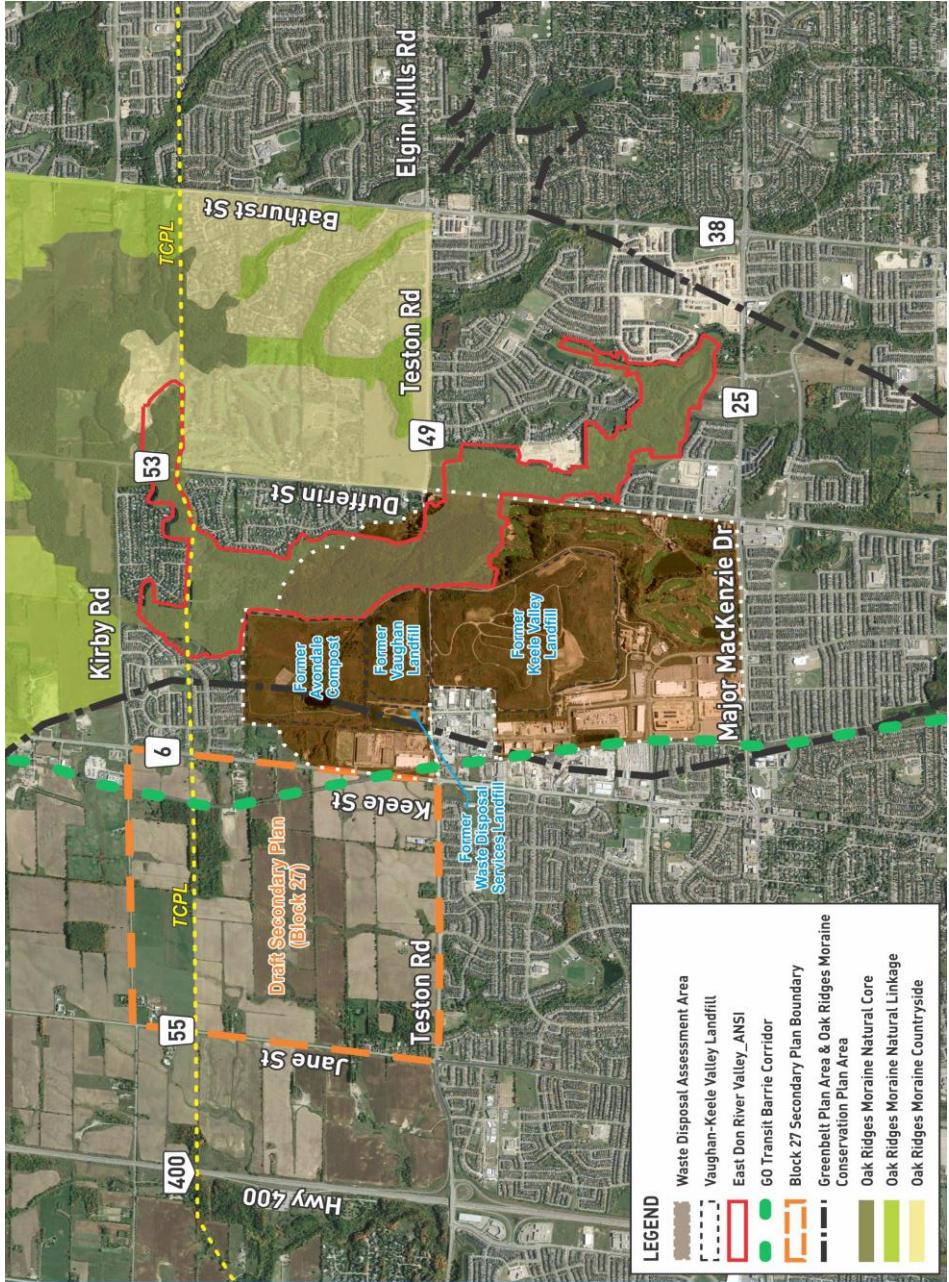
- manufacturing and trade;
- tourism and recreation; and
- agriculture.

Selected Alternative(s) to the Undertaking

To determine the “next steps”, the selected Alternative(s) to the Undertaking will be placed into one of the following four categories:

1. If the Preferred Alternative to the Undertaking is “Do Nothing” – the IEA process is complete and no further study will be initiated.
 2. If the Preferred Alternative to the Undertaking is a transportation mode or solution that is outside the jurisdiction of York Region – the current IEA process will be halted; York Region will refer the planning alternative to the appropriate agency or jurisdiction for further review and action.
 3. If the Preferred Alternative to the Undertaking is entirely within the jurisdiction of York Region (York Region as the proponent) – the IEA process continues and York Region will proceed to the Alternative Methods stage as outlined in the IEA ToR document.
 4. If the Preferred Alternative to the Undertaking is a combination of solutions that are within the jurisdiction of York Region and modes/solutions that are outside the jurisdiction of York Region – the IEA process continues; York Region proceeds to the Alternative Methods as outlined in this IEA ToR. Alternatives to the Undertaking that are outside York Region jurisdiction are referred to the appropriate agency for further review and action.
- The IEA Report will be submitted to MOECC for an approval decision once concept design is completed.

