

APPENDIX C: PRESENTATION MATERIALS

TESTON ROAD AREA TRANSPORTATION IMPROVEMENTS

Individual Environmental Assessment – Online Open House #3

Recap of Open House #2

March 2022



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STUDY BACKGROUND

- The “missing link” area of Teston Road between Keele Street and Dufferin Street will 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
- Ministry of the Environment, Conservation and Parks (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

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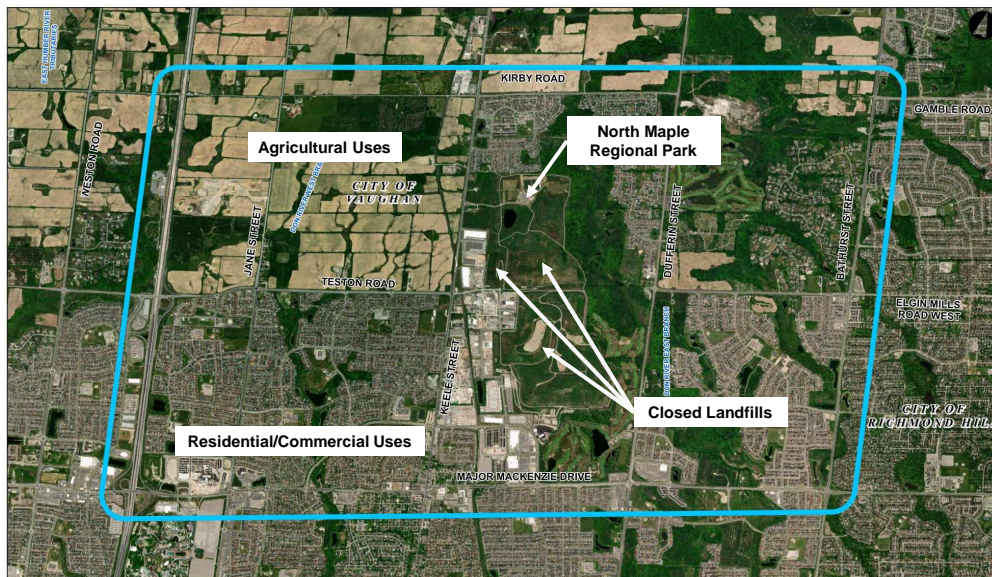
PROBLEM AND OPPORTUNITY STATEMENT

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

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STUDY AREA — EXISTING CONDITIONS



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GENERATION AND EVALUATION OF ALTERNATIVE CORRIDORS

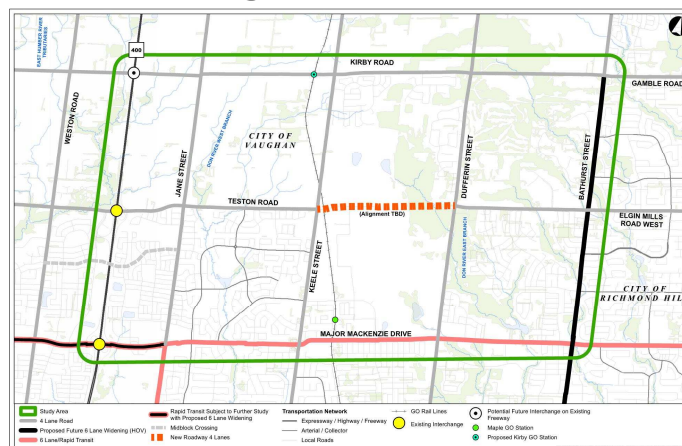
- Open House #1 presented Alternatives to the Undertaking
- Open House #2 presented Alternative Methods (Alignment Alternatives)
- Alternative Corridors: Different methods of achieving the recommended Alternative to the Undertaking
- Alternative Alignments: Different methods of achieving the recommended Alternative Corridor

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RECOMMENDED ALTERNATIVE TO THE UNDERTAKING

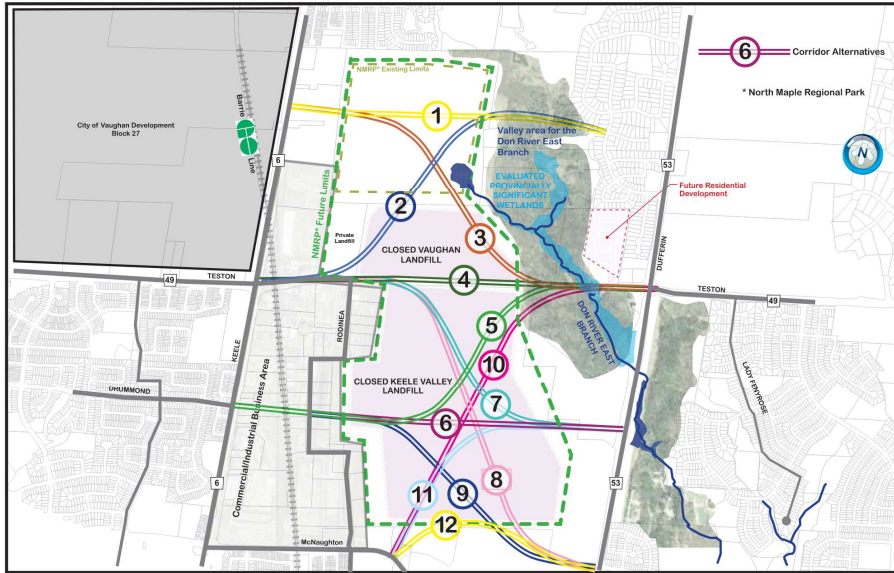
- During Open House #1, Alternative 4 was confirmed as the Preferred Alternative to the Undertaking



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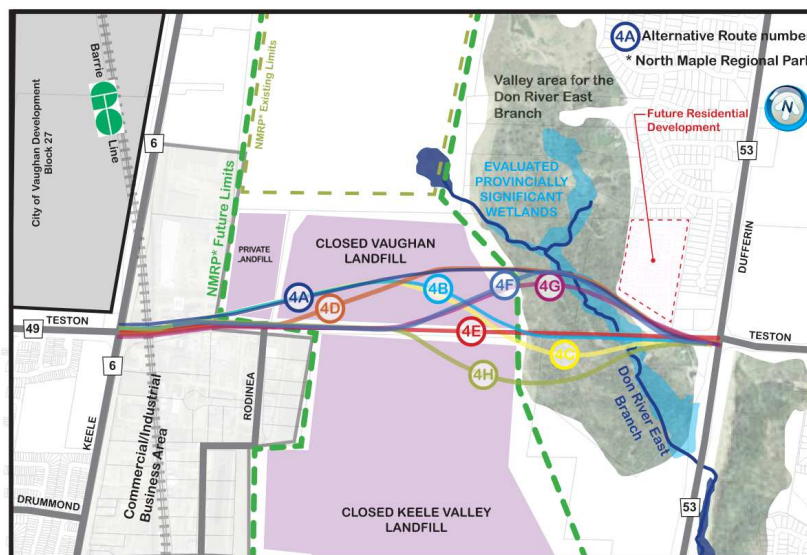
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ALTERNATIVE CORRIDORS



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ALTERNATIVE ALIGNMENTS



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EVALUATING THE SHORT LIST OF ALIGNMENT ALTERNATIVES

- Evaluation followed the prescribed methodology outlined in the approved Terms of Reference (available on York.ca/TestonRoad)
- The five 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

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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 versus Alternative 4-E, should be carried forward for further review as alternate fallback options if required



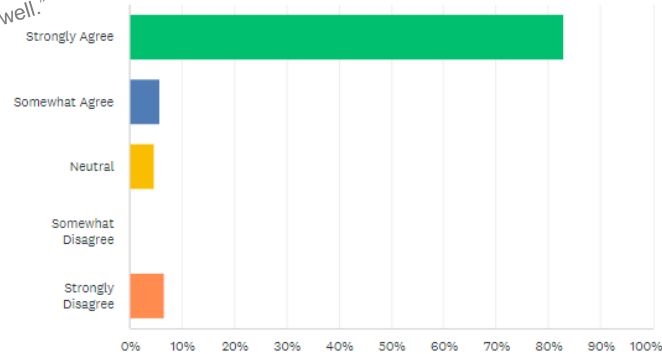
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DO YOU AGREE WITH THE RESULTS OF THE EVALUATION AND THE RECOMMENDATION TO PROCEED WITH FURTHER STUDIES FOR ALTERNATIVE 4-E?

"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."

"This option makes the most sense because it is the shortest path and does not impact anyone."



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OPEN HOUSE #3 PRESENTATION

- Please watch the Open House #3 presentation to learn about further refinements to and assessment of the Teston Road Extension Preferred Alternative to the Undertaking
- Video is available at York.ca/TestonRoad

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TESTON ROAD AREA TRANSPORTATION IMPROVEMENTS

Individual Environmental Assessment
Online Public Open House #3
March 2022



1

PURPOSE OF THE OPEN HOUSE

- Explain Study Process
- Share Progress to Date
- Request Feedback



2

2

PRESENTATION OUTLINE

- Project Overview/Schedule
- Review of Design Alternatives
- Completion of Assessment/Evaluation
- Recommended Alternative Designs
- Next Steps



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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 April 11, 2022
- Contact York Region at any time throughout the study to provide your feedback

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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 April 11, 2022

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STUDY INTRODUCTION

Survey Question
1 ?

Survey Available at York.ca/TestonRoad

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



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STUDY SCHEDULE

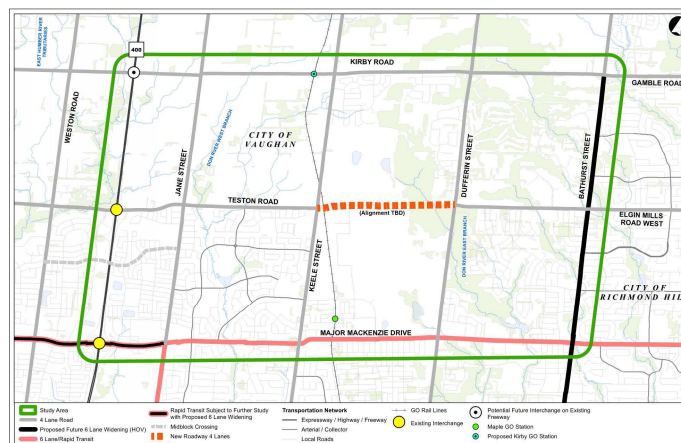
IEA KEY MILESTONES	COMPLETION DATE
Identification of Problems and Opportunities	Spring to Fall 2020
Generation of Alternatives to the Undertaking	Winter to Spring 2021
Open House #1	June 2021
Confirm Preferred Alternative to the Undertaking	Summer 2021
Generation of Alternative Methods	Summer/Fall 2021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

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RECOMMENDED ALTERNATIVE TO THE UNDERTAKING

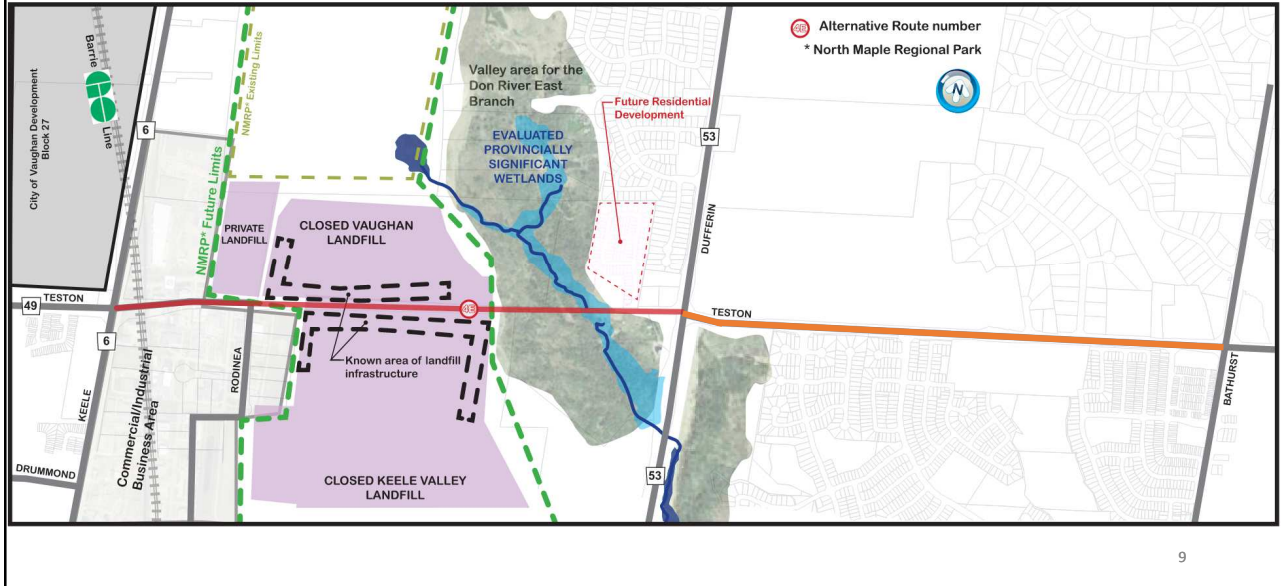
- During Open House #1, Alternative 4 was confirmed as the Preferred Alternative to the Undertaking



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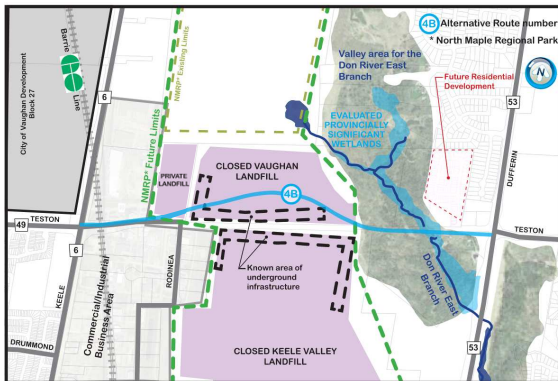
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RECOMMENDED ALTERNATIVE ALIGNMENT