Description of the Environment & Potential Effects

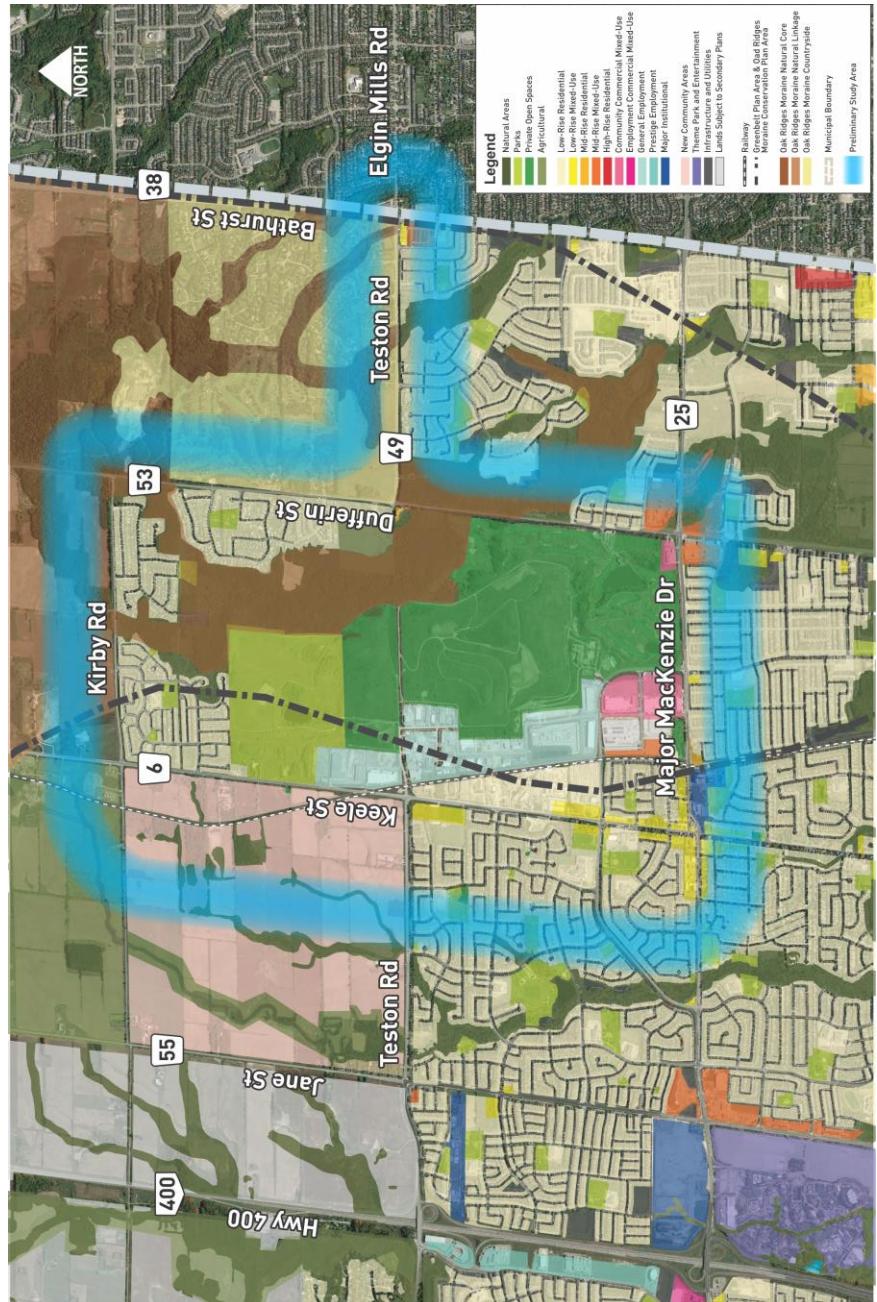


Natural Environment:

- Study area falls within the Oak Ridges Moraine Conservation Plan Area
- East Don River Valley mapped as a 'Natural Core Area'
- 'Significant Forests' and two additional unevaluated wetlands mapped along McNair Creek
- Study area holds potential for SAR (Species at Risk)



Description of the Environment & Potential Effects



Archaeology:

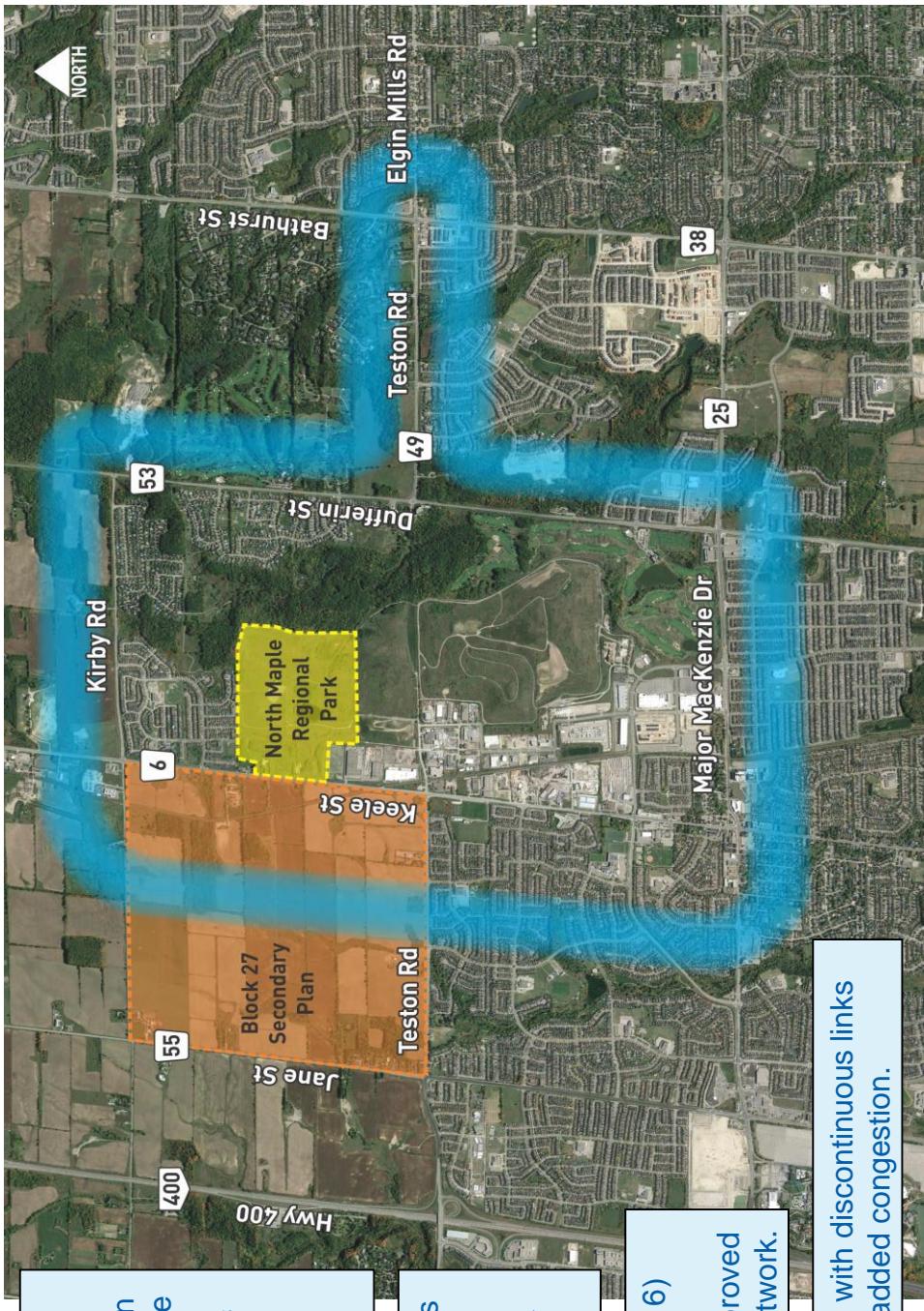
- A Stage 1 Archaeology Assessment is currently underway
- 19 archaeological sites have been identified within the study area, documenting Indigenous and Euro-Canadian occupation of the land.

- Additional archaeological study may also be required following the conclusion of the Stage 1 archaeological assessment.

Built Heritage:

- A review of built heritage resources and cultural heritage landscapes will also be completed for the purpose of this IEA.

Description of the Environment & Potential Effects



Socio-Economic Environment:

- The City of Vaughan located in York Region will accommodate 29% of York Region's population growth and 33% of the Region's employment growth between the years 2006 to 2041.

Proposed development includes Block 27 and North Maple Regional Park. Areas south of Teston Road are predominantly urban.

One of York Region's TMP (2016) recommendations is that discontinuous road links be improved in order to complete the grid network.

Gaps in the road network along with discontinuous links is one of the factors leading to added congestion.

Description of the Assessment and Evaluation Methodology

Once a Preferred Alternative(s) to the Undertaking has been determined, the IEA will focus on the following study steps:



Process to Generate Alternative Methods

Once the IEA study Area has been refined, Alternative Methods will be generated. The Alternative Methods will then be reviewed with agencies and the public through the consultation process. Alternative Methods are considered different ways of doing the same activity. For example, if a new roadway was determined to be the preferred undertaking, Alternative Methods would consider a range of roadway alignments or locations. Alternative Methods will be generated based on the following guiding principles:

- Utilize existing infrastructure efficiently and effectively - Taking advantage of existing transportation and other linear corridors may reduce effects to the natural, social and economic environments;
- Minimize effects to existing and future planned (approved) land uses;
- Avoid or, where this is not possible, minimize effects to natural systems, with particular emphasis on natural features, functions, systems and communities;
- Avoid or, where this is not possible, minimize impacts to prime agricultural areas and individual agricultural operations;
- Minimize effects to urban/rural areas - Such areas generally provide a focus for cultural, recreational, social and economic activities; and
- Resolve transportation problems and take advantage of existing and future opportunities recognizing project need - As determined during the initial stages of the IEA study.



Generating and Evaluating Alternative Methods

The process for generating and evaluating Alternative Methods is flexible and can accommodate the consideration of revisions / enhancements to the criteria for identifying and assessing Alternative Methods (as listed in the IEA ToR) during the IEA study.

At this stage, environmental information, based largely on secondary sources, field reviews and consultation input, will be collected to identify significant environmental features.

This principle will be applied as follows:

- Upon refining the IEA Study Area, Alternative Methods will be generated, refined and examined in greater detail as the study progresses to determine potential environmental effects.
- Alternative Methods will be comparatively evaluated to determine the best alternative(s) (preferred alternative(s)) and mitigation measures will be identified.
- The preferred alternative(s) will be more fully developed to determine the best Concept Design in order to fully document potential environmental effects (both within and outside of the defined study area where appropriate) and allow mitigation measures to be developed in greater detail.

Evaluation and Selection of Alternative Methods

The evaluation of Alternative Methods is a two-step process:

1. The identification of advantages and disadvantages of the various alternatives under consideration.
2. The completion of the evaluation.

Evaluation Method

The evaluation of alternatives is an integral component of the IEA. A sound evaluation process is based on five key principles:

- The evaluation of alternatives must be **comprehensible** and **systematic**;
- The process must be **rational** and **understandable**;
- The results must be **replicable**;
- The data must be **traceable**; and
- The entire process must be **participatory**, with broad but not duplicative opportunities for participation from the public, regulatory agencies, municipalities, Indigenous Communities etc.

York Region is proposing the **Reasoned Argument** evaluation approaches to assist in the selection of a preferred alternative(s) for this undertaking.

The Reasoned Argument evaluation component will clearly present stakeholders with the key differences between the various alternatives and the reasons why one alternative is preferred over another.

Commitments & Monitoring

Terms of Reference IEA Commitments

Commitments made during the ToR process will be documented and included in the future IEA Report. These commitments, and commitments made during the IEA Report will guide future environmental work and consultation as well as effects and compliance monitoring.

The IEA Report will demonstrate how ToR commitments were addressed during the IEA Study.