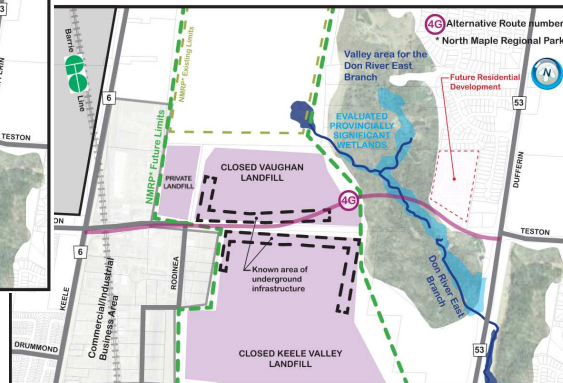


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ALTERNATE ALIGNMENTS CARRIED FORWARD FROM OPEN HOUSE#2 FOR FURTHER ANALYSIS



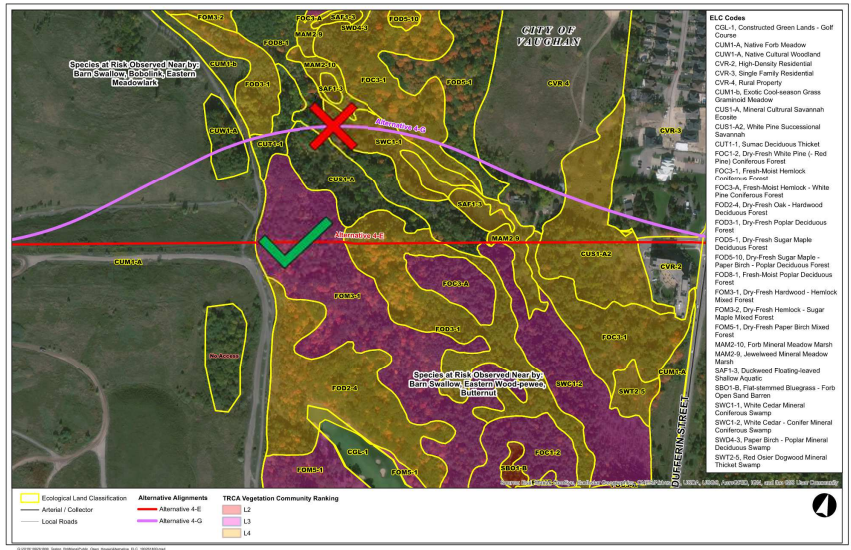
After further analysis, these alternatives were screened out.



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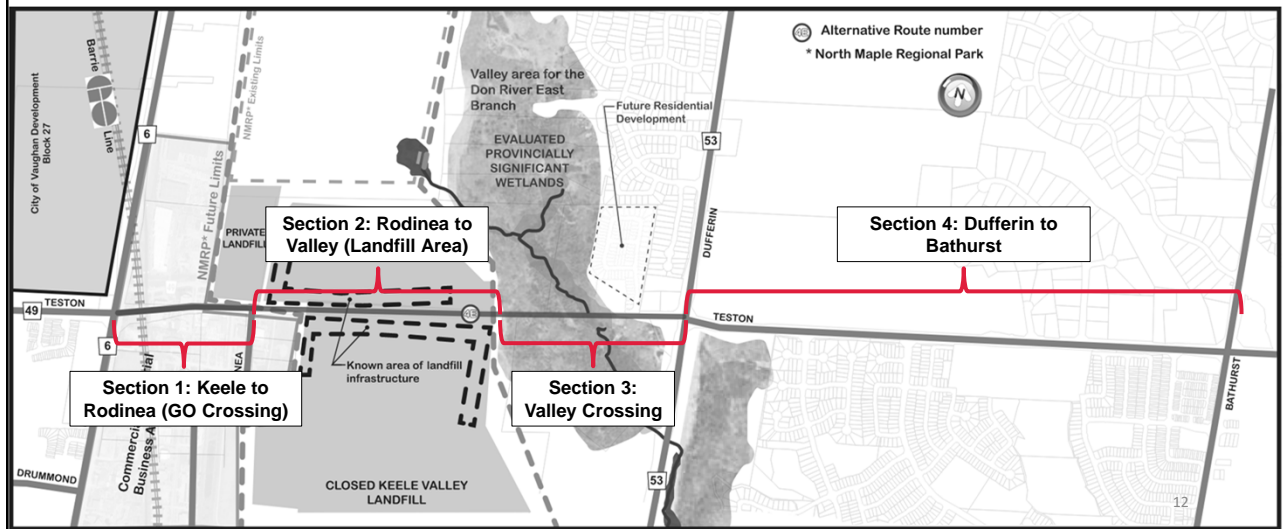
ALIGNMENTS CARRIED FORWARD FROM OPEN HOUSE#2 FOR FURTHER ANALYSIS



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GENERATION AND EVALUATION OF DESIGN ALTERNATIVES

- Four Sections of the Project with unique design challenges requiring solutions



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GENERATION AND EVALUATION OF DESIGN ALTERNATIVES



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SECTION 1: KEELE TO RODINEA (GO RAIL CROSSING)

- **Considerations within Section 1:**
 - At Grade vs. Grade-Separated GO Rail Crossing
 - Teston Road Alignment
 - Keele Street Alignment
 - Road-over-rail or road-under-rail if grade-separated GO Rail Crossing

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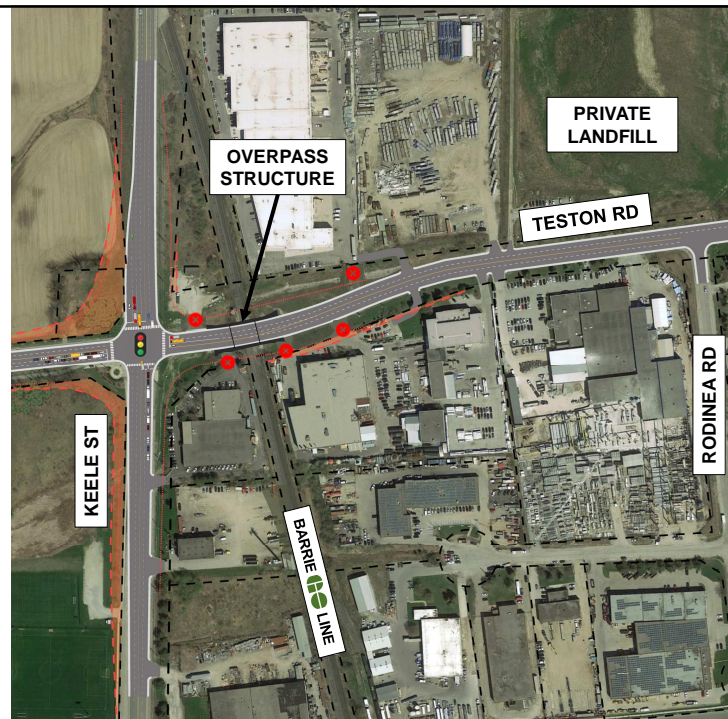
SECTION 1: KEELE TO RODINEA (GO RAIL CROSSING)

- **Grade-Separated GO Rail Crossing Options:**
 - Road-under-rail options were screened out as they would be more costly, more difficult to construct and maintain, and more disruptive to rail service during construction
- **Five Alternatives were carried forward for a Grade-Separated GO Rail Crossing:**
 1. Existing Teston, Existing Keele, Overpass
 2. Shift Teston North, Existing Keele, Overpass
 3. Existing Teston, Shift Keele West, Overpass
 4. Shift Teston North, Shift Keele West, Overpass
 5. Future Do-Nothing

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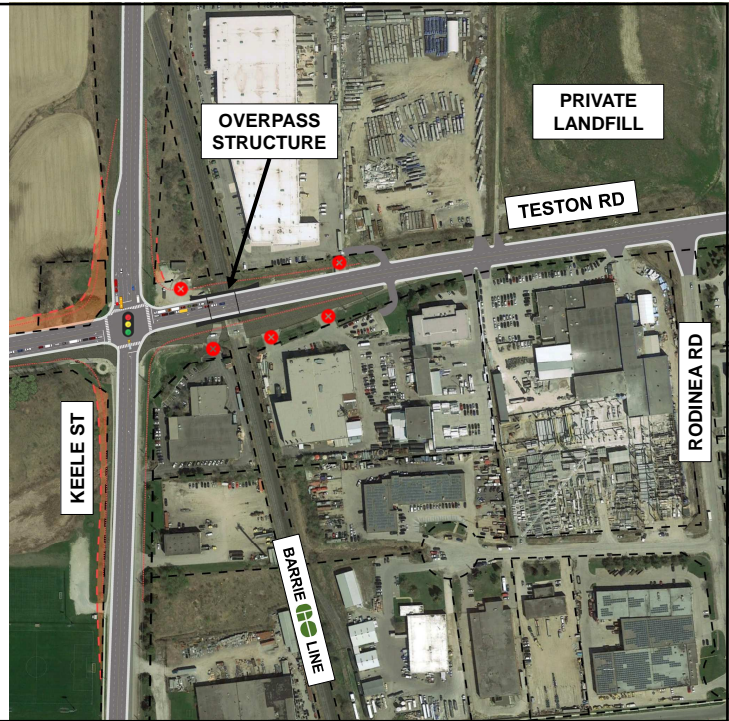
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SECTION 1: ALTERNATIVE 1 — EXISTING TESTON, EXISTING KEELE, GO RAIL OVERPASS



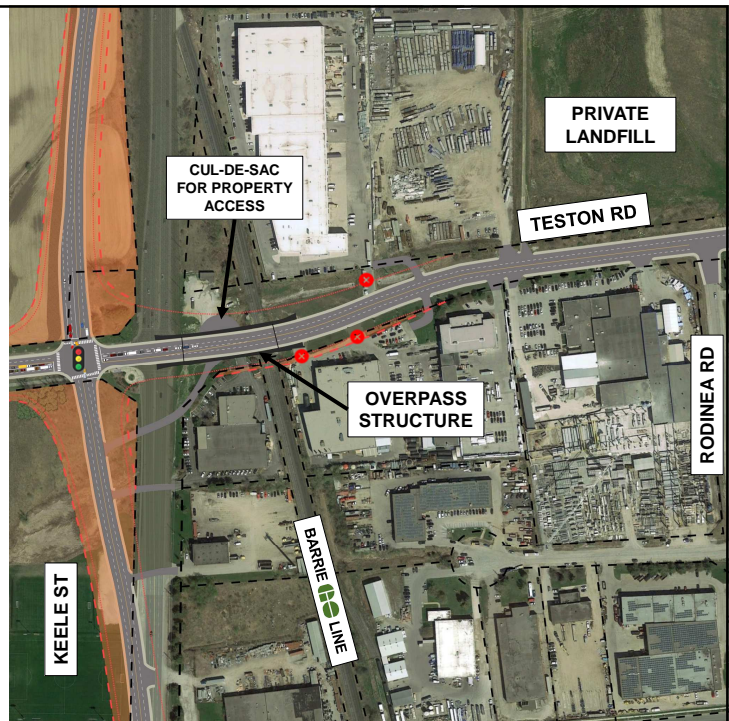
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SECTION 1:
ALTERNATIVE 2 —
SHIFT TESTON NORTH,
EXISTING KEELE,
GO RAIL OVERPASS

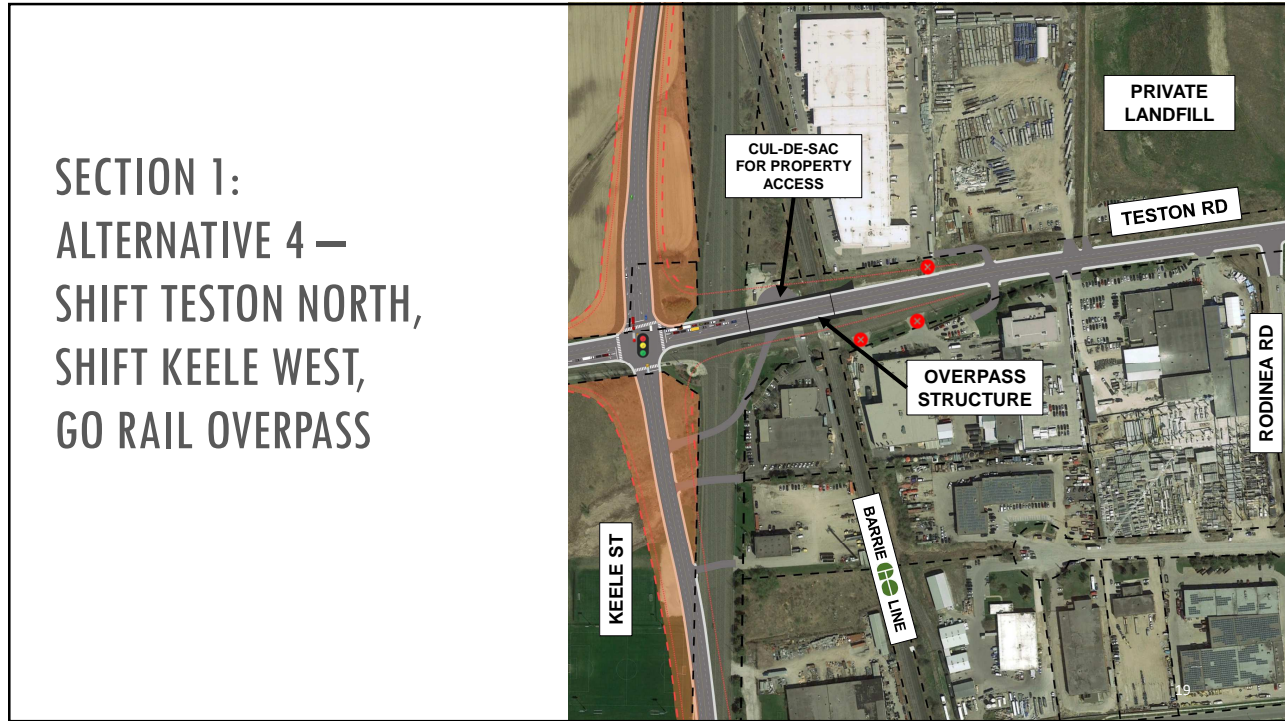


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SECTION 1:
ALTERNATIVE 3 —
EXISTING TESTON,
SHIFT KEELE WEST,
GO RAIL OVERPASS



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SECTION 1 EVALUATION

Survey Questions
2 & 3

Survey Available at York.ca/TestonRoad

- Recommend an At-Grade GO Rail Crossing – with improved Teston Road Alignment (shift to north)
- Recommend Long-term Property Protection for Grade-Separated GO Rail Crossing

Most Preferred

More Preferred

Moderately Preferred

Less Preferred

Least Preferred

	1. Existing Alignments / GO Rail Overpass	2. Shift Teston North / GO Rail Overpass	3. Shift Keele West / GO Rail Overpass	4. Shift Teston North, Keele West / GO Rail Overpass	5. Future Do Nothing
NATURAL ENVIRONMENT					
LAND USE / SOCIO-ECONOMIC ENVIRONMENT					
TRANSPORTATION					
ALTERNATIVE RANK					
EVALUATION RESULTS	NOT RECOMMENDED	CARRY FORWARD AS RECOMMENDED	NOT RECOMMENDED	NOT RECOMMENDED	NOT RECOMMENDED

** Cultural Heritage Resources were not impacted by these alternatives; therefore, it was removed from the evaluation criteria.