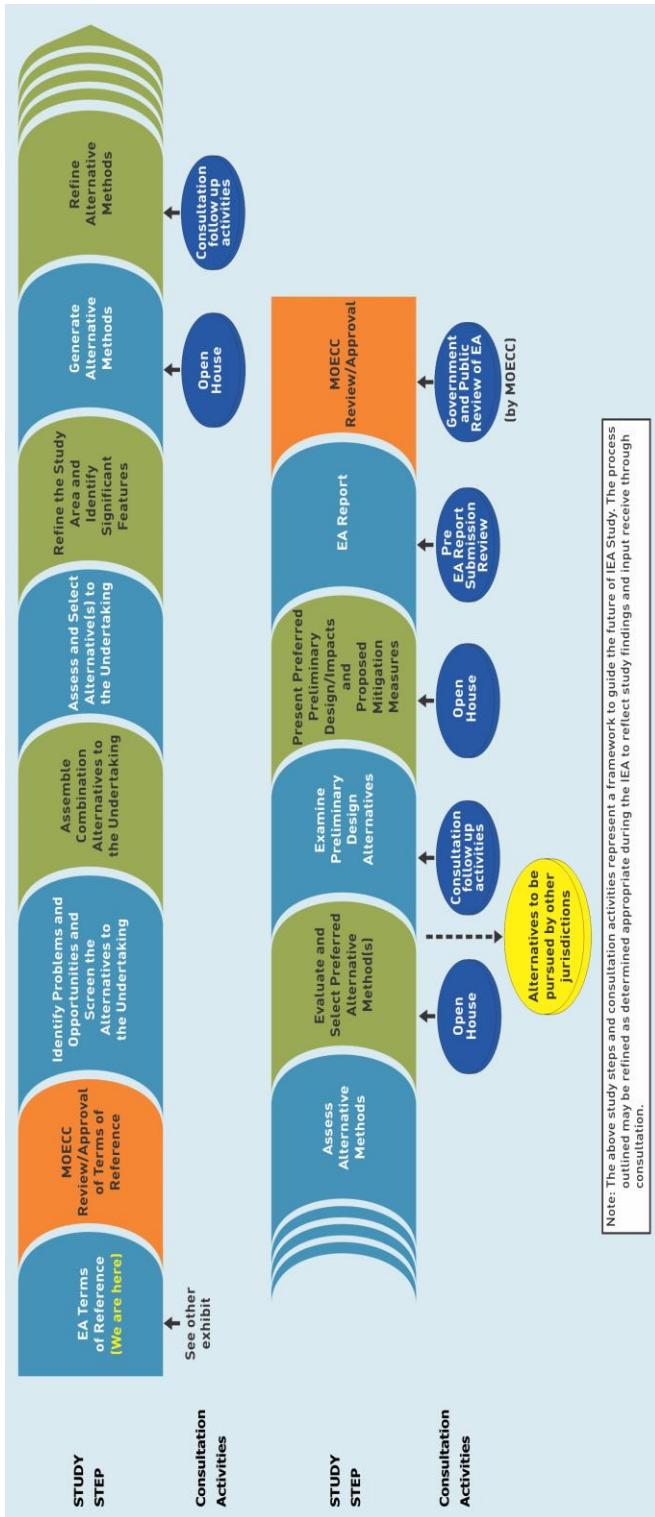
Environmental Effects and EA Compliance

During the IEA, York Region will commit to developing a monitoring program that will address environmental effects associated with the construction, operation and maintenance of the selected preferred alternative(s).

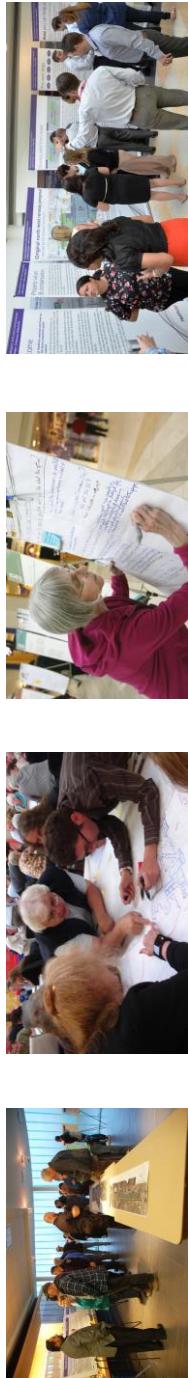
If the preferred alternative(s) includes a construction phase, York Region will ensure that external notification and consultations are consistent with any commitments that may have been made earlier in the IEA Report or other environmental documentation.

Following construction, monitoring will ensure that any follow-up information is provided to external agencies as per any outstanding environmental commitments.

Consultation Plan for the IEA



Consultation with affected parties is an essential part of the IEA process and provides a mechanism for the proponent to define and respond to key issues



Consultation Plan



The first component of the Consultation Plan will be to develop contact lists, which will include interested individuals, ratepayer groups and recreational groups etc. located in the analysis / study area.

Three rounds of Public Open Houses will be held during the subsequent IEA.

The Open Houses will be arranged as drop-in centres to allow the public to see results, exchange information, and ask one-on-one questions of the Project Team.

Agency meetings will be assembled which includes potentially affected provincial ministries, agencies, federal departments, and conservation authorities.

Consultation with provincial ministries and agencies will involve reviewing, commenting and providing input to the environmental assessment study, the technical analysis and the ongoing comment/input to the consultation process.

York Region will strive to provide appropriate and meaningful consultation and engagement with Indigenous Communities.

All stakeholders will be provided the opportunity to review and comment on a draft IEA Report prior to submission to the Minister of the Environment and Climate Change for formal review and approval of the undertaking.

Next Steps

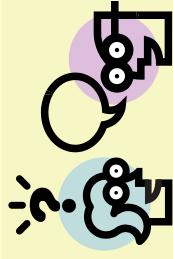
Following the Open House, the Project Team will:

- Address comments received
- Refine study process based on comments received
- Develop Draft Terms of Reference for review
- Consult with technical agencies and stakeholders
- Submit Terms of Reference to the Ministry of Environment and Climate Change

How can you stay informed and provide input into the study?

- ✓ Fill out a comment form and return to the Project Team by May 8, 2017
- ✓ Visit our website at york.ca/testonroad
- ✓ Join the study mailing list, email us at roads.ea@york.ca to receive notices of future open houses
- ✓ Contact the project team at any time throughout the study to provide your feedback

Study Contact: Chris Lumsdon
Communications and Community Engagement Specialist
The Regional Municipality of York
17250 Yonge Street, Newmarket, Ontario, L3Y 6Z1
Phone: 1-877-464-9675 ext. 77560
Email: roads.ea@york.ca
Website: york.ca/testonroad



Please ask questions and make your opinions known to the Project Team.
Fill out a comment sheet before leaving.