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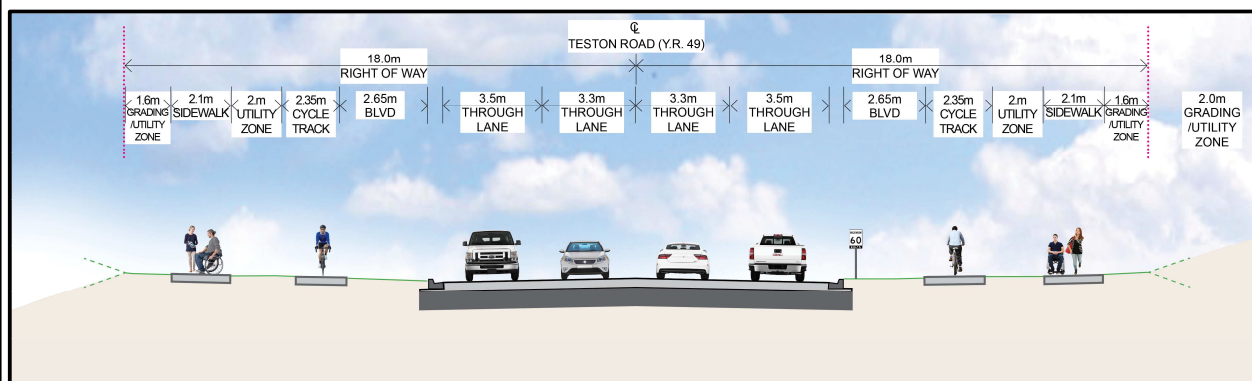
SECTION 2: RODINEA TO VALLEY (LANDFILL AREA)

- In order to avoid landfill related infrastructure through the area, two cross section Alternatives along with the Do-Nothing are being considered:
 1. Full-Width Cross Section
 2. Constrained Cross Section
 3. Future Do-Nothing

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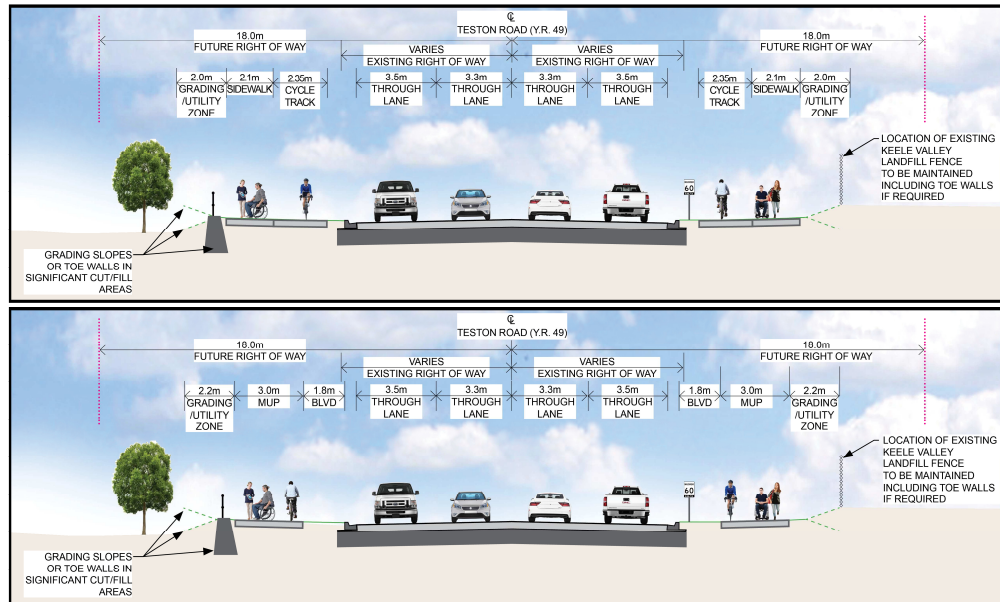
SECTION 2: FULL WIDTH CROSS SECTION



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SECTION 2: CONSTRAINED CROSS SECTIONS



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SECTION 2: CONSTRAINED CROSS SECTIONS PLAN



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SECTION 2 ALTERNATIVES

- Due to the constraints in this section, the full-width cross-section will be used where feasible, and the constrained cross-section will be used where required
- Long term protection for a full-width cross-section should be made in areas where the constrained cross-section is recommended
- Based on feedback and to integrate with other infrastructure, a decision on use of a cycle-track/sidewalk configuration or multi-use path will be made

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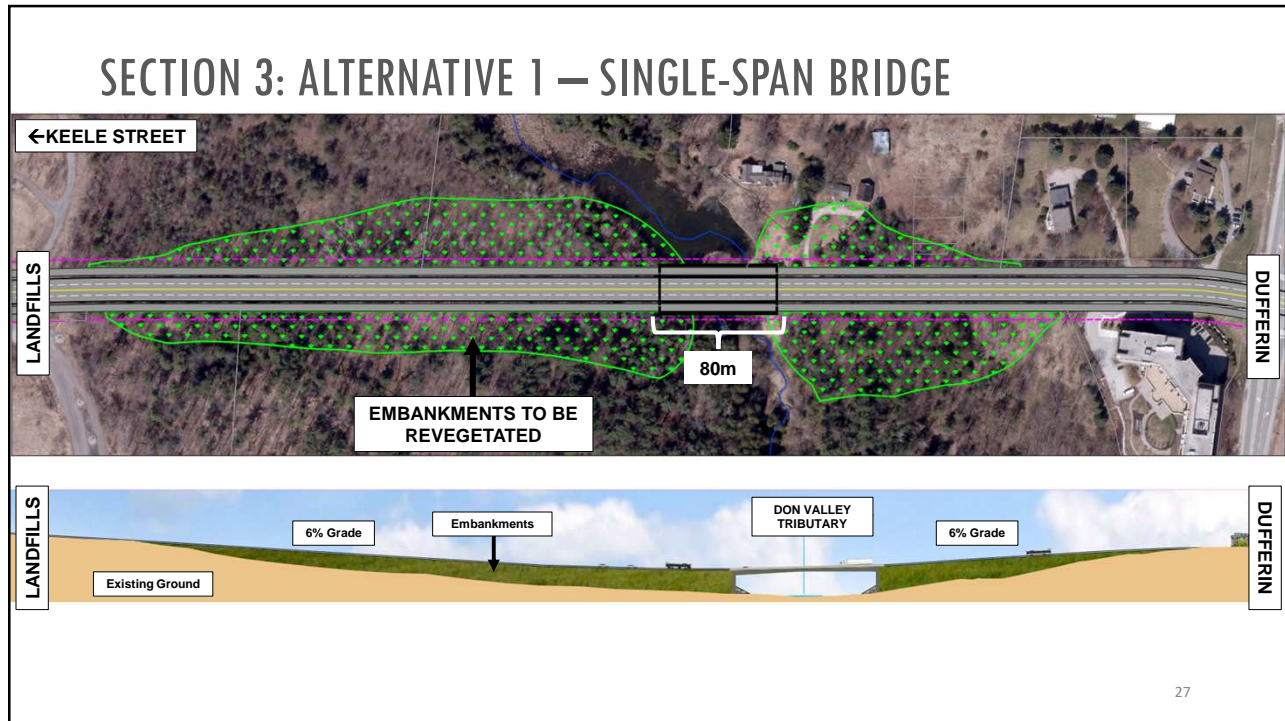
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SECTION 3: VALLEY CROSSING

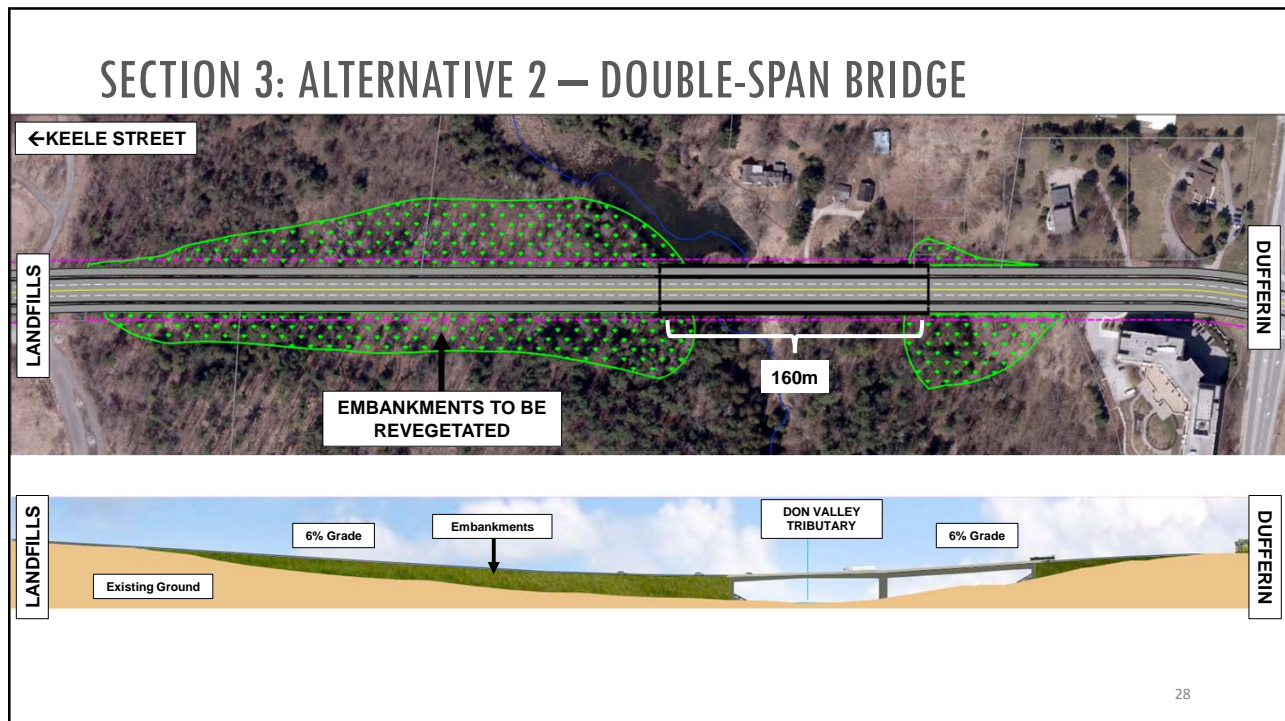
- Four valley crossing bridge Alternatives will be evaluated (including Do Nothing):
 - Single-span bridge (approx. 80 to 100 m)
 - Double-span bridge (approx. 150 to 200 m)
 - Triple-span bridge (approx. 200 to 250 m)
 - Future Do-Nothing

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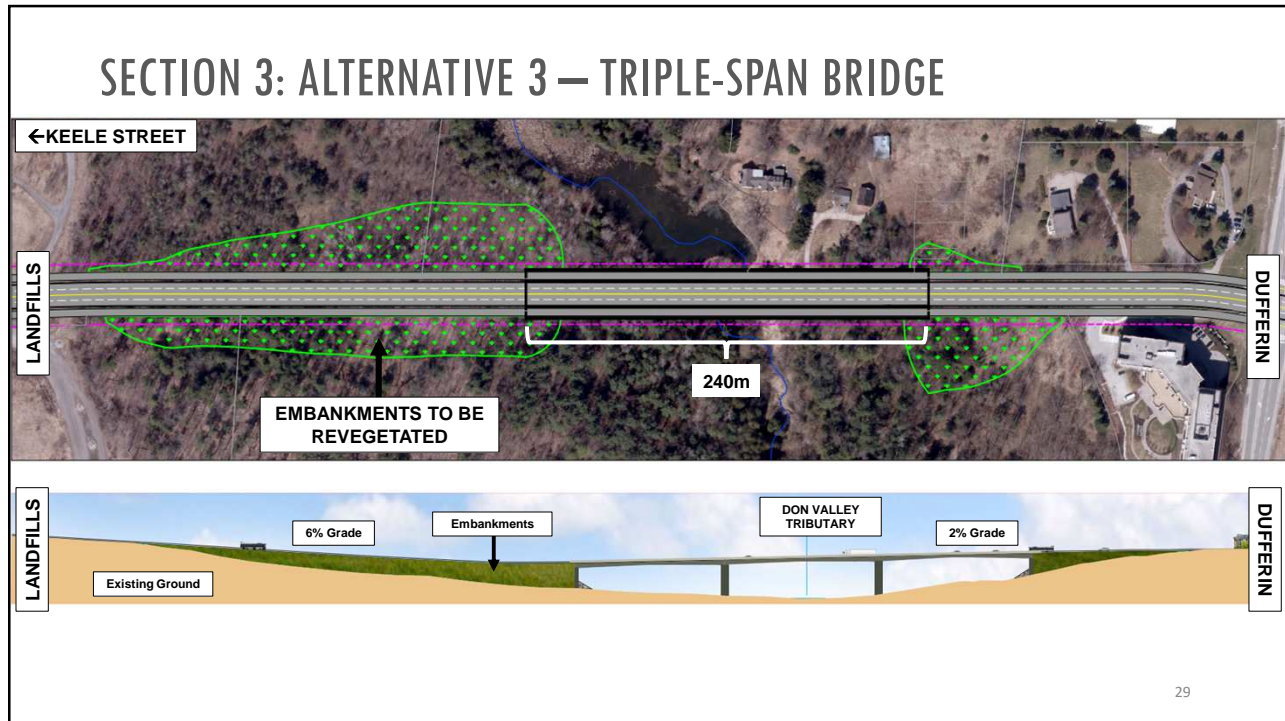
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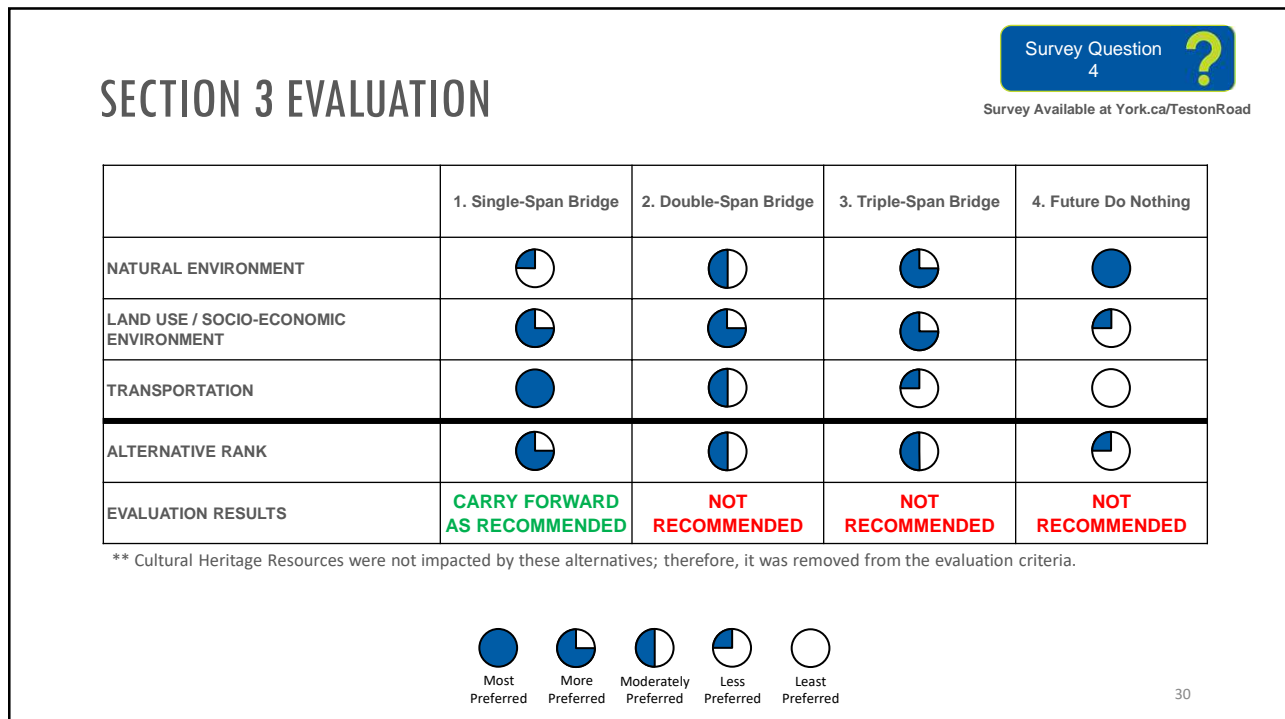
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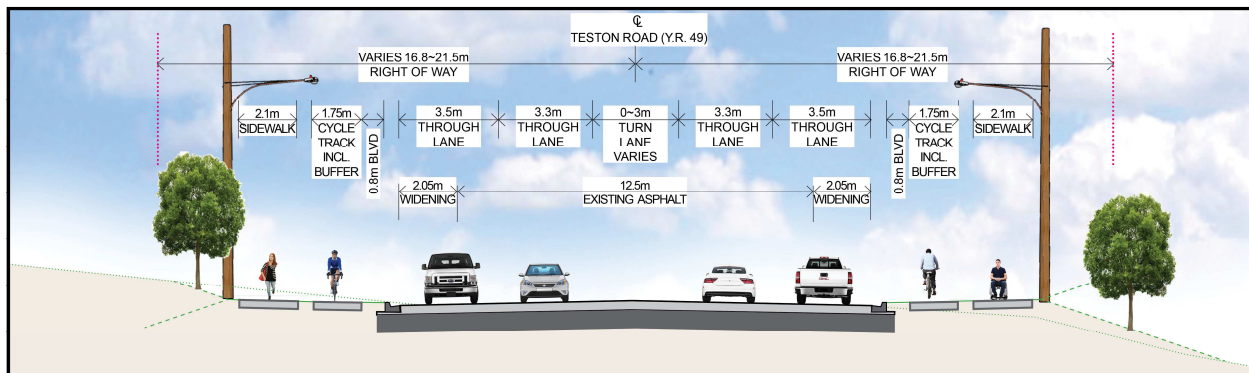
SECTION 4: DUFFERIN TO BATHURST

- Widening alternatives include:
 1. Widen equally on each side of the existing road
 2. Widen on the south side only
 3. Widen on the north side only
 4. Future Do-Nothing – keep road as two lanes



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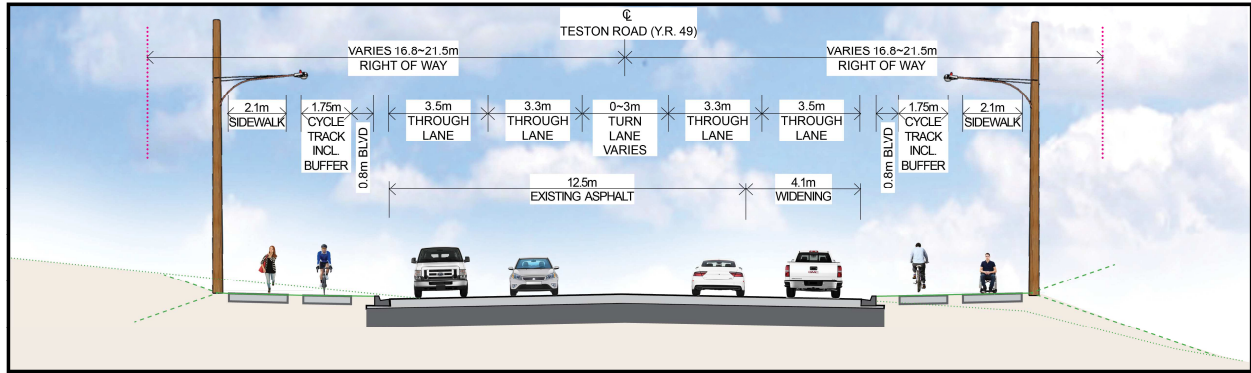
SECTION 4: ALTERNATIVE 1 - WIDEN EQUALLY ON EACH SIDE OF THE EXISTING ROAD



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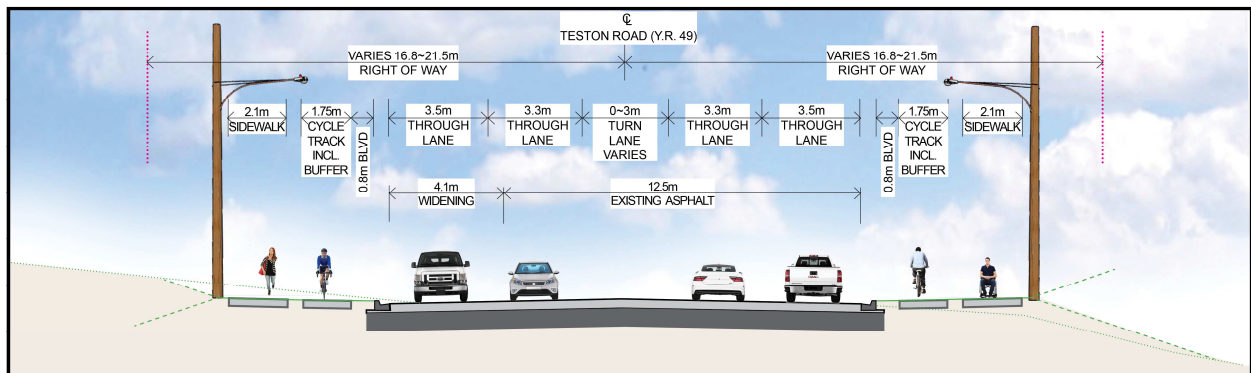
SECTION 4: ALTERNATIVE 2 - WIDEN ON THE SOUTH SIDE ONLY



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SECTION 4: ALTERNATIVE 3 - WIDEN ON THE NORTH SIDE ONLY



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Survey Question 5 ?
Survey Available at York.ca/TestonRoad

SECTION 4 EVALUATION

	1. Widen on Both Sides	2. Widen on the South	3. Widen on the North	4. Future Do Nothing
NATURAL ENVIRONMENT				
LAND USE / SOCIO-ECONOMIC ENVIRONMENT				
TRANSPORTATION				
ALTERNATIVE RANK				
EVALUATION RESULTS	CARRY FORWARD AS RECOMMENDED	NOT RECOMMENDED	NOT RECOMMENDED	NOT RECOMMENDED

** Cultural Heritage Resources were not impacted by these alternatives; therefore, it was removed from the evaluation criteria.

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Survey Questions 6 & 7 ?
Survey Available at York.ca/TestonRoad

RECOMMENDATION SUMMARY

Section 1

- At-Grade GO Rail Crossing – with improved Teston Road alignment (shift to north)
- Long term property protection for Grade Separation.

Section 2

- Constrained cross section used throughout this section with property protection for future full width cross section
- Full width cross section to be used elsewhere throughout the project limits

Section 3

- Single span bridge (80m)

Section 4

- Widen equally on both sides

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NEXT STEPS

- Review feedback received from Open House #3, and subject to further review, confirm the Preferred Design Alternative(s) for each Section
- Perform engineering and environmental investigations such as soil conditions, archaeological and cultural heritage assessments and surveys
- 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

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NEXT STEPS

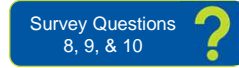
- Present the design and impact assessment at Open House #4, winter 2023
- Develop the IEA report, documenting the process, and seek approval for the project from the Minister of Environment Conservation and Parks (MECP)



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YOUR FEEDBACK IS IMPORTANT



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 April 11, 2022
- Contact York Region at any time throughout the study to provide your feedback

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GREAT|STREETS
Building Roads that Build Community 2022

THANK YOU

The York Region logo, featuring a stylized white star above the text "York Region" in a white serif font, set against a blue background with abstract wave shapes.

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APPENDIX D: GENERAL COMMENTS RECEIVED

Teston Road IEA – Comment Tracking Table

Date	Name/Title/Organization	Type	Comment Received	Action/Response
Public				
16/03/22	Unnamed Resident	Email	<p>I support the option that extends Teston road from Keele street to Dufferin street</p> <p>It would reduce some of the traffic that currently uses Major Mackenzie to access the 400</p>	
Agency				
8/04/22	Kim Valentine	Email	<p>Hello,</p> <p>Please see attached response to your March 18th correspondents regarding the Teston Road Area Improvements EA.</p> <p>Kind regards,</p> <p>Kim Valentine (she/her elle)</p> <p>Administrative Clerk, Ontario Region Impact Assessment Agency of Canada / Government of Canada Kimberly.Valentine@iaac-aeic.gc.ca / Tel: 647-617-5960</p> <p>Commiss administrative, Bureau régional de l'Ontario Agence d'évaluation d'impact du Canada / Gouvernement du Canada Kimberly.Valentine@iaac-aeic.gc.ca / Tél. : 647-617-5960</p> <p>See pdf.</p>	

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



Impact Assessment
Agency of Canada

Ontario Region
600-55 York Street
Toronto ON M5J 1R7

Agence d'évaluation
d'impact du Canada

Région de l'Ontario
600-55 rue York
Toronto ON M5J 1R7

April 6, 2022

Sent by email

Transpiration Services
York Region
17250 Yonge Street
Newmarket ON L3Y 6Z1
transportation@york.ca

Subject: Applicability of the *Impact Assessment Act* to the Teston Road Area Improvements: Highway 400 to Bathurst Street

Thank you for your correspondence, dated March 18, 2022, regarding the Teston Road Area Improvements: Highway 400 to Bathurst Street (the Project) proposed by The Regional Municipality of York. (the proponent).

The *Impact Assessment Act* (the IAA) sets out the federal process for assessing the impacts of certain major projects, including the assessment of positive and negative environmental, economic, health and social effects that are within the legislative authority of the Parliament of Canada. The *Physical Activities Regulations* (the Regulations) under the IAA identify the physical activities that constitute the “designated projects” that are subject to the IAA and may require an impact assessment. Proponents of designated projects are required to submit an Initial Project Description to the Impact Assessment Agency of Canada (the Agency) to inform a determination of whether an impact assessment is required.

Based on the information you provided to the Agency on March 18, 2022, it is the Agency’s view that the Project is not a designated project. As a result, the proponent is not required to submit an Initial Project Description.

Should details or design aspects of the Project change such that the Project may include physical activities that are described in the Regulations, contact the Agency to discuss these changes and the implications on the applicability of the IAA.

.../2



Please note that for physical activities not described in the Regulations, subsection 9(1) of the IAA provides that the Minister of Environment and Climate Change (the Minister) may designate a physical activity. The Minister may designate on request or on his or her own initiative. A physical activity may be designated if the Minister is of the opinion that the carrying out of that activity may cause adverse effects within federal jurisdiction or adverse direct or incidental effects (resulting from federal decisions), or if public concerns related to those effects warrant the designation. Should the Minister designate the physical activity it would be considered a designated project and an Initial Project Description would be required.

Should the Project be carried out in whole or in part on federal lands, section 82 of the IAA would apply if any federal authority is required to exercise a power, duty or function under an Act other than IAA in order for the Project to proceed, or is providing financial assistance for the purpose of enabling the Project to be carried out. In that case, that federal authority must ensure that any Project assessment requirements under those provisions are satisfied.

In addition, other federal regulatory permits, authorizations and/or licences may still be required.

Further information on the IAA and associated regulations can be found at <https://www.canada.ca/en/impact-assessment-agency.html>.

If you have any questions, please feel free to contact us at iaac.ontarioregion-regiondontario.aeic@canada.ca.