APPENDIX D

COMMENTS

Teston Road

1. Would you use a potential new roadway connection between Keele Street and Dufferin Street? Instead, formalize a trail from the Maple Nature Reserve to the North Maple Regional Park.
Instead, formalize a trail from the Maple Nature Reserve to the North Maple Regional Park.
2. Where is your typical Origin and Destination? N/A
3. What time of day do you typically make trips? N/A
4. What mode(s) do you use to make your trip (please check all that apply)
Walking and Transit Yes. Car, Carpool, Biking and Train No.
5. How often would you use a potential new roadway connection in this area?
Not often Yes. Very often or often No.
6. How is your existing travelling experience around this area? Could it be improved?
Enjoy Maple Nature Reserve. Walked there and walked in it and walked back. It could be improved with a walking-only trail from the Maple Nature Reserve to the North Maple Regional Park. Any other mode of transportation would be make it worse.
7. Would you use a potential new roadway connection by walking or cycling?
Yes
8. What elements/aspects of travelling around this area are most important to you?
 - A) Environment. The Oak Ridges Moraine Conservation Area and Greenbelt are most important!
 - B) Walking-only trail as the only acceptable mode of transportation.
 - C) Make it impossible for any other mode of transportation.
9. Are there other transportation network improvement opportunities that should be considered in this study? The proposed new trail connecting the Maple Nature Reserve and the North Maple Regional Park could be called the “North-West Maple Trail” or “Greenbelt Maple Trail”.
10. What are the most important aspects of this study (i.e. environmental impacts, improved transportation network, cost etc.)?
 - A) Environmental Impacts always most important!
 - B) Walking-only trail. No cars, carpoolers, buses, trains, cyclists, rollerbladers, skateboarders etc.
 - C) Incentives for walking.
11. Do you live within 5km of the study area? If not, where? Yes
12. Do you work within 5km of the study area? If not, where? Yes
13. Please share any other comments: Opposed to the Proposed 2041 York Region Network Transportation Master Plan!

TESTON ROAD

Keele Street to Bathurst Street in the City of Vaughan

Terms of Reference for an Individual Environmental Assessment Study

PUBLIC OPEN HOUSE COMMENT FORM

Do you live in York Region?

YES

Do you work in York Region? If not, where?

LAWREN

Please share your comments:

- Get on with it

- IT'S A GARBAGE DUMP, CAN'T BE ANYTHING BUT AN

IMPROVEMENT

Place your completed comment sheet in the box provided or return by **May 8th, 2017** to:

Chris Lumsdon
Communications and Community Engagement Specialist
The Regional Municipality of York
17250 Yonge Street, Newmarket, Ontario, L3Y 6Z1
Phone: 1-877-464-9675 ext. 75560 Fax: 905-836-4590
Email: roads.ea@york.ca
Website: york.ca/testonroad



Please Print

Name: [REDACTED]

Address: [REDACTED]

Postal Code: [REDACTED] L1C 8G5

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Please Complete Survey Form →

TESTON ROAD

Keele Street to Bathurst Street in the City of Vaughan Terms of Reference for an Individual Environmental Assessment Study

PUBLIC OPEN HOUSE SURVEY FORM

Please tell us more...

1. Would you use a potential new roadway connection between Keele Street and Dufferin Street?

Yes

No

2. Where is your typical Origin and Destination?

Origin: Egeln Mills

Destination: Toronto

3. What time of day do you typically make that trip(s)?

Time: _____

4. What mode(s) do you use to make your trip? (please check all that apply)

Car

Walking

Transit

Biking

Carpool

Train

5. How often would you use a potential new roadway connection in this area?

Very often

Often

Not often

6. How is your existing travelling experience around this area? Could it be improved?

- TERRIBLE Too many lights, no Good North/South
OR EAST/WEST Routes in South YORK Region

7. Would you use a potential new roadway connection by walking or cycling?

Yes

No

8. What elements / aspects of travelling around this area are most important to you?

- move THE TRAFFIC

9. Are there other transportation network improvement opportunities that should be considered in this study?

10. What are the most important aspects of this study (i.e. environmental impacts, improved transportation network, cost etc.)?

- Be it soon

11. Do you live within 5km of the study area? If not, where? Yes

12. Do you work within 5km of the study area? If not, where? No

13. Please share any other comments:

TESTON ROAD

Keele Street to Bathurst Street in the City of Vaughan
Terms of Reference for an Individual Environmental Assessment Study

PUBLIC OPEN HOUSE COMMENT FORM

Do you live in York Region?

Do you work in York Region? If not, where?

SCHLBOROUGH.