Sincerely,

Anjala Puvananathan
Director, Ontario Region

Attachment – Useful Legislation, Regulation, and Guidance Documents

For more information on the *Impact Assessment Act*, please refer to the following links:

Legislation and Regulations:

<https://www.canada.ca/en/impact-assessment-agency/corporate/acts-regulations/legislation-regulations.html>

Impact Assessment Process Overview:

<https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance/impact-assessment-process-overview.html>

Practitioner’s Guide to Federal Impact Assessments under the *Impact Assessment Act*. <https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance/practitioners-guide-impact-assessment-act.html>

Compendium of Policies and Guidance Documents:

<https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance.html>

Government of Canada News Release dated August 8, 2019:

<https://www.canada.ca/en/impact-assessment-agency/news/2019/08/better-rules-for-impact-assessments-come-into-effect-this-month.html>

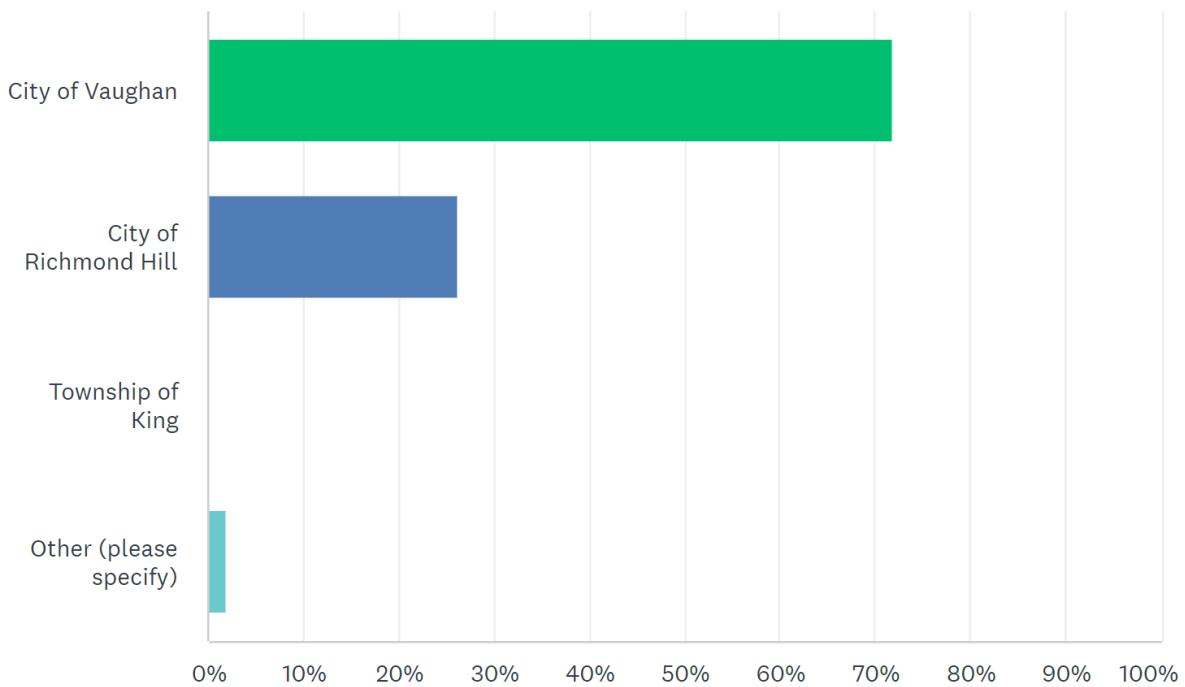
APPENDIX E: SURVEY RESULTS

Q1



Which municipality do you live in? (Slide 6)

Answered: 103 Skipped: 0



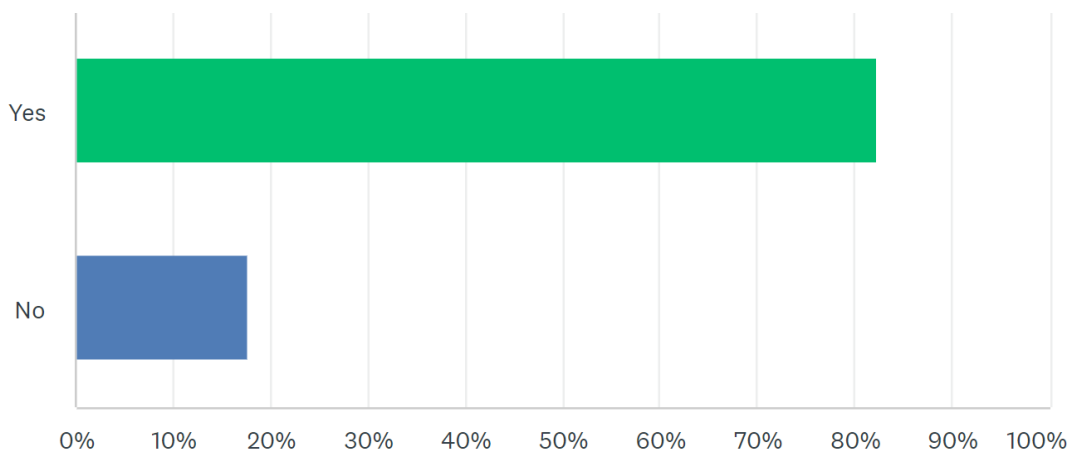
ANSWER CHOICES	RESPONSES	
City of Vaughan	71.84%	74
City of Richmond Hill	26.21%	27
Township of King	0.00%	0
Other (please specify)	Responses 1.94%	2
TOTAL		103

Q2



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

Answered: 102 Skipped: 1



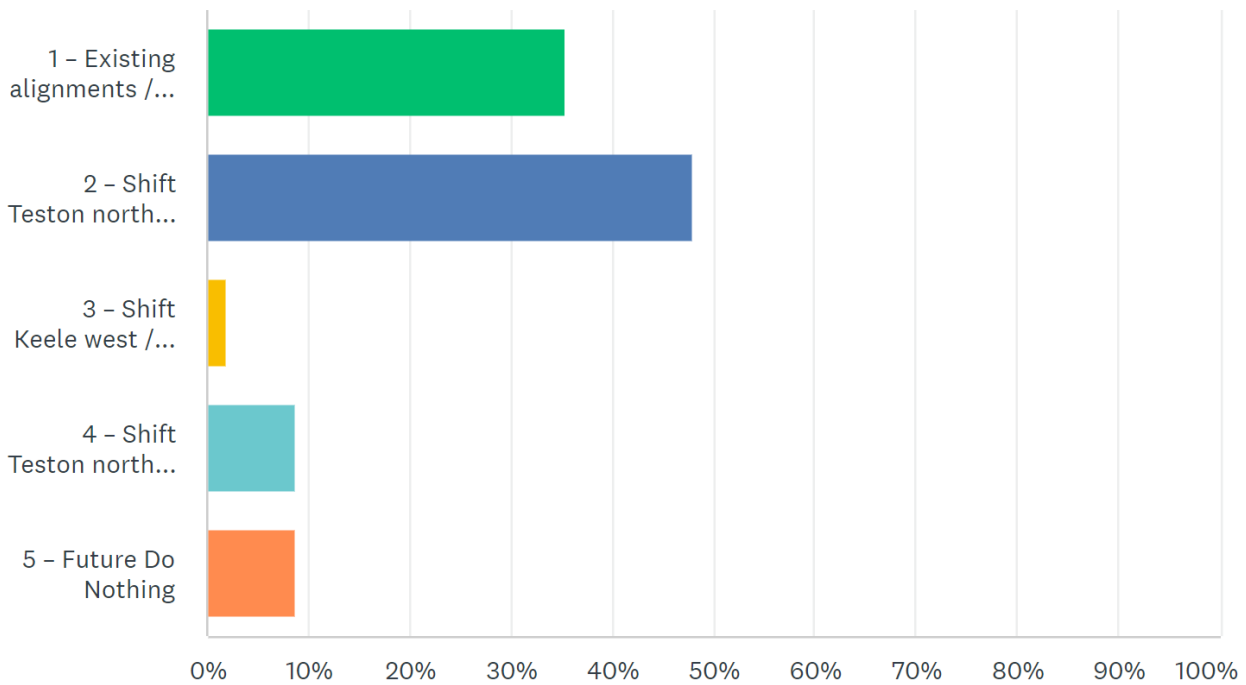
ANSWER CHOICES	RESPONSES	
Yes	82.35%	84
No	17.65%	18
TOTAL		102

Q3



What is your preferred long-term alternative for Section 1? (Slide 20)

Answered: 102 Skipped: 1



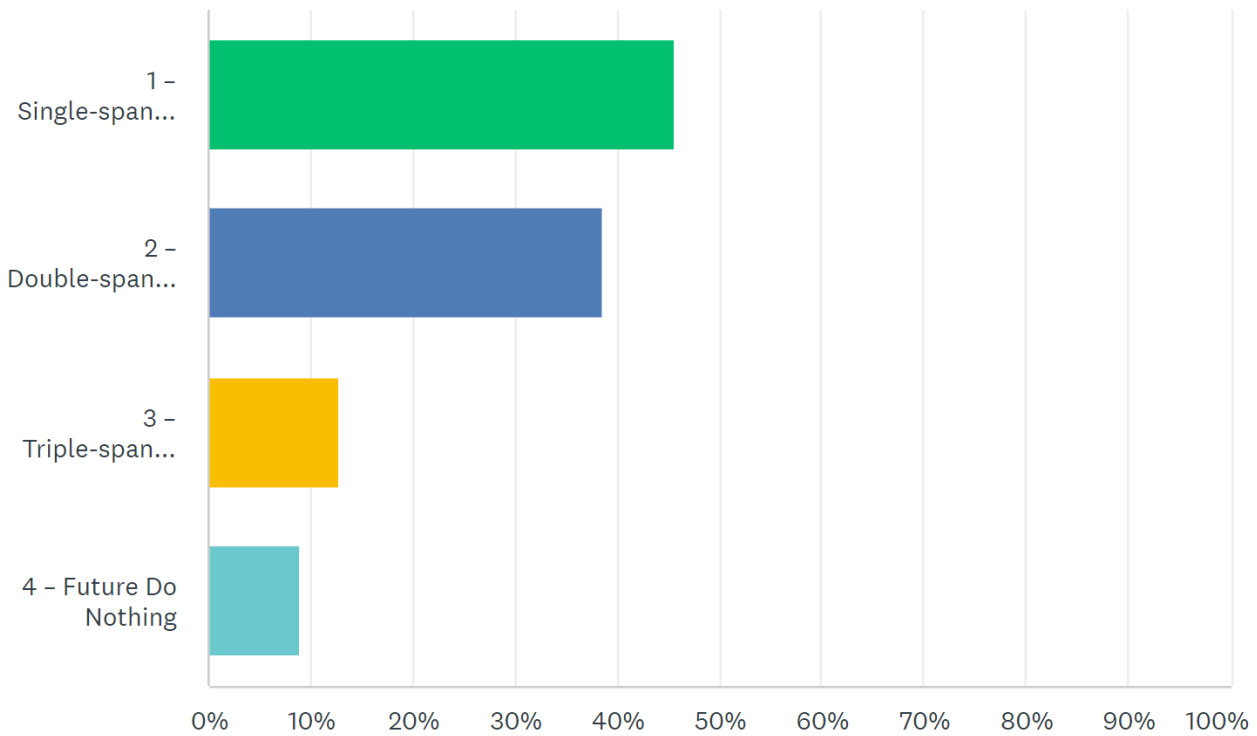
ANSWER CHOICES	RESPONSES	
1 - Existing alignments / GO rail overpass	35.29%	36
2 - Shift Teston north / GO rail overpass	48.04%	49
3 - Shift Keele west / GO rail overpass	1.96%	2
4 - Shift Teston north, Keele west / GO rail overpass	8.82%	9
5 - Future Do Nothing	8.82%	9
Total Respondents: 102		

Q4



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

Answered: 101 Skipped: 2



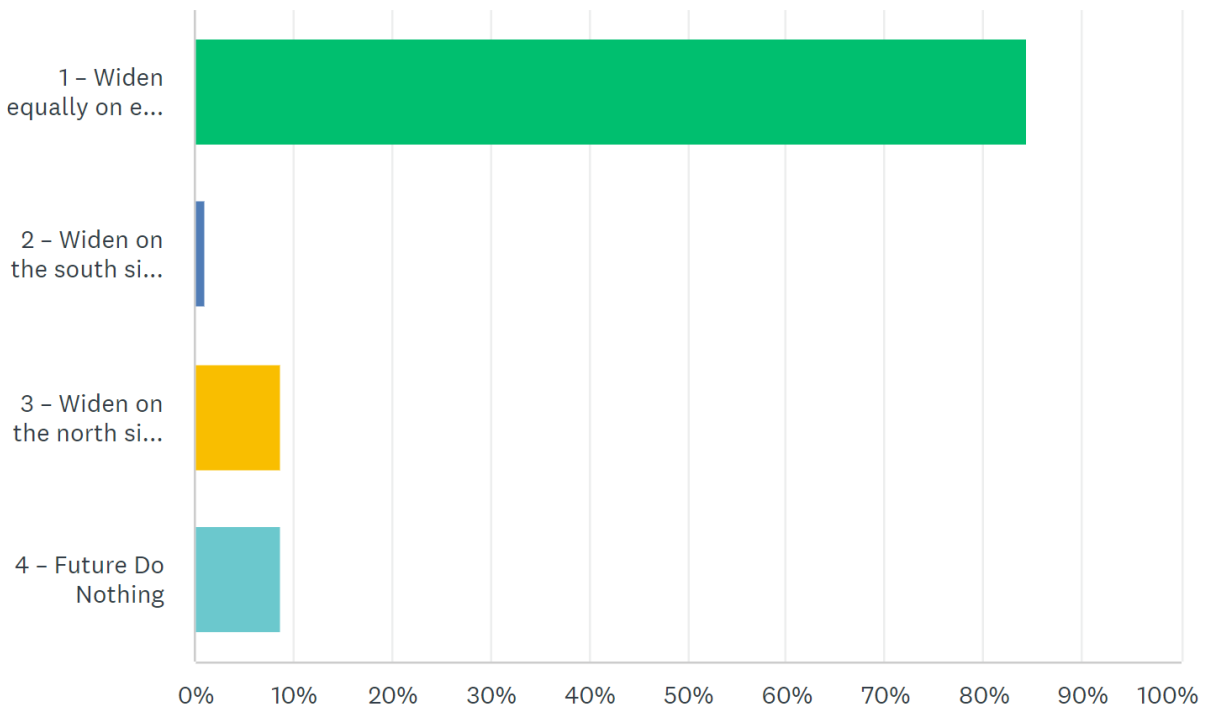
ANSWER CHOICES	RESPONSES	
1 - Single-span bridge	45.54%	46
2 - Double-span bridge	38.61%	39
3 - Triple-span bridge	12.87%	13
4 - Future Do Nothing	8.91%	9
Total Respondents: 101		

Q5



What is your preferred alternative for Section 4? (Slide 35)

Answered: 103 Skipped: 0



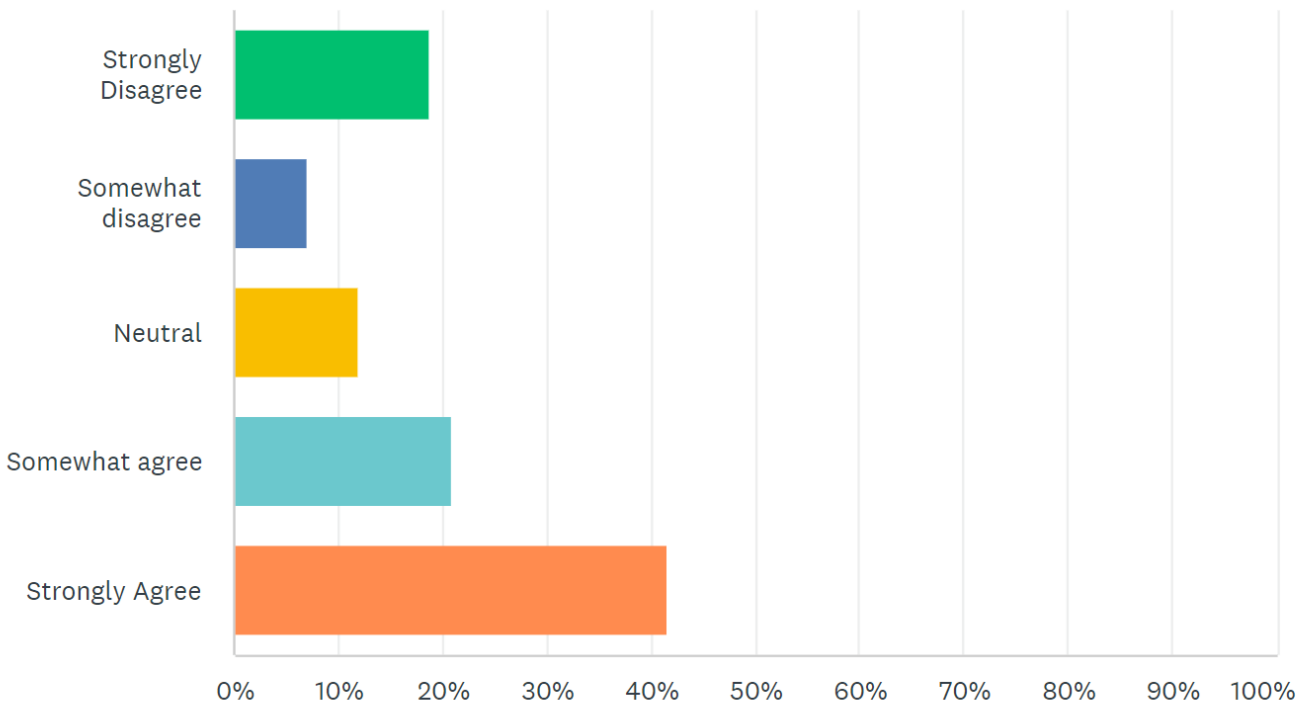
ANSWER CHOICES	RESPONSES	
1 - Widen equally on each side of the existing road	84.47%	87
2 - Widen on the south side only	0.97%	1
3 - Widen on the north side only	8.74%	9
4 - Future Do Nothing	8.74%	9
Total Respondents: 103		

Q6



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

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

Question #6: (Slide 36) Do you have any comments or concerns regarding the recommended alternatives for each section?

Answered: 33 Skipped: 70

- Should minimize environmental impacts.
- All overhead hydro should be buried. Underground high speed internet to be provided. eliminate all ditches Enhanced landscaping.
- Considering how long this has taken (two studies, multiple public open houses, etc) I strongly recommend that once approved in Summer 2023 ***the project be IMMEDIATELY included in the regional construction plan and EXPEDITED for completion***. I live east of Dufferin off of Teston road and I cannot access the 400 through Teston. Wasted gasoline, emissions, additional unnecessary traffic on Major Mackenzie Dr and Kirby Sideroad... I'm tired of working around Teston road - let's get this done ASAP!
- The single-span bridge appears to be the least appealing option for the environment and for recreation. We don't do enough for a healthy environment in Vaughan. Let's not screw it up once again.
- No Concerns.
- The shortest bridge is 80m long. Can a shorter and less expensive bridge be used?
- I don't agree with the study.
- I don't quite understand why 1 – Existing alignments / GO rail overpass wouldn't be preferred over 2 – Shift Teston north / GO rail overpass.
- This enhancement is necessary given the population density and work/school commitments that require access to Highway 400.
- Please stop any works on Teston Road.
- please do not proceed. There will be noise and pollution who live Teston Rd!! STOP.
- There are many cyclists in the area. It is a popular route. The shoulders on many roads are narrow or full of potholes. It is hard for cars to pass. Please take this into consideration when planning.
- I am very eager to know what is planned for the Richmond Hill side of Elgin Mills. IF Teston road is extended this will move more traffic onto Bathurst. IF Richmond Hill is not planning a widening of Elgin Mills - then I am extremely against the extension of Teston Road. Bathurst is already extremely busy and overcrowded Elgin Mills to Hwy 407.
- A single span bridge will create a bottleneck. Please consider a double span bridge.
- Your presentation was excellent - easy to understand. I don't know how many people will take the time to access it. Glen and I are strongly against this project because, in our opinion, the environmental impact should be the first consideration. It appears to us the purpose of this project is to "conveniently" join N/S routes in spite of encroaching on a very sensitive area. The flood planes in Ontario were protected from development following Hurricane Hazel, Let's continue to drive around sensitive areas and not straight through them.
- Not really, but just to say that the planning of York Region has really been poorly done and does not service residents. This afterthought of how people move, commute etc after massive high density housing was is the best of worst options.
- I am concerned about increased traffic noise in section 4. I would like the city to conduct a noise study and install noise barriers where required. Noise in my backyard has gotten worse over the years as traffic has increased.

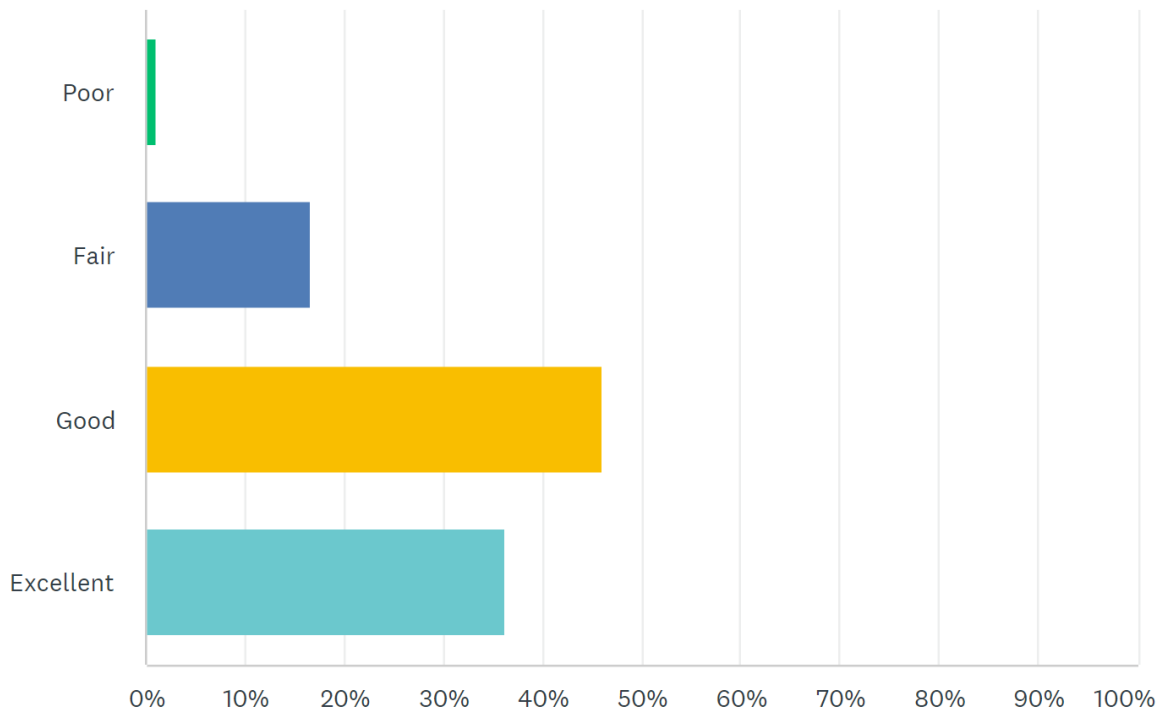
<ul style="list-style-type: none"> • The single span is really bad for the environment compared to double span. Given the reality of climate change I think it's important to weigh environmental impact a bit higher than the rest of the factors.
<ul style="list-style-type: none"> • Confused as to why an at grade crossing is being chosen in the short term. Would be better to create above grade now.
<ul style="list-style-type: none"> • Let's get it done!
<ul style="list-style-type: none"> • n/a
<ul style="list-style-type: none"> • Why is this taking so long, ridiculous.
<ul style="list-style-type: none"> • No
<ul style="list-style-type: none"> • There should be a freeze on new development as salaries are falling far short of inflation and taxpayers cannot afford to pay for these additional amenities.
<ul style="list-style-type: none"> • Please proceed as quickly as possible to improve travel.
<ul style="list-style-type: none"> • Stay the course and get on with it.
<ul style="list-style-type: none"> • Good idea to plan to (1) AVOID GO Train level crossings - an overpass is the best alternative (2) support bike paths and bike trails to the municipal park and recreation spaces (3) support the free flow of vehicular traffic, pedestrians and cyclists 365 days a year.
<ul style="list-style-type: none"> • The road should go over the train tracks now. Construction should start now to connect Bathurst Road to Keele Street.
<ul style="list-style-type: none"> • If we open up Teston road to cross Keele and Dufferin, it will take away from some of Vaughan's most prestigious rural land. This area, should be left intact as it acts as an entrance for the green belt that is approx. 2km north of Dufferin and Teston rd. Ultimately it is a disgrace among surrounding Vaughan residents to have to sacrifice the peacefulness of our rural environment for the sake of pitiful convenience.
<ul style="list-style-type: none"> • Proceed with recommendations in Slide 36. The longer we sit around studying alternative methods will mean this connection will never happen. Vaughan residents have been waiting for this connection since Hurricane Hazel. Just build the damn thing already.
<ul style="list-style-type: none"> • This needs to be done now. This project should be advanced on the priority list for execution and implementation SOONER than currently planned.
<ul style="list-style-type: none"> • Whichever method involves the shortest time until Teston is connected between Keele and Dufferin, I'm on board!
<ul style="list-style-type: none"> • No.

Q8



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

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

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

Answered: 21 Skipped: 82

- Need background reports to see which alternative is less intrusive to the env. The decision on bridge length should not be dependent on budget.
- The video is too long. Lose interest quickly, especially if people do not understand technical details. Need more plain language.
- Virtual videos and public meetings.
- Shorten the timelines for feedback and quicken the planning process. We've been beating this to death for over a decade: it's time to beat the clock!
- Why weren't be consulted for open house #1 and open house #2 before?
- Add in bookmarks or tags to the youtube video so you can jump to the areas of interest.
- Some web links are hard to find...
- please do not have any work or expansion on Teston Road
- Perhaps you could provide a "button" link to the site for easy access.
- A separate pdf of the slides for better viewing.
- Keep it up, well done.
- The process is very slow and time consuming... it would be great if it could be faster.
- keep up the excellent work :)!
- Taking years to do this I painfully slow. Stop trying to please everyone and move forward based on the expertise of staff and consultants.
- Should provide high-level costs and timing of each alternative.
- Should start this project as soon as possible once environmental assessment is completed.
- Publish on-line surveys for all property taxpayers to respond to all applications for multiple-unit residential buildings and townhouse complexes.
- None.
- Less consultations / open house and more action with building this connection. Actions speak louder than words.
- This improvement can't come any sooner. This will be a huge relief on traffic, happy to see the investment being made here!
- No.



MORRISON HERSHFIELD

Teston Road Area Transportation Improvements Individual Environmental Assessment Open House #4 Summary Report

Presented to:

Praveen John, P.Eng.
Project Manager

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

March 13, 2024

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APPENDICES

APPENDIX A: NOTICES

APPENDIX B: PRESENTATION MATERIALS

APPENDIX C: GENERAL COMMENTS RECEIVED

APPENDIX D: SURVEY RESULTS

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:

- The preliminary design
- Provide results of the impact assessments and proposed mitigation measures
- Share 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 social media posts, local Curbex signage and targeted invitation letters, which are outlined below.

2.1 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 236 email and letter mail contacts. Additionally, properties within the Teston Road corridors between Highway 400 and Bathurst Street were sent letters.

The emails/letters sent contained information regarding the project website, open house purpose and online survey response period. Emails and letters were sent on December 1st, 2023. Copies of the letters that were attached to the emails are available in **Appendix B**.

2.2 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 December 5th, 2023, the second on December 11th, 2023 and the third on December 21st, 2023.

2.3 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 November 30th, 2023 to December 27th, 2023. 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 Road – Southwest corner of intersection.
- Major Mackenzie, east of McNaughton / Peter Rupert – Northeast corner before Peter Rupert.