Please share your comments:

Please do not built this road it will mess up
the whole area —
If at all you need to go ahead with this project
then please protect the trees and the forest around.

Place your completed comment sheet in the box provided or return by **May 8th, 2017** to:

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Please Print

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Please Complete Survey Form →

TESTON ROAD

Keele Street to Bathurst Street in the City of Vaughan Terms of Reference for an Individual Environmental Assessment Study

PUBLIC OPEN HOUSE SURVEY FORM

Please tell us more...

1. Would you use a potential new roadway connection between Keele Street and Dufferin Street?

Yes No

2. Where is your typical Origin and Destination?

Origin: MAPLE

Destination: SCARBOROUGH

3. What time of day do you typically make that trip(s)?

Time: 10:30 AM

4. What mode(s) do you use to make your trip? (please check all that apply)

<input checked="" type="checkbox"/> Car	<input type="checkbox"/> Walking
<input type="checkbox"/> Transit	<input type="checkbox"/> Biking
<input type="checkbox"/> Carpool	<input type="checkbox"/> Train

5. How often would you use a potential new roadway connection in this area?

Very often
 Often
 Not often

6. How is your existing travelling experience around this area? Could it be improved?

Can be improved but we must protect the trees and the environment around.

7. Would you use a potential new roadway connection by walking or cycling?

Yes
 No

8. What elements / aspects of travelling around this area are most important to you?

CAT

9. Are there other transportation network improvement opportunities that should be considered in this study?

No :

10. What are the most important aspects of this study (i.e. environmental impacts, improved transportation network, cost etc.)?

11. Do you live within 5km of the study area? If not, where? YEG

12. Do you work within 5km of the study area? If not, where?

13. Please share any other comments:

Please do not ruin the landscape around "ROSES, TREES ETC"
I strongly object this road to this proposal

TESTON ROAD

Keele Street to Bathurst Street in the City of Vaughan
Terms of Reference for an Individual Environmental Assessment Study

PUBLIC OPEN HOUSE COMMENT FORM

Do you live in York Region?

YES

Do you work in York Region? If not, where?

Please share your comments:

We moved to this area for the back yard view & would like it to remain that way.
There will be lots of noise pollution if Teston is extended - Please Keep the green & Valley

Place your completed comment sheet in the box provided or return by **May 8th, 2017** to:

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Please Print

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Address: [REDACTED]

Postal Code: [REDACTED]

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Please Complete Survey Form →

TESTON ROAD

Keele Street to Bathurst Street in the City of Vaughan Terms of Reference for an Individual Environmental Assessment Study

PUBLIC OPEN HOUSE SURVEY FORM

Please tell us more...

1. Would you use a potential new roadway connection between Keele Street and Dufferin Street?

Yes

No

2. Where is your typical Origin and Destination?

Origin: DUFFERIN & HUNTERWOOD CHASE

Destination: YONGE & STEELES

3. What time of day do you typically make that trip(s)?

Time: 9:00 am & 7:00 pm

4. What mode(s) do you use to make your trip? (please check all that apply)

Car

Walking

Transit

Biking

Carpool

Train

5. How often would you use a potential new roadway connection in this area?

Very often

Often

Not often

PRACTICALLY - NEVER

6. How is your existing travelling experience around this area? Could it be improved?

NO ISSUES

7. Would you use a potential new roadway connection by walking or cycling?

Yes

No

8. What elements / aspects of travelling around this area are most important to you?

9. Are there other transportation network improvement opportunities that should be considered in this study?

NO

10. What are the most important aspects of this study (i.e. environmental impacts, improved transportation network, cost etc.)?

ENVIRONMENT: THE OLD TREES SHOULD BE PRESERVED

The land is beautiful & green - attracts all kinds of birds, deers, rabbits etc.

11. Do you live within 5km of the study area? If not, where? YES DUFFERIN & HUNTERWOOD CHASE

12. Do you work within 5km of the study area? If not, where? _____

13. Please share any other comments:

WE ENJOY LOOKING ONTO THE GREEN VALLEY.

TESTON ROAD

Keele Street to Bathurst Street in the City of Vaughan
Terms of Reference for an Individual Environmental Assessment Study

PUBLIC OPEN HOUSE COMMENT FORM

Do you live in York Region?

Yes

Do you work in York Region? If not, where?

Yes

Please share your comments:

[Handwritten comments follow, consisting of approximately 15 lines of cursive text.]

Place your completed comment sheet in the box provided or return by **May 8th, 2017** to:

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Please Complete Survey Form →

TESTON ROAD

Keele Street to Bathurst Street in the City of Vaughan Terms of Reference for an Individual Environmental Assessment Study

PUBLIC OPEN HOUSE SURVEY FORM

Please tell us more...