2.4 Agency Meetings

Leading up to Open House #4, several meetings were held with agencies with interest in the project, this included:

- Ministry of Environment, Conservation and Parks – May 24, 2023, June 19, 2023, and June 27, 2023
- Ministry of Natural Resources and Forestry – June 8, 2023
- City of Vaughan – May 15, 2023 and October 30, 2023
- City of Toronto – June 27, 2023 and October 27, 2023
- Toronto and Region Conservation Authority – May 24, 2023 and October 11, 2023

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 recap presentation and main presentation. The recap presentation was 13 minutes long and contained 24 slides. The main presentation was 23 minutes long and contained 34 slides. A breakdown of the information provided in each presentation is provided below.

Recap Presentation:

- Study Background.
- Problem and Opportunity Statement.
- Study Area – Existing Conditions.
- Generation and Evaluation of Alternative Corridors.
- Preferred Alternative to the Undertaking.
- Preferred Alternative Alignment.
- Generation and Evaluation of Design Alternatives.
- Future Full Width Cross Section (For All Sections).
- Section Evaluation Results.
- Recommended Solutions.
- Recommendation Summary.
- Feedback from Open House #3 Survey.
- Segue to Open House #4 Presentation.

Main Presentation:

- Purpose of the Open House.
- Presentation Outline.
- How to Provide Feedback.
- Study Information and Schedule.
- Preferred Alternative to the Undertaking.
- Preferred Alternative Alignment.
- Future Full Width Cross Section (For all Sections).
- Project Sections.
- Summary of Preferred Design Alternatives from Open House #3.
- Design Considerations for all sections.
- Preliminary Designs for all sections.
- Potential Impacts and Mitigations for all sections.
- Air Quality and Climate Change.
- 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 – 189.
- Teston Main Presentation Video – 152.
- TOTAL for all videos – 341.

Social Media was also utilized to reach a wider audience. Posts were published on December 5th, 11th, and 21st, 2023. The engagement metrics are detailed below.

X (formerly Twitter):

- Impressions: 4,898
- Engagements: 95
- Average engagement rate: 1.9%

Facebook:

- Reach: 7,200
- Engagements: 16
- Average engagement rate: 1.4%

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 December 1st, 2023 to December 22nd, 2023. In total the survey received 83 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, as well as received through comments on the social media posts. Two comments were received from private developers and landowners with specific concerns regarding the project’s impact to their property. One comment was received from the public, summarized in **Table 1** below. The 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
Environmental Impact	<ul style="list-style-type: none">• Impacts to trees and natural forest.• Increased traffic due to the bottle neck that was created by the curve constructed when Teston approaches Bathurst
Preferred Design	<ul style="list-style-type: none">• Connections to Kirby Road and Gamble Street

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.

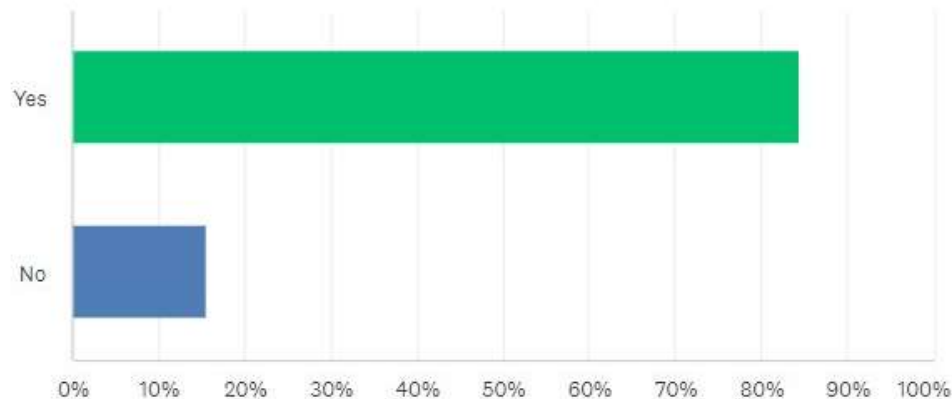
A summary of all survey responses is provided in **Appendix E**.

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

Answered: 83 Skipped: 0

Do you live in the study area?

Answered: 83 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	84.34%	70
No	15.66%	13
TOTAL		83

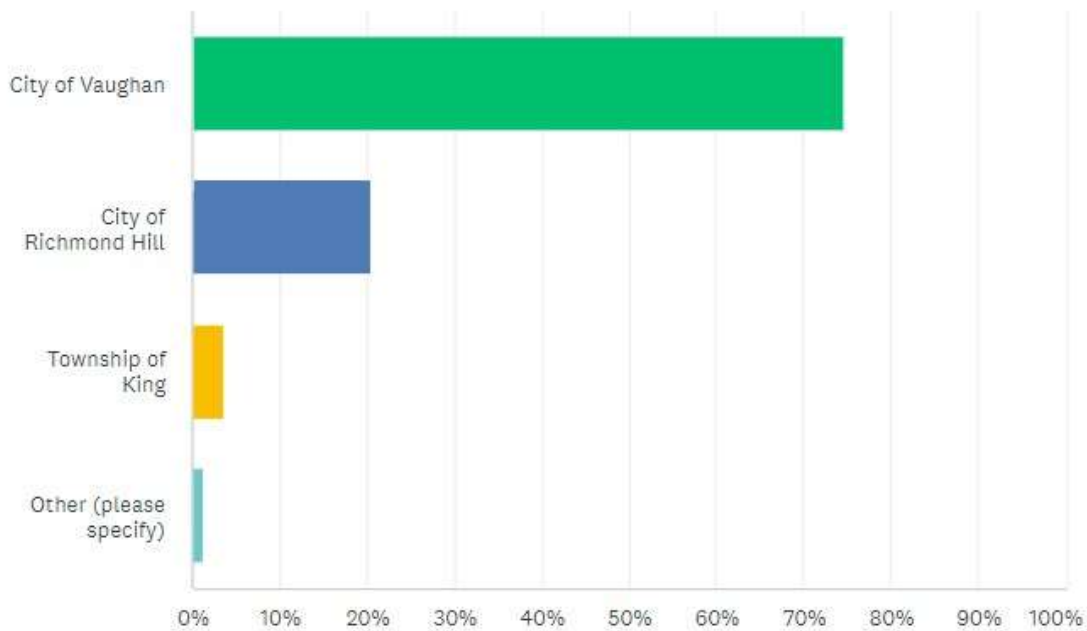
Figure 2: Question 1 Results

6.2 Question 2 (Slide 6): Which Municipality do you live in?

Answered: 83 Skipped: 0

Which municipality do you live in?

Answered: 83 Skipped: 0



ANSWER CHOICES	RESPONSES	
City of Vaughan	74.70%	62
City of Richmond Hill	20.48%	17
Township of King	3.61%	3
Other (please specify)	Responses 1.20%	1
TOTAL		83

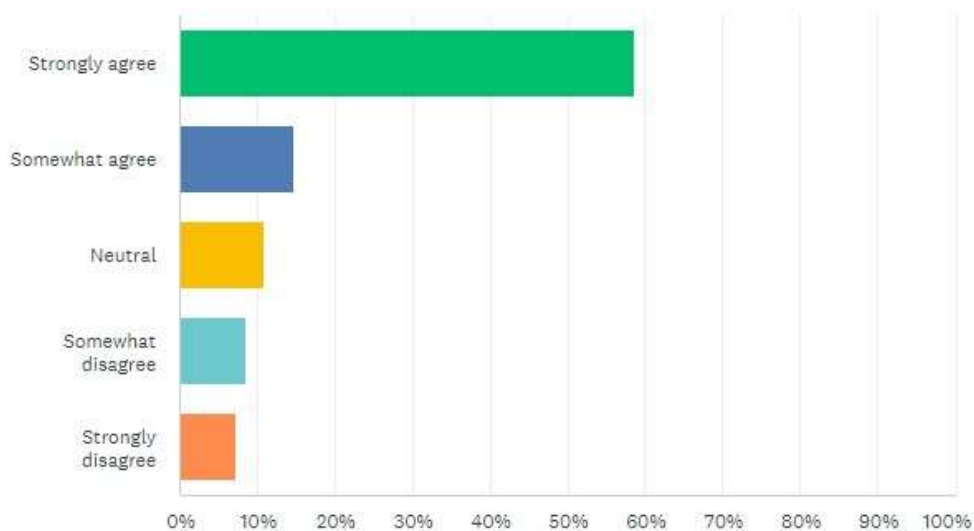
Figure 3: Question 2 Results

6.3 Question 3 (Slide 15): Do you agree/disagree with the preliminary design recommendations for Section 1 (for example, northerly shift of Teston Road, road widened to four lanes, the road crossing level with the GO rail tracks, multi-use pathway on the north side of Teston Road)?

Answered: 82 Skipped: 1

Do you agree/disagree with the preliminary design recommendations for Section 1 (for example, northerly shift of Teston Road, road widened to four lanes, the road crossing level with the GO rail tracks, multi-use pathway on the north side of Teston Road)?

Answered: 82 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree	58.54%	48
Somewhat agree	14.63%	12
Neutral	10.98%	9
Somewhat disagree	8.54%	7
Strongly disagree	7.32%	6
TOTAL		82

Figure 4: Question 3 Results

6.4 Question 4 (Slide 15): Do you have any suggestions for improvements to the Section 1 preliminary design? Please enter them in the text box below.

Answered: 31 Skipped: 52

Table 2 below summarizes the comments received in response to question 4. 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 4

MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
Project Timeline	<ul style="list-style-type: none"> • Desire for this work to begin as soon as possible to lower traffic congestion • Presentation should indicate timelines for construction
GO Rail Separation	<ul style="list-style-type: none"> • Desire for rail grade separation to alleviate future traffic • Concerns of the rail crossing location in close proximity to the Keele Street intersection
Infrastructure	<ul style="list-style-type: none"> • Implementation of traffic lights at Teston and Quail Run Boulevard • Additional information requested for bike lane links to the North Maple Regional Park • Creation of a centre turning lane from Keele Street to Rodinea Rd • Implementation of a bus stop on Dufferin Street, north of Major Mackenzie Drive • Desire for traffic calming measures on Kirby Road

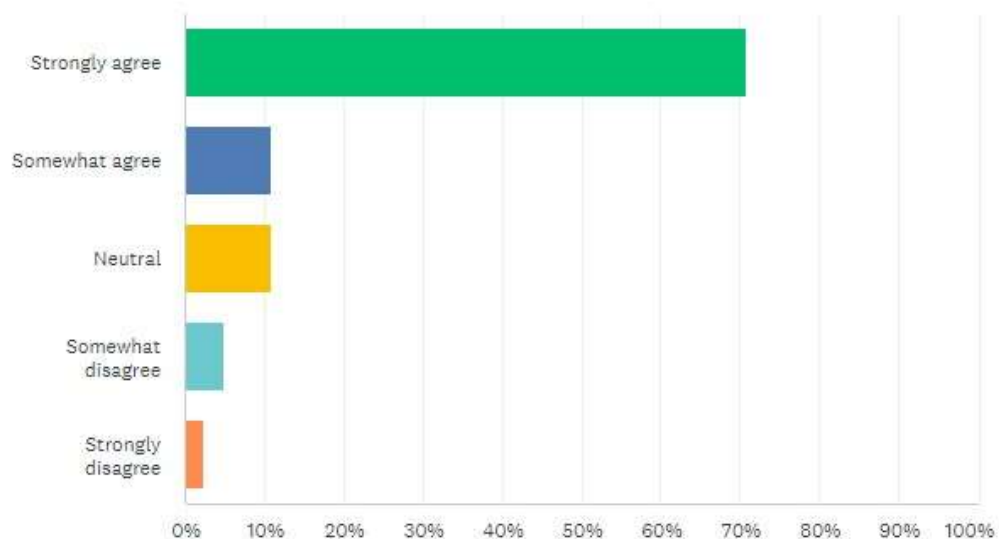


6.5 Question 5 (Slide 19): Do you agree/disagree with the preliminary design recommendations for Section 2 (for example, new four lane road, multi-use pathway on the north side of Teston Road only)?

Answered: 82 Skipped: 1

Do you agree/disagree with the preliminary design recommendations for Section 2 (for example, new four-lane road, multi-use pathway on the north side of Teston Road only)?

Answered: 82 Skipped: 1



ANSWER CHOICES	RESPONSES
Strongly agree	70.73% 58
Somewhat agree	10.98% 9
Neutral	10.98% 9
Somewhat disagree	4.88% 4
Strongly disagree	2.44% 2
TOTAL	82

Figure 5: Question 5 Results

6.6 Question 6 (Slide 19): Please provide any suggestions for improvements to the Section 2 preliminary design in the text box below.

Answered: 14 **Skipped:** 69

Table 3 outlines the comments received in response to question 6. A full list of all comments received can be found in **Appendix E**.

Table 3: Summary of Responses to Question 6

MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
Active Transportation Infrastructure	<ul style="list-style-type: none">• Desire for sidewalks and cycle tracks on both sides
Landfills	<ul style="list-style-type: none">• Suggestion of additional turning lanes at entrance of landfills to prevent traffic blockage• Desire for access to the detailed drainage plan and project costs to allow residents to do a cost/benefit analysis
North Maple Regional Park	<ul style="list-style-type: none">• Interest in expanding NMRP and keeping the natural area, rather than development

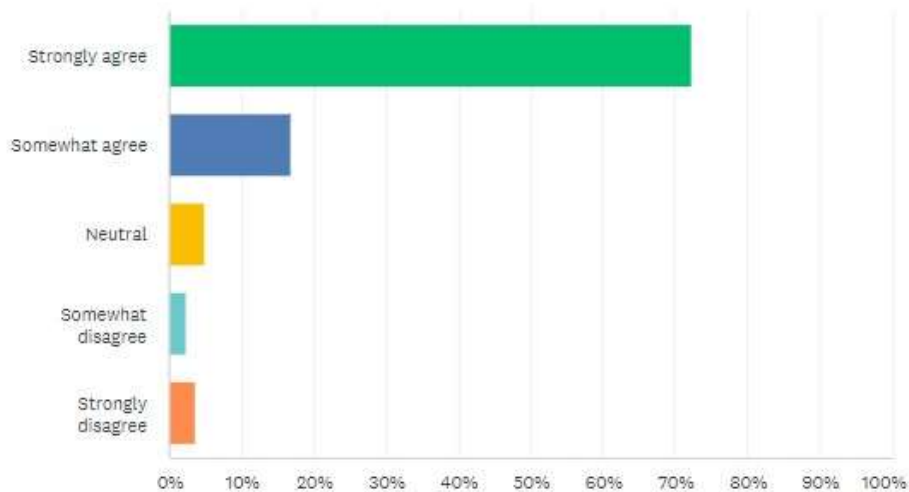


6.7 Question 7 (Slide 23): Do you agree/disagree with the preliminary design recommendations for Section 3 (for example, new four lane road, multi-use pathway on the north side of Teston Road only, 40-metre bridge crossing, replanting embankments, wildlife fencing and crossing, habitat replacement)?

Answered: 83 Skipped: 0

Do you agree/disagree with the preliminary design recommendations for Section 3 (for example, new four-lane road, multi-use pathway on the north side of Teston Road only, 40-metre bridge crossing, replanting embankments, wildlife fencing and crossing, habitat replacement)?

Answered: 83 Skipped: 0



ANSWER CHOICES	RESPONSES
Strongly agree	72.29% 60
Somewhat agree	16.87% 14
Neutral	4.82% 4
Somewhat disagree	2.41% 2
Strongly disagree	3.61% 3
TOTAL	83

Figure 6: Question 7 Results

6.8 Question 8 (Slide 23): Do you have any suggestions for improvements to the Section 3 preliminary design? Please enter them using the text box below.

Answered: 15 **Skipped:** 68

Table 4 below summarizes the comments received in response to question 8. The majority of comments pertains to the environmental impacts of the Valley crossing, as well as a desire for active transportation infrastructure within the North Maple Regional Park. A full list of all comments received can be found in **Appendix E**.

Table 4: Summary of Responses to Question 8

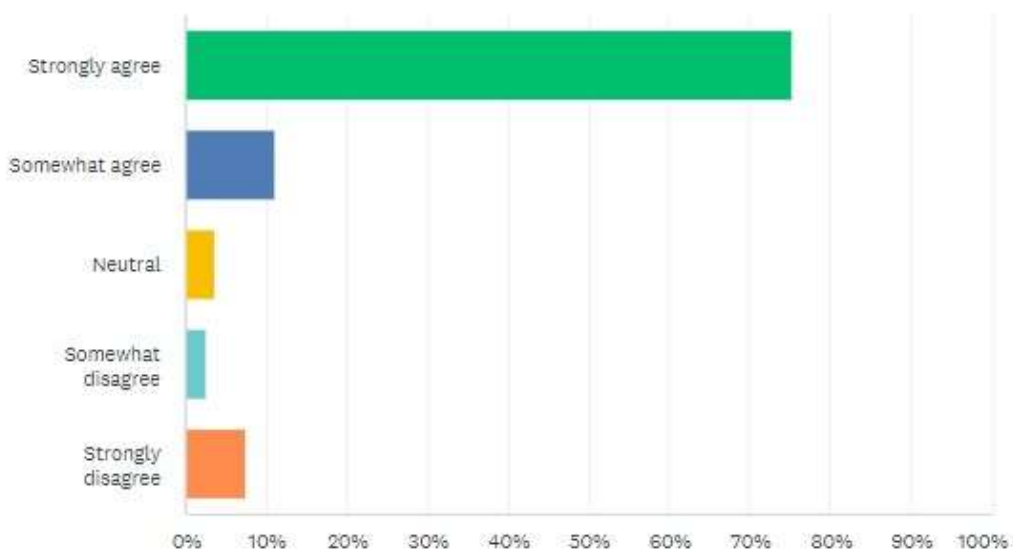
MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
Active Transportation Infrastructure	<ul style="list-style-type: none"> • Consideration to widening bridge to accommodate future multi-use trail underneath the bridge • Trail access from Teston to trails beside the river • Consideration of shared pathway on south side of Teston between Dufferin and East Don as this is a fairly steep section
Impacts of the Valley Crossing	<ul style="list-style-type: none"> • Focus on protection of wildlife and native plant species • Environmental studies from the impacts should be made available for review. • Concerns regarding cost for the bridge and fencing • Desire for aesthetically appealing infrastructure • Merging lanes to cross the bridge will cause major traffic backups

6.9 Question 9 (Slide 29): Do you agree/disagree with the preliminary design recommendations for Section 4 (i.e., road widened to four lanes, sidewalks and cycle tracks on north and south)?

Answered: 81 Skipped: 2

Do you agree/disagree with the preliminary design recommendations for Section 4 (i.e., road widened to four lanes, sidewalks and cycle tracks on north and south)?

Answered: 81 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly agree	75.31%	61
Somewhat agree	11.11%	9
Neutral	3.70%	3
Somewhat disagree	2.47%	2
Strongly disagree	7.41%	6
TOTAL		81

Figure 7: Question 9 Results

6.10 Question 10 (Slide 29): Please provide any suggestions for improvements to the Section 4 preliminary design using the text box below.

Answered: 17 **Skipped:** 66

Table 5 below summarizes the comments received in response to question 10. 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 5: Summary of Responses to Question 10

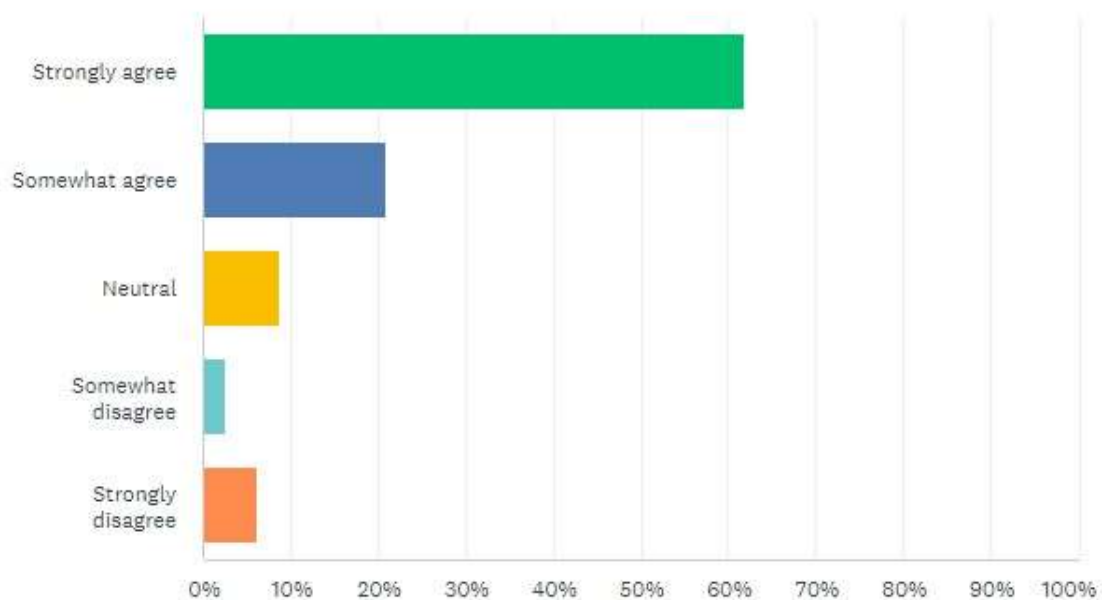
MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
Active Transportation Infrastructure	<ul style="list-style-type: none"> • Desire for separated bike lanes
Public Transit	<ul style="list-style-type: none"> • Desire for 10-minute service • Suggestion for YRT route westbound through Elgin Mills to Teston Road to past Keele St
Noise Reduction	<ul style="list-style-type: none"> • Improved noise barriers along Teston Road between Dufferin & Bathurst to reduce noise into residential areas • Consultation with Richview Manor for noise reduction
Road lanes	<ul style="list-style-type: none"> • 2 lanes required for left turn from Eastbound Teston to Northbound Dufferin • Keep the two-lane road with center turning lane • Better to extend to four lanes from Bathurst Street to Yonge Street

6.11 Question 11 (Slide 31) Do you agree/disagree that the proposed environmental measures appropriately address the potential environmental effects associated with the project?

Answered: 81 Skipped: 2

Do you agree/disagree that the proposed environmental measures appropriately address the potential environmental effects associated with the project?

Answered: 81 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly agree	61.73%	50
Somewhat agree	20.99%	17
Neutral	8.64%	7
Somewhat disagree	2.47%	2
Strongly disagree	6.17%	5
TOTAL		81

Figure 8: Question 11 Results

6.12 Question 12 (Slide 31) Please add any suggestions for improvements to the project’s proposed environmental measures in the text box below.

Answered: 16 **Skipped:** 67

Table 6 below summarizes the comments received in response to question 12. A full list of all comments received can be found in **Appendix E**.

Table 6: Summary of Responses to Question 12

MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
Project Timeline	<ul style="list-style-type: none"> • Desire for increased timeline and finalization of design • Concern of time and money wasted on the study, without progress
Development	<ul style="list-style-type: none"> • Impacts of potential construction of high-rise residential towers at the northeast corner of Teston and Dufferin Road
Landfills	<ul style="list-style-type: none"> • Manage the proper maintenance of the landfill under the road
Active Transportation Infrastructure	<ul style="list-style-type: none"> • Greater focus on separate pedestrian and bike paths as opposed to wider roads • Desire for trail access connecting to the NMRP
Design Considerations	<ul style="list-style-type: none"> • Huge impact on existing green space and wildlife • Want to know how the measures will enhance the environment rather than just monitor it • Consider replanting species that might accommodate climate change better than just native species. • Storm water ponds designed so they can serve for recreation as well rather than breeding grounds

6.13 Question 13 (Slide 32) If you have additional comments or concerns, please enter them in the text box below.

Answered: 21 **Skipped:** 62

Table 7 below summarizes the comments received in response to question 13. Majority of comments expressed an urgent desire for increased timelines to build this connection. A full list of all comments received can be found in **Appendix E**.

Table 7: Summary of Responses to Question 13

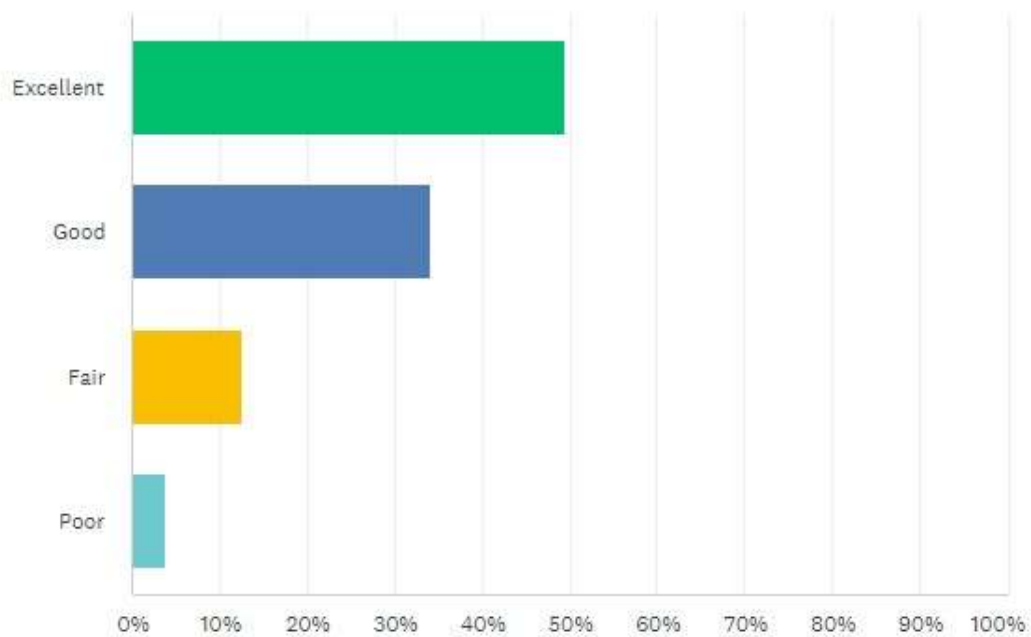
MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
Project Timeline	<ul style="list-style-type: none"> • Project is long overdue, expressed frustration with continued studies without visible results • Desire to build this connection as quick as possible to reduce traffic congestion • Project should be prioritized
Active Transportation Infrastructure	<ul style="list-style-type: none"> • Desire for dedicated bike lanes at road level rather than raised separated bike lane due to safety concerns • Increased public transportation infrastructure
GO Rail Overpass	<ul style="list-style-type: none"> • Grade separation should be constructed at the same time as Teston to minimize future disruptions
Red Headed Vulture Nesting	<ul style="list-style-type: none"> • Consideration to build structure for Red Headed Vulture nest which were found near the Valley Crossing during future residential area construction.

6.14 Question 14 (Slide 33) To what degree did this virtual open house meet your information needs?

Answered: 79 Skipped: 4

To what degree did this virtual open house meet your information needs?

Answered: 79 Skipped: 4



ANSWER CHOICES	RESPONSES	
Excellent	49.37%	39
Good	34.18%	27
Fair	12.66%	10
Poor	3.80%	3
TOTAL		79

Figure 9: Question 14 Results

6.15 Question 15 (Slide 33) Please provide any suggestions for improvements to future virtual open houses in the text box below.

Answered: 17 **Skipped:** 66

Table 8 outline the comments received in response to question 15. 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 8: Summary of Responses to Question 15

MAJOR TOPICS OF COMMENTS	SUMMARY OF COMMENTS RECEIVED
Accessibility of Content	<ul style="list-style-type: none"> • More notification, only found out about the project by accident • Presentation was very technical, suggestion for better visuals and explanations • Less jargon, more plain language • Suggestion for technical terms to have a link with explanations • More self-contained and better explained for residents, especially if changes are made between Open House presentations
Timeline	<ul style="list-style-type: none"> • Suggest providing a snapshot of the current and future state when changes are finalized to see progress • Greater clarity with IEA process, approvals, and what occurs beyond the IEA • Specifics for what is occurring on proposed dates
Online formats	<ul style="list-style-type: none"> • Desire for scheduled virtual open house with municipal representations available to discuss the contents of the Youtube video and presentation slides • Approval of online format to reduce Covid exposure, and transportation costs

7. SUMMARY

In general comments received were supportive of the progress to date, preliminary design, and mitigation measures as presented at the Open House.

Significant topics of concern were surrounding area transportation issues, desire for the GO Rail overpass, increased active transportation facilities, 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.