1. Would you use a potential new roadway connection between Keele Street and Dufferin Street?

Yes

No

2. Where is your typical Origin and Destination?

Origin: HOME

Destination: 400 Hwy

3. What time of day do you typically make that trip(s)?

Time: 8:30 AM / 6:30 PM

4. What mode(s) do you use to make your trip? (please check all that apply)

Car

Walking

Transit

Biking

Carpool

Train

5. How often would you use a potential new roadway connection in this area?

Very often

Often

Not often

6. How is your existing travelling experience around this area? Could it be improved?

BAD.

7. Would you use a potential new roadway connection by walking or cycling?

Yes

No

8. What elements / aspects of travelling around this area are most important to you?

travel time direct access to Highway

9. Are there other transportation network improvement opportunities that should be considered in this study?

No

10. What are the most important aspects of this study (i.e. environmental impacts, improved transportation network, cost etc.)?

Transportation

11. Do you live within 5km of the study area? If not, where? YES

12. Do you work within 5km of the study area? If not, where? YES

13. Please share any other comments:

(This section is blank in the image)

TESTON ROAD

Keele Street to Bathurst Street in the City of Vaughan
Terms of Reference for an Individual Environmental Assessment Study

PUBLIC OPEN HOUSE COMMENT FORM

Do you live in York Region?

Do you work in York Region? If not, where?

yes.

Please share your comments:

Environmental factors need to be considered, as well as issues relating to Aboriginal land. It's important to preserve heritage spaces and provide trails for walking and cycling.

Place your completed comment sheet in the box provided or return by **May 8th, 2017** to:

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Address: _____

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TESTON ROAD

Keele Street to Bathurst Street in the City of Vaughan Terms of Reference for an Individual Environmental Assessment Study

PUBLIC OPEN HOUSE SURVEY FORM

Please tell us more...

1. Would you use a potential new roadway connection between Keele Street and Dufferin Street?

Yes

No

2. Where is your typical Origin and Destination?

Origin: _____

Destination: _____

3. What time of day do you typically make that trip(s)?

Time: _____ varies

4. What mode(s) do you use to make your trip? (please check all that apply)

Car

Walking

Transit

Biking

Carpool

Train

5. How often would you use a potential new roadway connection in this area?

Very often

UNSURE

Often

Not often

6. How is your existing travelling experience around this area? Could it be improved?

OK.

More GO trains would be helpful, as a link to downtown is needed a all time not just rush hr.

7. Would you use a potential new roadway connection by walking or cycling?

Yes

more eco options should be considered

No

8. What elements / aspects of travelling around this area are most important to you?

9. Are there other transportation network improvement opportunities that should be considered in this study?

10. What are the most important aspects of this study (i.e. environmental impacts, improved transportation network, cost etc.)?

Environmental noise

11. Do you live within 5km of the study area? If not, where?

12. Do you work within 5km of the study area? If not, where? _____

13. Please share any other comments:

Noise due to cars and transit vehicles and increased traffic could negatively affect the peaceful neighbourhoods that currently exist.

TESTON ROAD

Keele Street to Bathurst Street in the City of Vaughan
Terms of Reference for an Individual Environmental Assessment Study

PUBLIC OPEN HOUSE COMMENT FORM

Do you live in York Region?

Yes

Do you work in York Region? If not, where?

RYerson Uni

Please share your comments:

[Large area for handwritten comments]

Place your completed comment sheet in the box provided or return by **May 8th, 2017** to:

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TESTON ROAD

Keele Street to Bathurst Street in the City of Vaughan Terms of Reference for an Individual Environmental Assessment Study

PUBLIC OPEN HOUSE SURVEY FORM

Please tell us more...

1. Would you use a potential new roadway connection between Keele Street and Dufferin Street?

Yes

No

2. Where is your typical Origin and Destination?

Origin: Via Romano Blvd

Destination: 400 & Maple 90

3. What time of day do you typically make that trip(s)?

Time: 6 AM, 4 pm, 5pm, 6 PM

4. What mode(s) do you use to make your trip? (please check all that apply)

Car

Walking

Transit

Biking

Carpool

Train

5. How often would you use a potential new roadway connection in this area?

Very often

Often

Not often

6. How is your existing travelling experience around this area? Could it be improved?

Limited bus service @ via Romano Blvd & teston.
Adding a bus starting at bathurst & teston going
through via Romano to major mac to maple 90

7. Would you use a potential new roadway connection by walking or cycling?

Yes

No

8. What elements / aspects of travelling around this area are most important to you?

accessibility with minimal environmental impact

9. Are there other transportation network improvement opportunities that should be considered in this study?

bus service from Jane to Yonge

10. What are the most important aspects of this study (i.e. environmental impacts, improved transportation network, cost etc.)?

Environmental & transportation

11. Do you live within 5km of the study area? If not, where? YES

12. Do you work within 5km of the study area? If not, where? NO, Ryerson.

13. Please share any other comments: