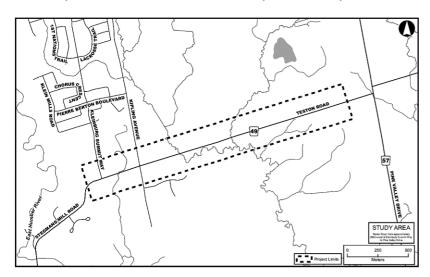


## NOTICE OF STUDY COMMENCEMENT

## ENVIRONMENTAL ASSESSMENT (EA) STUDY FOR TESTON ROAD, FROM 250 METRES WEST OF PINE VALLEY DRIVE TO KLEINBURG SUMMIT WAY

## THE STUDY AND PROCESS

The City of Vaughan has initiated the Environmental Assessment (EA) study for the area of Teston Road from 250 metres west of Pine Valley Drive to Kleinburg Summit Way. The study will address transportation needs for those who live in the area and travel through it, including safety and operational improvements for all modes of transportation, like motor vehicles, public transportation, biking and walking.



The Teston Road EA study will assess alternative improvements with consideration of impacts to transportation service and the natural, socio-economic and cultural environments. The study will be completed in accordance with the planning and design process for Schedule 'B' projects, as outlined in the Municipal Engineers Association (MEA) Municipal Class EA guidelines (October 2000, as amended in 2007, 2011 and 2015).

Upon study completion, a project file report will be made available for public review and comment at vaughan.ca/**TestonRoad**. The report will document the study, consultation process and decision-making rationale.

## CONSULTATION

Public consultation is a vital part of the city-building process. The City of Vaughan is committed to engaging with citizens and stakeholders in a meaningful and transparent way on issues and matters that impact them. The City welcomes the input of citizens and invites them to get involved in planning the improvements for the Teston Road EA.

A virtual Public Information Centre will be held to both inform and seek community input on the study. A notice will be provided in the newspaper and on the study website. Check back often to receive updates on the date, time and location. The study website will be updated as the study progresses with materials available for download following the public meeting and at any other point of contact with the public.

Join the conversation. Visit vaughan.ca/**TestonRoad** for study updates and opportunities to get involved in the developments of this project.

## **CONTACT US**

If you have any questions, accessibility requirements, or you would like to join the study mailing list or share comments, please contact:

Mani Shahrokni, P.Eng., PMP Project Manager, City of Vaughan

2141 Major Mackenzie Dr. West Vaughan, ON L6A 1T1 T: 905-832-2281, ext. 8163

E: Mani.Shahrokni@vaughan.ca

Anthony Reitmeier, P.Eng. Consultant Project Manager, HDR Inc.

100 York Blvd., Suite 300 Richmond Hill, ON L4B 1J7

T: 289-695-4701

E: Anthony.Reitmeier@hdrinc.com

This project is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, which is an approved process under the Environmental Assessment Act. Information is being collected under the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. This notice was first issued September 10, 2020.





September 10, 2020

Re: City of Vaughan

Municipal Class Environmental Assessment
Teston Road Improvements from 250m west of Pine Valley Drive to
Kleinburg Summit Way

Dear Land Owner/Stakeholder,

The City of Vaughan has initiated the Environmental Assessment (EA) study for the area of Teston Road from 250 metres west of Pine Valley Drive to Kleinburg Summit Way. The Study will fulfill the requirements of Schedule 'B' as outlined in the Municipal Engineers Association Municipal Class EA guidelines (October 2000, as amended in 2007, 2011, and 2015).

The purpose of this letter is to inform you of the study and to invite you to participate as a member of the Stakeholder Group (SHG). The SHG will meet in advance of key decision points to review areas of interest, key study findings, and recommendations for improvements.

We kindly request that you indicate your interest in the study and/or Stakeholder Group participation by completing and returning the enclosed reply form to the undersigned before **September 25, 2020**. If this notice has reached you in error, please discard the letter and advise the undersigned.

We look forward to your reply. Should you have any questions, please do not hesitate to contact the undersigned at (289) 695-4701 or <a href="mailto:Anthony.Reitmeier@hdrinc.com">Anthony.Reitmeier@hdrinc.com</a>.

Yours truly,

**HDR Corporation** 

Anthony Reitmeier, P.Eng. Consultant Project Manager

cc: Mani Shahrokni, P.Eng. City of Vaughan



Re: City of Vaughan



## STAKEHOLDER GROUP (SHG) - REPLY FORM (Please Print)

Teston Road Improvements from 250m west of Pine Valley Drive to

**Municipal Class Environmental Assessment** 

Please return this form to the contact below by September 25, 2020.

Anthony Reitmeier, P.Eng., Consultant Project Manager

Mailing Address: HDR Corp., 100 York Boulevard, Richmond Hill, ON L4B 1J8

Email Address: Anthony.Reitmeier@hdrinc.com

With the exception of personal information, all comments will become part of the public record.

## Notice of Ontario Regulation 445/20 (Zoning Order in the City of Vaughan)

Take notice that on August 12, 2020, the Minister of Municipal Affairs and Housing filed a Zoning Order, made pursuant to section 47(1)(a) of the Florwing Act, with the Registrar of Regulation as Ontario Regulation 445/20.

Ontario Regulation 4.45/20 applies to approximately 45 hectares of the property known municipally as 7231 Martin Grove Road in the City of Vaughan in the Regional Municipality of York, For Elustrative purposes, the lands are



A Zoning Order regulates the use of land and the erection, location and use of buildings or structures on the land. This Zoning Order permits uses which are in addition to the uses currently permitted on the site and facilitates the development of long-term care uses, together with accessory buildings uses and structures. Additional planning approvals, such as site clan, may

During the COMD-to social distancing period when offices are closed a copy of Onterio Regulation 4.45/20 may be viewed on the province's e-laws website follow (Newsymbologia / Newsymbologia / Newsymbol

Alternatively, you may request a copy of the regulation by contacting: Maya Harris, Manager, Community Planning & Development East Team) by phone at 427.78.8447 or by small at may a hard shortedo or.

Once the COMD-19 social distancing period has ended a copy will be available for viewing at the following locations:

Ministry of Municipal Affairs & Housing Municipal Services Office - Central Ontario 777 Bay Street, 13th Floor, Toronto, ON M7A 2/3

**CityofVaughan** Development Planning Department

City Hall, Level 200 2345 Major Machandie Drive, Vaughan, ON 15A1Ts.

Ontario 📆



### Working together to defeat COVID-19

It has been more than one month since Vauchan advanced to Stage 3 of the Province of Ontario's reopening plan, resulting from you - the citizens of Vaughan who continue to practice discipline and adhere to public health protocols.

White we have come a long way, our journey is not over yet. Safety is top of mind for students, parents and families as they prepare for a new school year. I want to assure you that your health and well-being remain my number one priority as we continue to respond to the global COVID-19 pandemic.

Although the doors to City Hall and other municipal facilities remain closed, we have reopened the Mapie, North Thornhill and Vellore Village pools for recreational, length swimming and aquantness classes by appointment. Vaughan Fitness Centre hours have been extended to full days. Vaughan Public Libraries has reopened three of its resource branches - Bathurst Clark Resource Library, Civic Centre Resource Library and Pierre Berton Resource Library - with regular hours, amended services and safety procedures in place. The decision to reopen these facilities is in line with the City's risk model. informed by public health experts' advice.

While we have recently witnessed a decline in positive COVID-19 cases in Vaughan and throughout York Region, we must continue to use our common sense, intelligence and make wise choices to eradicate COVID-19. Every one of us has a role to play in defeating this virus. We are all in this together, and we will emerge stronger.

## **COMMUNITY** spotlight

Here at Joné Beauty we offer a variety of beauty services. such as Botos. fillers and many more skin treatments. Joné Beauty is operated and run by nurses. We cater to all ages for men and women who want to improve their skin and appearance. Our beauty clinic is located in Woodbridge. ON. Enjoy a complimentary consultation with one of our experts to discuss what your beauty goals are. We look forward to meeting you soon!



DOUGONÉ MCLARTY





Suppore Your Local Businesses



Police released this image of a rean suspected of security assaulting a woman Sept 1.

## POLICE CHARGE MAN IN CONNECTION TO SEXUAL ASSAULT IN OFFICE

AILEEN ZANGOUE acarelous/flyrout.com

JOHN CLIDWORK

York Regional Police have arressed a 34 war-old man in connection to a sexual assaufe chae eo ok place Sope, 1 in Vaughan

As around 3:25 p.m., police were called to an office building at Longstaff Road and Duffortin Serves for a report of a sexual assault. According to police, amon had entered an office and closed the door with a lone woman

inside. The man allegedly assacled the vicdin and grubbed her by the throat. The violin defended herself from the man while calling for help, police said Other employees came to her assistance and called

police. The man fled the area prior to officers' ar-

Police-said that the man was not known to Police appealed to the public for any in-

formation on the man's whereahours. On Sept. 8, the man was identified with

the help of the public. Samvel Ishkov, 54, of Vaushan, is charged with sexual assault, overcoming resistance. and breach of recognizance.

Hobas was held in cuse dy for a half hour. ing Sept. 4.

Arryone with information is asked to call. the York Regional Police Special Victims Unit - Second Assume Section - act-ess-eys-5405, 601, 7071.

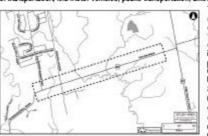


## NOTICE OF STUDY COMMENCEMENT

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Mani Shahrokni, P.Eng., PMP Project Manager, City of Vaughan 2141 Major Mackenzie Dr. West Vaughan, ON L6A 1T1 T: 905-832-2281, ext. 8163 F : Mari Shaheskai@usushan ca

Anthony Reitmeier, P.Eng. Consultant Project Manager, HDR Inc. 100 York Blvd., Suite 300 Richmond Hill, ON L4B 1J7

T: 289-695-4701

F : Anthony Poitmoior@hoking.com

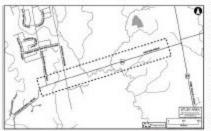
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E : Mani Shaheshriffun jahan ca

Anthony Reitmeier, P.Eng. Consultant Project Manager, HDR Inc. 100 York Blvd. Suite 300 Richmond Hill, ON L4B 1J7

T: 289-595-4701

E : Anthony Boitmoint@hoking.com

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To take rifle photo Amagos has as nounced sew delivery stations In Vaughan, Richener, Stoney Greek, Dioblooks and Scarbonaudh

## AMAZON DELIVERY STATION COMING TO VAUGHAN

Amazon is building a new delivery seasion. in Vaushan shae will open in 2021.

The Vanshan delivery section will be locased on so and so He was Court. This is in the heart of the Vaughan Energrise Zone, on the south east corner of Language and Hundingean roads. Delivery seatons power the last mile of Amazon's order fulfilment process. Packages are transported from fulfilment and sortation centres to dislivery stations and then loaded into vehicles to be delivered to customers. New delivery stations are also confirmed for Klachener, Stoney Creek, Etchtooks and Scarborough.

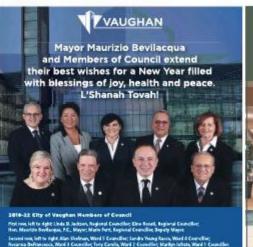
The new delivery stations will crosse hundreds of permanent, full-time and pery-time hobs. Also, energireneurs can build their own. small business delivering Amuzon packages. and independent contractors will have the fleedbility to be their own boss and create sheir own schedule delivering for Amazon.

Two new hiddeness concres will be builting Atax and Burrilson. These congres are expeceed to open in 2021 and will crease more than 2,500 full-time jobs. Once these centres are built. Amazon will have a cotal of to fulfiless mone control in Oneario and is in Canada. Se The Erobicoles delivery seation has al.

ready opened, and the Khichener delivery sea-22 don will open laser this year.

Amazon employs more than 21,000 fulland peri-time employees at the company's sulfilment centres, corporate offices and devolonmers contros in Canada.

To learn more about Amegon, visit need to be a second of the sec



It's only natural to have questions about your final plans

È naturale avere delle domande su come organizzare le proprie eseguie



### We're here with the answers you need.

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REGISTER ONLINE FOR OUR

VIRTUAL INFORMATION SESSIONS TODAY!

Lower School

September 24, 2020 at 9:30 AM October 1, 2020 at 9:30 AM

Upper School September 22, 2020 at 9:30 AM September 29, 2020 at 9:30 AM



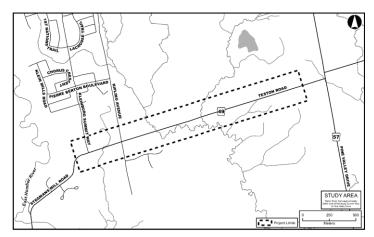


## **NOTICE OF PUBLIC INFORMATION CENTRE NO. 1**

Environmental Assessment (EA) Study for Teston Road, from 250 metres west of Pine Valley Drive to Kleinburg Summit Way

## THE STUDY AND PROCESS

The City of Vaughan has initiated the Environmental Assessment (EA) study for the area of Teston Road from 250 metres west of Pine Valley Drive to Kleinburg Summit Way. The study will address transportation needs for those who live in the area and travel through it, including safety and operational improvements for all modes of transportation, like motor vehicles, public transportation, biking and walking.



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## **CONSULTATION**

Public consultation is a vital part of the city-building process. The City of Vaughan is committed to engaging with citizens and stakeholders in a meaningful and transparent way on issues and matters that impact them and recognizes the importance of protecting citizens from the global COVID-19 pandemic while also continuing to move the city forward. Citizens are encouraged to participate in this virtual Public Information Centre to help inform the Teston Road EA.

A virtual Public Information Centre will be held to both inform and seek input from the community on the study. The virtual Public Information Centre will provide stakeholders with an opportunity to:

- obtain background information on the study and review the findings to date.
- provide input and share ideas with the project team regarding key issues and concerns along the study corridor, alternative solutions, environmental considerations, and anticipated impacts and mitigation strategies.

The PIC will be held online as follows:

When: View materials at any time, beginning Thursday, Feb. 18, 2021

Where: Online at vaughan.ca/TestonRoad

Input Format: Please complete the online comment form available at the link above or provide your comments to the study team by Friday, March 12, 2021

Mani Shahrokni, P.Eng. City of Vaughan Project Manager 2141 Major Mackenzie Dr. Vaughan, ON L6A 1T1 T: 905-832-2281, ext. 8163 E: Mani.Shahrokni@vaughan.ca Anthony Reitmeier, P.Eng. HDR Consultant Project Manager 100 York Blvd., Suite 300 Richmond Hill, ON L4B 1J7 T: 289-695-4701

E: Anthony.Reitmeier@hdrinc.com

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## **Public Service Announcement**

# Improvements are coming to Teston Road – get involved

Online self-guided Public Information Centre and survey available until March 12

**VAUGHAN, ON (Feb. 18, 2021)** – The City of Vaughan is looking to make improvements along Teston Road by creating more pedestrian-oriented spaces, encouraging cycling and enhancing safety measures for all who drive, walk or bike through the area. To help understand the needs of the community, the City has launched a Teston Road Municipal Class Environmental Assessment (MCEA) Study – and citizens are invited to have their say, virtually. Visit <a href="mailto:vaughan.ca/TestonRoad">vaughan.ca/TestonRoad</a> to take part in an online self-guided Public Information Centre and participate in a subsequent survey to provide input on key findings, issues, solutions and more. The content will be available until Friday, March 12.

The study will look at the area on Teston Road from 250 metres west of Pine Valley Drive to Kleinburg Summit Way. It will review opportunities and improvements for:

- operational and safety issues, such as reduced visibility, pavement deterioration, improper guardrail placement, signage and more
- environmental impacts
- roadway capacity for current and projected traffic
- vehicular, pedestrian and cyclist operations and opportunities
- · intersection operations

Phase one of this study is currently underway and includes collecting background information on the area and conducting field investigations such as natural environment surveys, cultural heritage and archaeological investigations, drainage assessments and more. Widening the road for increased vehicular traffic is not anticipated as part of this study.

As public engagement is vital to the development and success of this study, the City encourages citizens to join the conversation – virtually. The online self-guided Public Information Centre has been arranged for individuals to learn more about the project, review key findings, share concerns, comment on solutions, provide input on development and design options, be made aware of anticipated impacts and more. Feedback collected will help the City understand what is important to citizens and consider these opinions in the study recommendations. The presentation and survey will be available at <a href="mailto:vaughan.ca/TestonRoad">vaughan.ca/TestonRoad</a> until Friday, March 12.

For more information, visit <u>vaughan.ca/TestonRoad</u>. Continue to check this webpage often as additional public engagement opportunities will be posted throughout the study.



## **Public Service Announcement**

-30-

**ABOUT VAUGHAN:** The City of Vaughan is one of Canada's fastest growing cities with a population of more than 335,000. Incorporated in 1991, Vaughan includes the communities of Concord, Kleinburg, Maple, Thornhill and Woodbridge. This culturally diverse municipality is located in the heart of York Region and the Greater Toronto Area.

**MEDIA CONTACT:** Teresa Fazari, Corporate and Strategic Communications

T. 905-832-2281, ext. 8185 E. <u>teresa.fazari@vaughan.ca</u>

vaughan.ca

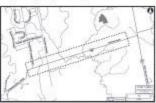


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Anthony Reitmeier, P.Eng.

Consultant Project Manager

E: Anthony Reitmeier@hdring.com

100 York Blvd., Suite 300

Richmond Hill, ON L4R 1.17

T: 289-605-4701

Mani Shahrokni, P.Eng. City of Vaughan Project Manager

2141 Major Mackenzie Dr. Vaughan, ON LGA 1T1 E 905-832-2281, ext. 8163

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## OUR DEMOCRACY DEPENDS ON TRUSTED. RELIABLE JOURNALISM

an Open Letter to Government on page 2 calling on Ottawa to act quickly to address this critical issue.

Without reliable, trusted fournalism that informs you and keeps our governments accountable, our democracy will suffer.

Newspapers across Canada are joining the campaign, which is being coor-dinated by News Media Canada, the group that represents almost all news organizations in the country. It costs real money to re-

port trusted, fact-based news. Unfortunately, global toch giants such as Coo- act. gle and Facebook refuse to pay a fair price for content created by Canadian news outlets that they use.

We are launching a nationwide campaign to raise awareness that our newspapers - and our democracy are under attack

all digital advertising revenue in Canada.

The result is that local newspapers across Canada have closed in recent years and hundreds of tournalists have lost their lobs. It's time for Ottawa to

The best solution is for Ottawa to follow an Austraitan example and adopt logislation that allows

multinational giants drain fair price for use of their off more than 80 per cent of content, with massive fines if Google and Facebook refluse to cooperate. Importantly, no new

government funding taxes or fees are required for this We encourage you to read the Open Letter on

We also encourage you to let your local MP know you want Ottawa to level

the playing field.

## At the same time, these newspapers to negotiate a Message from

Mayor Maurizio Bevilacqua

### Vaughan now home to Canada's first smart technology hospital

On Feb. 7, 2021, the Cortellucci Vaughan Hospital will open its doors, marking the arrival of a new era of healthcare excellence in our city. It is the first hospital in Vaughan and the first newly built hospital in Ontario in more than 30 years. Bringing a hospital to Vaughan was one of my greatest dreams as mayor, and it gives me immerse joy to know it is now a reality. Today, we can say that Vaughan is home to Canada's first smart technology hospital.

The 1.2-million-square-foot world-class facility is a manifestation of the compassion, hard work, and dedication shown by our citizens. As Chair of Mackenzie Health Foundation's \$250-million Ultimate Campaign, I am proud to announce more than \$180 million has been raised toward reaching our goal.

The Cortellucci Vaughan Hospital is a first-of-its-kind institution that features fully integrated smart technology systems and medical devices that can speak directly to one another. It will provide care and services to patients from across York Region, offering emergency and modern surgical services, advanced diagnostic imaging capabilities, specialized ambulatory clinics and intensive care beds, medicine, birthing, pediatrics and mental health services, as well as the York Region District Stroke Centre.

Hospitals are magnets for innovation, education and investment that can lead to the transformation of a community. Providing accessible, world-class care for all citizens is among our top priorities and with the Cortellucci Vaughan Hospital, Vaughan is emerging as an epicentre of healthcare excellence in Canada.

## VAUGHAN, RICHMOND HILL, MARKHAM AMONG MOST EXPENSIVE CITIES FOR CAR INSURANCE

hriedner@vmg.com

Despite insurance companies offering early CO-VID-19 discounts and saving billions in claim payouts due to the pandemic, residents in York Region's three largest cities are paying some of the highout premiums for our insurance in the province according to recent studies.

Rate comparison website Ratesdotca released new data from its interactive online map tool, Insuramap, Jan. 5, which ranked Vaughan (Insurance premium of \$2,334 in December 2020), Richmond Hill (\$2,280) and Markham said. (\$2,222) third, fourth and fifth respectively on its top 10 list of cities with the most expensive whicle insur-

ance premiums.

Mississauga (\$2,372) claimed the top two spots.

"Despite insurance companies offering \$1 billion in premium relief to Ontario drivers to soften the impact of the COVID-19 pandemic in 2000, the cost of car insurance in the CTA remains the highest in the provinco," said Liam Lahov, Ratesdotes editor

"The premiums GTA drivers pay can be attributed to many factors, such as the number of distracted driving fines and car accidents in the region, as well as the escalating costs to repair technologically advanced vehicles," Lahey

Insurance companies also blame government regulation and price caps for saying caps hurt competi- mas will make refunds, and

es for consumers.

Other factors include Ontario's high incidence of insurance fraud and laws allowing certain injured parties to sue for damages. with insurers footing the

But with most people of.

ther working from home or cutting their driving due to the ongoing pandemic and periodic lockdowns, insurance expert and Hellosafe. ca CRO Antoine Fruchard. says customers are inevitably questioning why they continue to pay such high insurance premiums while they weren't able to drive.

"With most people stuck at home, their cars have inevitably stayed in the garage," Fruchard said, "It will be interesting to see if higher insurance prices, all the insurance compaA new study released

this month by HelloSafe estimates that \$2.7 billion could be saved in total by the car insurance industry in 2020 in Ontario, with an overall \$5.1 per cent decline in claims across the province in comparison with the year before.

According to the report. which looked at the number of claims on a national scale, there was a 29.1 per cent decrease in car accidents and 35.1 per cent decrosse in car-related claims from the previous year.

York's three largest citles account for a combined surance payouts averaging a reduction in claims between 33 and 35 per cent.

market should increase in

he said.

surance companies, said Lahey, adding the differsavings of \$100 million in inand lowest rates in the province in December 2020 Was \$1 ETR.

"Competition on the "The only way to know if the premium you're paying

drop in our insurance pro-

minims." Fruchard said.

Stove Somorelle/Metokand Customers are questioning why they continue to pay such high insurance premiums while they weren't able to drive, says

the coming months, and is the best and right one for that means customers the type of coverage you should benefit from a slight need, is to shop around by comparing policies and

quotes online Vehicle insurance rates Introduced in 2016, Ravary considerably from one tesdotca's Insuramap is an municipality to another interactive online man. and between different inwhich lets Ontario drivers compare to other parts of their city or province.

To view the HelloSafe study, visit https://hello. safe ra/en/media/rar.in. surance savines onto.



speed limit reduction on

Kipting Avenue from 80

km/h to 60 km/h, with us-

sociated traffic bytaws and

"Line painting along

Kipting Avenue, including

edge line and centreline.

have been implemented

and will be refreshed as

part of the City's 2021 pave-

merk marking program," it

been installed on Klein-

burg Summit Way and Kip-

ling Assence as a "tool to

raise awareness of motor-

ist travel speeds in the ar-

Also, speed boards have

that the intersection have a full four-way stop with flashing red lights on each stop sign, large markings denoting a stop intersection and warning signs of an impending stop sign.

'It's the responsibility of our elected officials to demand road safety," Greco added, saying that Vaughan's country roads have morphed into "major arterial roadways."

as a highway," Greco said. Greco and his wife Arpi believe that having a fourway stop there 'may have

prevented that tragedy." There are also some issues at hand.

"We noticed that the Greco is demanding speed in which drivers are coming across Kirby - because there are fewer cars as well during the pandemto - we noticed that the cars are going a lot faster." Frank said.

Arpt is worried that once the pandemic is over. telltale signs of further congested traffic will show its ugly side.

going to get worse," Arpt said, "And once COVID is over and everybody's back to work and driving, people are going to see how much of an issue it really is."

With Vaughan outpacing the rest of York Region in real estate sales two years in a row, population growth as well as construction is a reality residents. are experiencing.

For instance, construction in recent years on Mafor Mackenzie Drive coupled with a recent closure of Teston Road between Kipling and Pine Valley has diverted and funnelled more drivers to Kirby

Road have been significantly increased." Frank said. "This increase will be felt even more when the pandemic subsides and

people start to drive more." The City of Vaughan dubbed safety as one of its "top priorities" when asked about potential changes to the intersection.

The city explained that it has been 'working with the community to address traffic and transportation matters in the area," and said it is "developing a transportation management strategy" to provide a "road map" and ultimately

to a Committee of the Whole in the near fixure to discuss traffic control measures within the new subdivision," the city said.

When asked about ticketing and traffic accidents at the intersection for the past three years, the Vaughan Citizen was told to contact York Regional Police to get the figures.

YRP said Freedom of Information request needed to have access to these fig-

STORY BEHIND THE STORY: Frank Greco, on Twitter, demanded immediate safety measures at the intersection of Eirby Road and Elpiting Avenue. Reporter Ding Al-Shibseb later contacted him as well as the City of Vaughan for more information.



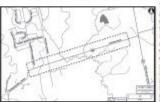
Scan this code for more Variables need.

## VAUGHAN

#### NOTICE OF PUBLIC INFORMATION CENTRE NO. 1

Environmental Assessment (EA) Study for Teston Road, from 250 metres west of Pine Valley Drive to Kleinburg Summit Way

The City of Vaughan has initiated the Environmental Assessment (EA) study for the area of Teston Read from 200 metres west of Pine Valley Divine to Reinburg Summit Way, The study will address transportation needs for those who live in the area and travel through it, including safety and operational improvements for all modes of transportation, like motor vehicles, public transportation, billing and walking.



The Teston Road EA study will assess alternative improvements with consideration of impacts to transportation service and the natural, socio-economic and cultural environments. The study will be completed in accordance with the planning and design process for Schedule 'B' projects, as outlined in the Municipal Engineers Association (MEA) Municipal Class EA guidelines October 2000, as amended in 2007, 2011 and 2015).

Upon study completion, a project file report will be made available for public review and comment at yayofhan.ca/TestonRoad. The report will document the study, consultation process and decision-making rationale.

Public consultation is a vital part of the city-building process. The City of Vaughan is committed to engaging with citizens and stakeholders in a meaningful and transparent way on issues and matters that impact them and recognizes the importance of protecting citizens from the global COVID-19 pandemic while also continuing to move the city toward. Citizens are encouraged to participate in this virtual Public Information Centre to help inform the Teston Road EA.

A virtual Public Information Centre will be held to both inform and seek input from the community on the study. The virtual Public Information Centre will provide stakeholders with

obtain background information on the study and review the findings to date

· provide input and share ideas with the project team regarding key issues and concerns along the study comidor, alternative solutions, environmental considerations, and anticipated impacts and mitigation strategies.

The PIC will be held online as follows:

When: View materials at any time, beginning Thursday, Feb. 18, 2021

Where: Online at vaughan.ca/TestonRoad

Input Format: Please complete the online comment form available at the link above or provide your comments to the study team by Friday, March 12, 2021

Mani Shahrokni, P.Eng. City of Vaughan

Project Manager 2141 Major Mackenzie Dr. Vaughan, ON LGA 1T1

E 905-832-2281, ext. 8163 E: Mani.Shahrokni@vauohan.ca Anthony Reitmeier, P.Eng. Consultant Project Manager 100 York Blvd., Suite 300

Richmond Hill, ON L4B 1J7 E 289-695-4701 E: Anthony Reitmeier@hdring.com

If you have any other questions, accessibility requirements, or you would like to join the study mailing list or share comments, please contact our team.

This project is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assassment, which is an approved process under the Environmental Assassment Act. Information is being collected under the Freedom of Information and Protection of Privacy Act. With the acception of personal information, all comments will become part of the public record. This notice was first issued February 4, 2021.

#### ea," which is already part "We see construction ey-Road, the Grecos pointed a "road safety program." the development of erywhere, so it's not going dut The city said council ap-Block 55 East. "The traffic counts on to get better, the traffic is "A report will be coming proved a report and recom-FINALLY a way to get rid of

Are you selfering from leach sale, sare or be sale. ruralt seas, if agillag, or weatheres in your arms or lega? Then it's it but y ye a're selfering from (ASCertion, That's when are of your regisel discs in balging or laministed and pageing these, porretimes severy, over piones begann of the affect the displie hand set the ways same problem.

You may have already had this diagnosed on an NRI and freschild that there is little that can be done about it and that's a realize nothing; but infrared on harmon looks side bands a bringe by dong for any

To end the misers caused by bad spirel discs to umust have the right information. Few class attendion bacause for galacite desires some important region and give you the laste.

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MYTH: Fish is the only problem associated with DED

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accoloni mesta from this treatment have been pe blished in major me fical journals. Success sales ARREST NO. WITH There's righting arguins can really dx. I'm just

study with this for the resit of rise life."

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This procedure does not require a hose fall stain and in regardance equil be able to continue with equiroms I dally activities with little interruption. The focus is on finding - and correcting - the original cause of the damaged DISC According to Dr. Sirk, "We use a combination of ultra-advanced lacking look for precisely depresing the cause of your damaged 0/50. This meens super brilangtaren results for east people."

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Federit Natio C. from Woodbridge wrote, "Wy back pain was

Call DM.184.0055 to advantageour speciment. Member the seleta IDDIC DESDOTES and Minris will harmle reduce that usual complication fee of \$267 to just \$431. This is a list ted time offer lessed on the and hid lite of

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275, 754,4005 and guds (Herspecks) discount

Stop the **Spread** 

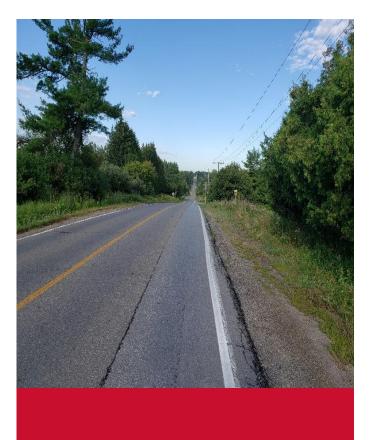
COVID-19 can be deadly. Stay home. Stay strong. Save lives.



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# **FDR**



# Teston Road Environmental Assessment (EA) Study

250m west of Pine Valley Dr to Kleinburg Summit Way

DRAFT Online Public Information Center (PIC) Summary Report

City of Vaughan

March 19th, 2021

## **Contents**

1	Introduction	1
2	Methods of Communication	1
3	Summary of Feedback Received	1
4	Summary and Next Steps	5

## **Appendices**

Appendix A – Online Survey

Appendix B – Communication Material

**Appendix C – Detailed Comments** 

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## 1 Introduction

The City of Vaughan is undertaking an Environmental Assessment Study for Teston Road between 250m west of Pine Valley Drive to Kleinburg Summit Way which proposes the construction of continuous active transportation facilities, intersection level operational improvements and roadway geometric improvements. The objective of the study was to identify local transportation opportunity, issues and needs within the study limits and accommodate current and future transportation needs while enhancing operation and safety for all users of the roadway.

The study is being carried out in accordance with the requirements of a Schedule 'B' Municipal Class Environmental Assessment (EA) process which is an approved process under the Environmental Assessment Act. Public input is an important part of the EA process and public and stakeholder consultation activities are being held to provide opportunities for engagement. One of these opportunities is a virtual PIC, including an online survey (**Appendix A**), which was made available on the study website (<u>Vaughan.ca/TestonRoad</u>) from February 18, 2021 to March 12, 2021.

## 2 Methods of Communication

Multiple methods of communication were used to inform the public about the Teston Road Environmental Assessment online survey:

- Updates to the project website, including a link to the online survey found on the project website: http://www.vaughan.ca/TestonRoad on February 18, 2021
- Notice and City Media Release posted on www.vaughan.ca on February 18, 2021
- A notice of Public Information Center No. 1 published on February 4<sup>th</sup>, 2021 and February 11<sup>th</sup>, 2021's edition of Vaughan Citizen
- Social media updates on City of Vaughan Facebook, Twitter, Instagram, and LinkedIn posts. With periodic posts from February 18, 2021 and March 12, 2021.
- Direct mail and email to 73 members of the public, including property owners and residents along the study corridor
- Direct mail and email to 49 agency representatives and 74 stakeholder group representatives
- Direct email to 2 Indigenous Community representatives
- Email notification to 12 individuals on the project email list developed through previous responses to project notifications

The communication material is included in **Appendix B**.

## 3 Summary of Feedback Received

One Hundred and Twenty (120) members of the public provided comments through the online survey during the commenting period (February 18, 2021 to March 12, 2021). The most common comments received include:

- Major support for the provision of continuous active transportation facilities
- General support for operational improvements
- Safety concerns relating to cyclist and vehicular conflicts
- Request for bike lane installation to improve safety for cyclists
- Concerns that roadway widening will increase vehicular traffic resulting in cyclist and vehicle conflicts
- Support for road widening to accommodate future growth and increase cyclist safety

The questions and responses received are summarized below: Individual responses are included in **Appendix C** with personal information retracted.

## 1. Which of the above alternative solutions do you think best addresses the problems and opportunities along Teston Road?

Question 1 of the survey asked the respondent to choose a preferred solution out of the six (6) alternatives proposed by the project team. The (6) alternative solutions were:

- Alternative 1 Do Nothing.
- Alternative 2 Limit/Reduce Development.
- Alternative 3 Improve Other Roadways outside of the study area
- Alternative 4 Widen Teston Road.
- Alternative 5 Provide Continuous Cycling and Pedestrian Facilities
- Alternative 6 Provide operational improvements to enhance safety along the corridor

In addition to the 6 alternative solutions, respondents could choose from an additional two options as outlined below:

- Combination of Alternatives 5 and 6
- Other Please specify

The combination of Alteratives 5 and 6 was identified by the project team as the preferred solution. Respondents were requested to submit their ideal solution if the "Other" option was chosen. The results are as follows:

Answer Choices	Responses
Alternative 1	0 (0.0%)
Alternative 2	3 (2.5%)
Alternative 3	1 (0.8%)
Alternative 4	15 (12.5%)
Alternative 5	53 (44.2%)
Alternative 6	0 (0.0%)
Alternative 5 & 6	40 (33.3%)
Other	8 (6.7%)

The following is a summary of the "Other" solutions provided by the respondents to improve Teston Road:

- Combination of Alternatives 4 & 5
- Improvements to cycling facilities (e.e. bike lanes) along the roadway corridor
- Extension of Teston Road
- Operational improvements

Six out of the eight respondents chose improvements to cycling facilities as their preferred option.

## 2. Please feel free to provide an explanation and/or comment on your selection.

Question 2 of the survey asked if the respondent could provide comments or explanation of their preferred choice from Question 1. As this was an optional question, 53 responses out of 120 were received.

The respondents provided their views relating to the current and future concerns of the roadway and why their choice best addresses their concerns. A breakdown summary is provided below, ranked from the most popular to the least popular alternative as chosen in Question 1.

- Alternative 5 (15 of the 53 respondents provided comments)
  - o Concerns of cyclist safety with the current road configuration
  - Numerous close calls with vehicle and cyclist conflicts
  - Provision of fully protected bike lanes
  - Concerns related to Alternative 4 which would decrease safety due to an increase in traffic volume
- Alternatives 5 & 6 (24 of the 50 respondents provided comments)
  - Concerns of cyclist safety with the current road configuration
  - Roadway needs to accommodate future developments and active transportion users
  - Add bike lanes and/or pedestrian sidewalks
  - Concerns related to Alternative 4 which would decrease safety due to an increase in traffic volumes and environmental concerns
  - Support for intersection improvements
- Alternative 4 (9 of 15 respondents provided comments)
  - Concerns of safety with current road configuration
  - Widening the road to increase safety for cyclists
  - Widen the road to accommodate future growth
- Others (4 of the 8 respondents provided comments)
  - Concerns of cyclist safety with the current road configuration
  - Provision of bikes lanes
  - Concern for costs of the improvements
- Alternative 2 (1 of the 3 respondents provided comments)
  - Concerns of the jogged intersection at Pine Valley Drive and future growth impacts on traffic congestion

## 3. Do you have any other additional comments or suggestions for the project team to consider?

Question 3 of the survey asked the respondent if there are any additional comments or suggestions the project team should consider for this study. As this was an optional question, 35 respondents out of 120 responded to this question. The most common responses are summarized below:

- Addressing current safety concerns
- Concerns of traffic impacts during construction
- Concerns of safety due to poor site lines at crests and private entrances
- Environmental concerns and impacts
- Provision of Bicycle lanes/infrastructure
- Provision of traffic calming measures to increase safety.
- Provision of public transit systems in Kleinberg
- Provision of traffic operational improvements
- Elimination of the jogged intersection at Pine Valley Road

## 4 and 5. Contact information

Question 4 and 5 asked respondents if they would like to receive updates on the Teston Road Environmental Assessment Study and to provided personal information to receive such updates. To protect the information and privacy of the respondents, question 4 and 5 responses were retracted from this report.

## 6. Which Ward do you live in? Use this map (PDF) to identify your ward.

Question 6 asked respondents which ward they currently reside in Vaughan. As this is an optional question, 114 out of 120 individuals responded to this question. The responses are summarized below:

Answer Choices	Responses
Ward 1	45 (37.5%)
Ward 2	26 (22.8%)
Ward 3	15 (13.2%)
Ward 4	11 (9.7%)
Ward 5	4 (3.5%)
I don't live in the City of Vaughan	13 (11.4%)

## 7. What is your age?

Question 7 asked respondents their age. As this is an optional question, 114 out of 120 individuals responded to this question. The responses are summarized below.

Answer Choices	Responses
18 – 24 years old	7 (6.1%)
25 - 34 years old	9 (7.9%)
35 – 44 years old	24 (21.1%)
45 – 54 years old	36 (31.6%)
55 – 64 years old	37 (32.5%)
65+ years old	1 (0.9%)

## 4 Summary and Next Steps

The public responses received from the on-line survey found that the current configuration of Teston Rd is inadequate to accommodate current roadway users. The most common complaints include the following:

- Safety concerns related to conflicts between cyclists and motorists
- Safety concerns related to excessive speeding and vehicular collisions
- Concerns related to the accommodation for future grow within the study area

Respondents were asked to provide feedback on the various alternative solutions for the Teston Road corridor. The general response suggested the following:

- Strong support for Alternative 5
- Good support for a combination of Alternatives 5 and 6
- Some support for Alternative 4 or a combination of Alternatives 4 and 5.

Other alternative solutions provided by the respondents are as follows:

- Provision of bicycle lanes, fully protected or on-street
- Provision of pedestrian sidewalks
- Enhancements for cyclist safety
- · Concerns that roadway widening will increase congestion and collision rate
- Provision of road widening to accommodate future growth and increase cyclist safety

Lastly, local residents included some comments and suggestions to be considered by the project team as part of the environmental assessment. These include:

- Addressing the current safety concerns
- Concerns of traffic impact during construction
- Concerns of safety due to poor site lines at crests and private entrances
- Environmental concerns and impacts
- Provision of cycling lanes/infrastructure
- Provision of traffic calming measures to reduce speeding and increase safety.
- Provision of public transit systems in Kleinberg
- Provision of traffic operational improvements
- Elimination of the jogged intersection at Pine Valley Drive

The feedback collected from the Online Survey will be reviewed and be considered to develop a roadway configuration based on the selected preferred solution for Teston Road. The survey results and findings will be included in the Project File Report (PFR) which will be made available for public review and comment. The project team thanks the respondents for taking the time to provide valuable input for this project.

## Appendix A. Online Survey

## **ONLINE SURVEY**

Environmental Assessment (EA) Study for Teston Road, from 250 metres west of Pine Valley Drive to Kleinburg Summit Way

The City is keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

1. Which of the following alternative solutions do you think best addresses the problems and opportunities along Teston Road?



Do Nothing

- · Maintain existing conditions
- · Teston Road remains unchanged



Limit/ Reduce Development

- Will limit growth and transportation demand in the study area
- · Teston Road remains unchanged



Improve Other Roadways

- · Improve roads outside of the study area
- Teston Road remains unchanged



Widen Teston Road

Alternative 5

Provide Continuous Active Transportation Facilities

- Implement improvements for cyclists and pedestrians only
- · No road widening



Operational Improvements

- Localized improvements only, for example at intersections
- No road widening

- Widen Teston Road from 2 to 4 lanes
- No cycling or pedestrian improvements



		Combination of Alternatives 5 and 6 (Provide Continuous Active Transportation Facilities and Operational Improvements)
	$\bigcirc$	Other (Please specify)
2.	Do you	u have any other comments or suggestions for the project team to consider?
3.	collect	provide your personal contact Information below. The personal information is ed by the City of Vaughan under authority of Section 11 of the Municipal Act, t may be used to contact you regarding this project.
	Name	
	Mailing	g Address
	City/To	own
	Postal	Code (at least first 3 digits)
	Email A	Address
	Phone	Number
4.	Would	you like to be added to the study mailing list?
)	Yes (pl	ease make sure your contact information is included in the question above)
)	No	
	Thank	you for your participation. Any comments or questions can be directed to:
		Shahrokni, P.Eng. If Vaughan

Project Manager
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1
T: 905-832-2281, ext. 8163

E: Mani.Shahrokni@vaughan.ca



## Appendix B. Communication Material

## Vaughan Citizen Edition February 18th, 2021 Meeting Notice

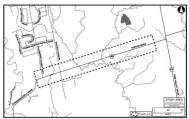


### NOTICE OF PUBLIC INFORMATION CENTRE NO. 1

Environmental Assessment (EA) Study for Teston Road, from 250 metres west of Pine Valley Drive to Kleinburg Summit Way

### THE STUDY AND PROCESS

The City of Vaughan has initiated the Environmental Assessment (EA) study for the area of Teston Road from 250 metres west of Pine Valley Drive to Kleinburg Summit Way. The study will address transportation needs for those who live in the area and travel through it, including safety and operational improvements for all modes of transportation, like motor vehicles, public transportation, biking and walking.



The Teston Road EA study will assess alternative improvements with consideration of impacts to transportation service and the natural, socio-economic and cultural environments. The study will be completed in accordance with the planning and design process for Schedule 'B' projects, as outlined in the Municipal Engineers Association (MEA) Municipal Class EA guidelines (October 2000, as amended in 2007, 2011 and 2015).

Upon study completion, a project file report will be made available for public review and comment at **vaughan.ca/TestonRoad**. The report will document the study, consultation process and decision-making rationale.

#### CONSULTATION

Public consultation is a vital part of the city-building process. The City of Vaughan is committed to engaging with citizens and stakeholders in a meaningful and transparent way on issues and matters that impact them and recognizes the importance of protecting citizens from the global COVID-19 pandemic while also continuing to move the city forward. Citizens are encouraged to participate in this virtual Public Information Centre to help inform the Teston Road EA.

A virtual Public Information Centre will be held to both inform and seek input from the community on the study. The virtual Public Information Centre will provide stakeholders with an opportunity to:

- obtain background information on the study and review the findings to date.
- provide input and share ideas with the project team regarding key issues and concerns along the study corridor, alternative solutions, environmental considerations, and anticipated impacts and mitigation strategies.

The PIC will be held online as follows:

When: View materials at any time, beginning Thursday, Feb. 18, 2021

## Where: Online at vaughan.ca/TestonRoad

Input Format: Please complete the online comment form available at the link above or provide your comments to the study team by Friday, March 12, 2021

Mani Shahrokni, P.Eng. City of Vaughan Project Manager 2141 Major Mackenzie Dr. Vaughan, ON L6A 1T1 T: 905-832-2281 ext 8163

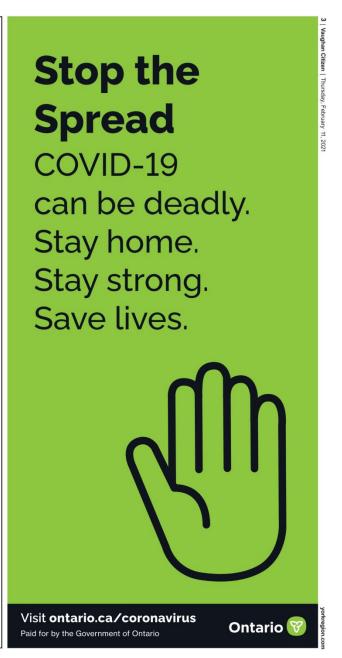
E: Mani.Shahrokni@vaughan.ca

Consultant Project Manager 100 York Blvd., Suite 300 Richmond Hill, ON L4B 1J7 T: 289-695-4701 E: Anthony.Reitmeier@hdrinc.com

Anthony Reitmeier, P.Eng.

If you have any other questions, accessibility requirements, or you would like to join the study mailing list or share comments, please contact our team.

This project is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, which is an approved process under the Environmental Assessment Act. Information is being collected under the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. This notice was first issued February 4, 2021.



## City of Vaughan Newsroom

Home > Newsroom > Improvements are coming to Teston Road - get involved

## IMPROVEMENTS ARE COMING TO TESTON ROAD - GET INVOLVED

2/18/2021 1:00 PM

Online self-guided Public Information Centre and survey available until March 12

The City of Vaughan is looking to make improvements along Teston Road by creating more pedestrian-oriented spaces, encouraging cycling and enhancing safety measures for all who walk, bike or drive through the area. To help understand the needs of the community, the City has launched a Teston Road Municipal Class Environmental Assessment (MCEA) Study – and citizens are invited to have their say, virtually. Visit vaughan.ca/TestonRoad to take part in an online self-guided Public Information Centre and participate in a subsequent survey to provide input on key findings, issues, solutions and more. The content will be available until Friday, March 12

The study will look at the area on Teston Road from 250 metres west of Pine Valley Drive to Kleinburg Summit Way. It will review opportunities and improvements for:

- operational and safety issues, such as reduced visibility, pavement deterioration, improper guardrail placement, signage and more
- · environmental impacts
- · roadway capacity for current and projected traffic
- · vehicular, pedestrian and cyclist operations and opportunities
- · intersection operations



Phase one of this study is currently underway and includes collecting background information on the area and conducting field investigations such as natural environment surveys, cultural heritage and archaeological investigations, drainage assessments and more. Widening the road for increased vehicular traffic is not anticipated as part of this study.

As public engagement is vital to the development and success of this study, the City encourages citizens to join the conversation – virtually. The online self-guided Public Information Centre has been arranged for individuals to learn more about the project, review key findings, share concerns, comment on solutions, provide input on development and design options, be made aware of anticipated impacts and more. Feedback collected will help the City understand what is important to citizens and consider these opinions in the study recommendations. The presentation and survey will be available at vaughan.ca/TestonRoad until Friday, March 12.

For more information, visit vaughan.ca/TestonRoad. Continue to check this webpage often as additional public engagement opportunities will be posted throughout the study.



## City of Vaughan Facebook Posts regarding Study



Mar 4 · ❸ · The Teston Road Study will review the need for improved transportation for all who drive, walk or bike from west of Pine Valley Drive to Kleinburg Summit Way. Share your thoughts by taking the online self-guided Public Information Centre & survey: vaughan.ca/TestonRoad







## City of Vaughan

6.8K like this · Local Business

Mar 2 ⋅ 🕲 ⋅ The Teston Road Study will assess safety measures, pedestrian spaces & cycling options on Teston Road from west of Pine Valley Drive to Kleinburg Summit Way. Take part in an online, self-guided Public Information Centre & survey at vaughan.ca/TestonRoad to get involved.







## City of Vaughan

6.8K like this · Local Business

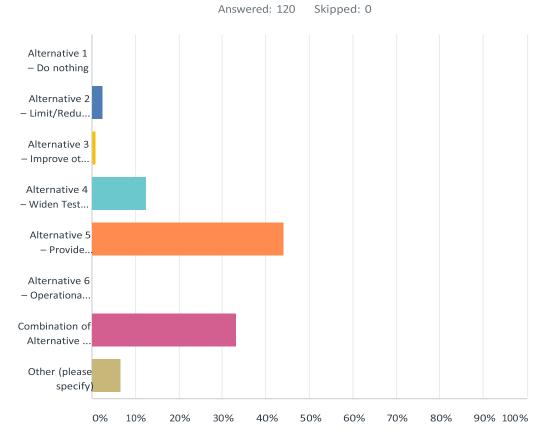
Feb 18 ⋅ 🕙 · ...spaces for pedestrians and cyclists on Teston Road, from west of Pine Valley Drive to Kleinburg Summit Way. Participate in an online self-guided Public Information Centre and survey to get involved: https://www.vaughan.ca/news/Pages/Improvements-are-coming-to-Teston-...



## Appendix C. Survey Results



# Q1 Which of the above alternative solutions do you think best addresses the problems and opportunities along Teston Road?



ANSWER CHOICES	RESPONS	ES
Alternative 1 – Do nothing	0.00%	0
Alternative 2 – Limit/Reduce development	2.50%	3
Alternative 3 – Improve other roadways	0.83%	1
Alternative 4 – Widen Teston Road	12.50%	15
Alternative 5 – Provide continuous active transportation facilities	44.17%	53
Alternative 6 – Operational improvements	0.00%	0
Combination of Alternative 5 and 6 (provide continuous active transportation facilities and operational improvements)	33.33%	40
Other (please specify)	6.67%	8
TOTAL		120

#	OTHER (PLEASE SPECIFY)	DATE
1	connect teston rd between Keele and Dufferin. no point having the Hwy 400 connection to a rd that is not fully connected especially since it connects to Elgin Mills going west	3/11/2021 1:15 PM
2	Keep one lane each way with the addition of bike lanes on either side( not included in the vehicle lane). If it is widened to 2 lanes each way, too much traffic with arise and take away from the fun drive. Keep with without street lights.	2/22/2021 11:27 AM
3	How about respecting people as opposed to developers. Stop making deals with them and do what's right for the community. Your hands are already tied	2/21/2021 6:24 AM
4	Combination of 4 and 5	2/19/2021 7:15 PM
5	Add bike lanes in both directions	2/19/2021 9:55 AM
6	Bike lane each way should be mandatory based on the number of cyclists that use that roadway. Traffic calming measures would be ideal as well to keep traffic speed reasonable.	2/19/2021 8:08 AM
7	Option 4 but u must add cycling lanes	2/19/2021 7:59 AM
8	Widen road to 4 lanes and bicycle pedestrian space. Just like all Vaughan projects, whatever is built will be dug up again and replaced with something bigger in 2 years. No foresight ever	2/18/2021 6:16 PM

# Q2 Please feel free to provide an explanation and/or comment on your selection. (Optional)

Answered: 53 Skipped: 67

#	RESPONSES	DATE
1	I like the idea of integrating a bike/hiking path into existing bike pathways. At the moment it is too dangerous. A protected bike trail would make sense.	3/11/2021 12:46 PM
2	Operational improvements are important.	3/9/2021 1:28 PM
3	If the road is widened, there will be more traffic travelling at higher speed! Cyclists will still use the road and be in greater danger!	3/9/2021 1:14 PM
4	Currently it's dangerous to cycle or walk on this part of Teston. However it shouldn't be widened to accommodate more cars, just to make it safer. A lot of people already speed on this road.	3/8/2021 7:52 AM
5	Teston road is becoming too dangerous to drive	3/7/2021 5:05 PM
6	Please be sure to protect as much of the environmental area as possible. We NEED GREEN SPACE!!	3/6/2021 10:20 PM
7	Improving conditions to simulate growth should be top priority for the city.	3/4/2021 3:11 PM
8	Lack of running path makes it dangerous for me, since cars are also travelling very fast, faster than the speed limit	3/4/2021 11:44 AM
9	As a cyclist, adding more lanes is generally the best solution to rectify the situation on Teston. Bike lanes typically get covered in debris cast off by cars that force us into traffic anyway adding an additional lane allows them to pass safely, but since they drive in the right lane as well they push the debris off of the road. Further, because of the hills there's not really a lot of safe places for cars to pass one another so faster cars get stuck behind slower ones forcing more aggressive movements in the short windows where it is safe. Additional lanes would allow safe passing at all times reducing conflict and making it safer for all road users. With the new development at Pine Valley there's going to be a lot more people using the road, so it's important to meet demand - it's no longer a rural route but a suburban one.	3/4/2021 10:12 AM
10	Enhance for cyclists and pedestrians	3/4/2021 9:55 AM
11	The road is very narrow, passing cyclists can be very dangerous. Any widening should be for cyclists.	3/4/2021 8:52 AM
12	Dufferin also needs to be widened, where it meets Teston. That bridge leading up to Teston is hazardous.	3/4/2021 1:45 AM
13	as new subdivisions are being built. the road needs to be widen	3/2/2021 10:26 AM
14	Teston Road is one of the few cycling options between Maple and Kleinburg but it is a risky ride for cyclists as there are no bike lanes and cyclists and cars have to share the one-lane road. PLEASE add bike lanes to Teston Road. NOT shared paths, but bike lanes.	2/27/2021 10:56 PM



This area is rich in nature and wildlife. It is essential to preserve the natural heritage environment/ watercourses we are blessed with here. Many pedestrians and cyclists try to enjoy this gift of nature, but are restricted from doing so as the area is highly unsafe for residents , pedestrians and cyclists due to severe lack of traffic calming measures, and very unscrupulous motorists who disregard speed limits and road conditions. Very unsafe area for motorists as well due to lack of traffic calming. This area/ community deserves much reduced speed limits, traffic calming, safe cycling lanes, and inviting and safe pedestrian walkways. This would invite alternative modes of transportation, therefore taking vehicular pressure and pollution off this natural environmental area and all the wildlife. The area needs to be curated as a heritage/ natural environmental zone promoting pedestrian/ hiking/ access and cycling everywhere. Flora, fauna, and walkers, cyclists should be able to access this natural area safely and securely at all times. Motor vehicle traffic needs to be greatly reduced, funnelled on major routes that have expanded lanes. This area needs to promote and respect the historical heritage of Kleinburg village, and the Humber River watershed by promoting reduced traffic, low safe speeds, pedestrian and cycling connectivity into, and around the village and surrounding family homes and subdivisions. This area could become a model of safety for pedestrians, families, cyclists and wildlife. It could be an exemplar of safety and accessibility in our conservation areas, watershed, family- based housing and subdivisions, and at the heart of this, preserving the beautiful heritage village of Kleinburg. This could be the jewel of Vaughan ... done carefully and thoughtfully. Vehicular traffic MUST be curtailed and sharply slowed. I am strongly advocating for a very thoughtful management of this roadway. Here's hoping!!!!

2/27/2021 10:01 AM

16	The road should be widened but also provide bike lanes and sidewalks like Major Mackenzie.	2/25/2021 11:25 AM
17	Teston Road is becoming busier everyday and the road needs to be widened to at least 4 lanes or if not increase size of lanes. In the summer and spring biking is extremely popular on this road so adding a biking lane and or a pedestrian sidewalk would be beneficial to a lot of people especially with the construction of a plaza at pine valley and teston	2/25/2021 10:02 AM
18	All roads should have bike lanes. Look anywhere in Europe whether it's Germany or Holland everyone has been putting in bike lanes for 20 years. Stop replacing curbs and fix roads make it safe to ride for everyone. Stand up to developers make them own their portion of the road.  Don't make deals forgetting about the common folk	2/21/2021 6:24 AM
19	Dangerous to cycle in current condition - far too narrow to allow cars and cyclists and pedestrians Instead a dedicated cycling lane is the safest solution for a very heavily travelled cycling route. More cyclists and pedestrians would choose teston if there existed a separate segregated lane.	2/20/2021 8:15 PM
20	Install bike lanes	2/19/2021 10:26 PM
21	As a driver in that area blind corners and hidden driveways are danger spots. The new subdivisions are adding additional traffic with Teston being high travel road now with the access to highway 400 As a cyclist the roads are too narrow. Hills are a challenge for cyclist and can interfere with impatient drivers. Additional traffic lanes and cycling lane will help all who use this road.	2/19/2021 7:15 PM
22	There needs to be enough space for cars to pass bikes, without having to move into oncoming traffic.	2/19/2021 3:14 PM
23	Widening road will bring more traffic. This is a highly used road for cyclists so improving road access without encouraging more vehicular traffic would be my preference	2/19/2021 2:20 PM
24	We don't want it to become a highway. It is residential and should be treated as such. Not meant for trucks, and lots of traffic. New community so path and bike lanes would be ideal for residents.	2/19/2021 12:47 PM

15

## City of Vaughan – **Teston Road Environmental Assessment** DRAFT ONLINE PIC SUMMARY REPORT



25	There will be a school coming and there needs to be road widening and side walks for safety.	2/19/2021 12:23 PM
26	I drive this route everyday to and from work. Adding an extra lane would make this section safer — allowing vehicles to have an optional lane should there be cyclists on the road, as well as providing more room when there are larger vehicles oncoming.	2/19/2021 11:35 AM
27	We need to strategically make use of the space we have. Widening will only invite more traffic, and lead to deterioration of the environmentally sensitive area surrounding. Space for cyclists would be nice, perhaps as a wider shoulder, considering that several cyclists use this route and are at risk of collisions with vehicles, especially in light of new developments.	2/19/2021 10:34 AM
28	There have been a number of car/cyclist collisions and close calls, including myself.	2/19/2021 10:26 AM
29	Minimize the risk to cyclists. This road is used heavily by cyclists and should have a shoulder of new pavement for cycling only.	2/19/2021 10:04 AM
30	We are active cyclist and use the road to get access to Kleinburg and back to Maple. Having a bike lane / path will help safety of riding on the road.	2/19/2021 10:00 AM
31	Bike lanes are required in both directions as Kleinberg is a central hub for cyclists to meet.	2/19/2021 9:55 AM
32	Should be able to accommodate cyclists and pedestrians safely while controlling the speed of motorists.	2/19/2021 9:45 AM
33	Currently there are only 2 lanes. When motorists attempt to pass, forcing encroachment into the opposite lane against oncoming traffic which are forced to encroachment onto their shoulder. Either need to expand the shoulders or add a third center lane to accommodate the encroachment. These situations also create dangerous situations when cyclists are in the vicinity.	2/19/2021 9:28 AM
34	Safety and utility	2/19/2021 9:26 AM
35	As a local resident and cyclist that section of Teston Road offers poor visibility for both cyclists and automobiles so I think reconfiguring will allow for safe for travel for motor vehicles and cyclists.	2/19/2021 9:26 AM
36	Dedicated Bike Lanes a must	2/19/2021 9:22 AM
37	As a driver and cyclist, that stretch of Teston has always been daunting with speeders racing over the crests. Please do something to protect the public before it's too late. Thank you.	2/19/2021 9:16 AM
38	Adding active transportation lanes without road widening creates unsafe riding conditions as the space between users is pinched.	2/19/2021 9:07 AM
39	Add space for runners, cyclists and keep the roads maintained. Perhaps better signage or ways to slow cars down along the way.	2/19/2021 8:54 AM
40	GET WITH THE TIMES WE NEED MORE CYCLING INFRASTRUCTURE!	2/19/2021 8:35 AM
41	More residential homes, it only makes sense to widen	2/19/2021 8:28 AM
	Widen for safer traffic flow for pedestrians and cyclists.	2/19/2021 8:23 AM

## City of Vaughan – **Teston Road Environmental Assessment** DRAFT ONLINE PIC SUMMARY REPORT



43	We need room for cyclist to ride. Dangerous road cars travel fast and with the rolling hills cars dont see cyclists till there right on them	2/19/2021 8:15 AM
44	Environmental improvements. Cyclists and pedestrians need improved outdoor access to enjoy their activity in a safe environment	2/19/2021 8:08 AM
45	Doing nothing is not the future!. Widening would increase traffic and possibly increase speedIt is used by many cyclist (including me) so a little widening would be nice and safer. I'm a big fan of Intersection improvements. Everyone benefits.	2/19/2021 8:01 AM
46	Multiple lanes would only encourage lane changes and thus increased risk for cyclists. A four land with bike lanes would be best. However two lanes with a gracious bike lane would be good too	2/19/2021 7:53 AM
47	I know of a number of cyclists who have been hit or have had close calls on this section	2/19/2021 7:52 AM
48	Teston rd needs to be widen as well as have pedestrian and cycle area. With all the new housing this is needed. Teston is the only route to get across to Woodbridge/maple without going too north and avoiding traffic on Major Mac. It needs widening for sure!!	2/18/2021 11:43 PM
49	Save taxpayer dollars. Do it right the first time and stop redoing things.	2/18/2021 6:16 PM
50	Our outdated fixation with four way stops and lights is inefficient in every sense. Rather than the usual solution of adding lanes and traffic lights (making a pedestrian crossing utterly daunting), why not join the rest of the world in considering roundabouts?	2/18/2021 4:45 PM
51	Needs to be safe for cyclists and walkers	2/18/2021 3:23 PM
52	The vertical curves on this road create dangerous situations, especially for those motorists who chance passing cyclists on an incline.	2/18/2021 1:58 PM
53	Way too many new homes being built. Teston is not safe for that much traffic. especially at pine valley where the road is severed and re-connects on the other side.	2/18/2021 1:29 PM

# Q3 Do you have any other additional comments or suggestions for the project team to consider? (Optional)

Answered: 35 Skipped: 85

#	RESPONSES	DATE
<b>"</b> 1		
1	Thank you for considering multi modal means of transportation. We need more roads in Vaughan that are safer for bikes and pedestrians.	3/8/2021 7:52 AM
2	Please start widening teston road asap	3/7/2021 5:05 PM
3	Nice wide pedestrian boulevards. Benches and places to sit along the roadway. Maybe room for a small commercial plaza - a place to stop on walks or bike rides for a drink or refreshment.	3/6/2021 10:20 PM
4	Speed bumps / traffic calming. Cars don't stop at stop signs.	3/4/2021 11:44 AM
5	Given the traffic coming into Kleinburg, it would be ideal if there was some way to redirect traffic onto Kipling up to Kirby to bypass the town. If Teston was realigned to turn into Kipling so that Stegman Mills was a turnoff rather than straight ahead it would divert a lot of volume.	3/4/2021 10:12 AM
ô	The natural character of the roads should be maintained. Any road upgrades should not be a free ticket to develop and urbanize the area, its natural character and connection to environmental features is the main appeal.	3/4/2021 8:52 AM
7	Consider traffic when contractors Make them be more considerate. It gets SO IN THE WAY of everyone's commute.	3/4/2021 1:45 AM
3	Bike lanes, pedestrian walkways, and wildlife preservation don't seem to be considered in road/development projects. Example: The expansion of Major Mackenzie between Weston Rd and Hwy 7 should have included underpasses to connect the green space to the north with the green space to the south, to help reduce road kill incidents and maintain a connected wildlife habitat. Additionally no bike lanes were included in the road expansion project. Another example: I live not far from North Maple Regional Park but I can't even take my family there on bikes because we would have to ride up Keele street north of Teston and there are no bike lanes and no sidewalks. So we are forced to drive in order to go there.	2/27/2021 10:56 PM
Э	As above. Safety is a paramount concern along this roadway and all around the area including Stegnans Mill and Kipling and Kirby. There have been fatal and very tragic, notorious accidents in this area. This is the opportunity to make things right, make decisions and planning for safety for our families children, seniors, all ages, pets, pedestrians and cyclists/ sports enthusiasts. The planning around vehicles and motorists foremost should be a thing of the past, especially in residential pockets surrounded by conservation areas and river watersheds. Safety for low carbon emissions travel and accessibility needs to be valued, respected, and road design needs to be carried out around these priorities and guiding principles to save our natural areas and human and wildlife safety.	2/27/2021 10:01 AM
10	Make it pedestrian friendly and widen the road. Keep speed limit at 60km.	2/25/2021 11:25 AM
1	Add lights at Teston and Pine valley to reduce congestion	2/25/2021 10:02 AM
12	Look at Jane street north of Teston. Fantastic Who ever did this work put them in charge and get all the paid politicians out of the way.	2/21/2021 6:24 AM

## City of Vaughan – **Teston Road Environmental Assessment**DRAFT ONLINE PIC SUMMARY REPORT

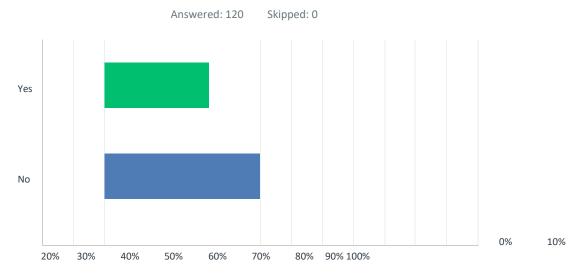


13	If you create cycling lanes please keep them clean. The are filled with debris/garbage etc and cyclists can't use them. If you build them maintain them.	2/19/2021 7:15 PM
14	Speeding is an issue. Anything to limit or deter drivers from speeding.	2/19/2021 6:26 PM
15	Straighten out the intersection at pine valley and teston. It's dangerous and more and more people are using it. The right turn lane that was added is great, but it traffic n/s on pine valley is fast! Hard to go straight (left and quick right) through teston.	2/19/2021 12:47 PM
16	City should re pave and widen the lanes. Not sure why it hasn't been done yet. We pay our taxes and want good streets	2/19/2021 12:23 PM
17	Please add some stop signs or traffic lights on Pine Valley at Teston Road. It takes a long time to make left turns from Teston onto Pine Velley.	2/19/2021 11:35 AM
18	A shoulder for cyclists would be helpful. Strategically plan development so as to not overwhelm the capacity of Teston road.	2/19/2021 10:34 AM
19	None	2/19/2021 10:26 AM
20	All new or refurbishments to road construction should have lanes or shoulders for alternative	2/19/2021 10:04 AM
	transportation. Whether it be for walking, jogging, cycling whatever designed into the plans making it safe for both drivers and pedestrians.	
21	The volume of vehicles on this road has increased dramatically and will continue to do so with new developments. Safety for all users will be of prime importance.	2/19/2021 9:45 AM
22	I checked off 5 & 6 above however, widening the road would allow vehicles to pass with ease and not raise the risk of causing accidents by going into the oncoming traffic lane.	2/19/2021 9:16 AM
23	If widening the road and adding lanes for cyclists runners etc that would be optimal. Teston is beautiful but some improvements are definitely welcomed.	2/19/2021 8:54 AM
24	GET WITH THE TIMES WE NEED MORE CYCLING INFRASTRUCTURE!	2/19/2021 8:35 AM
25	Add a bike lane.	2/19/2021 8:23 AM
26	Allowing for a slightly wider road (even shoulder) would be safer for cyclists and runners.	2/19/2021 8:23 AM
27	Reduce speed limits to 50km/h	2/19/2021 8:08 AM
28	The bottle neck is Klienburg. The only people that should be using teston west of pine valley are people that live there. Investing in widening that roadway to 4 lanes will only increase traffic unnecessarily in that area.	2/19/2021 8:08 AM
29	bike lanes on both sides	2/19/2021 7:59 AM
30	None	2/19/2021 7:52 AM
31	Public transportation in the Kleinburg area needs to be improved. There is no service at all on Nashville rd between 27 and 50, making it very difficult for youth and others to get around.	2/18/2021 11:43 PM
32	Stop paying for environmental assessments and multiple impact studies. They never change the outcome, out that money towards a better build the first time.	2/18/2021 6:16 PM
33	I'm always frustrated in York how the approach is constantly widening the roads and adding lights. And no one seems to think it's the lights that cause traffic, so more widening. It's a stupid and indeed dangerous cycle. Please, let's get with global best practices and use roundabouts on Teston.	2/18/2021 4:45 PM

## City of Vaughan – Teston Road Environmental Assessment DRAFT ONLINE PIC SUMMARY REPORT

34	I understand that there was no warrants for additional lanes as a result of the Kleinburg Summit development. And, the new residents are looking for convenience. Providing safe cycling / pedestrian environment will enhance both residents' wants and safety.	2/18/2021 1:58 PM
35	forget pedestrian and cycling paths. there are too many hills and people will be killed. the City needs to limit development there is no other solution. Last resort would be widening the road but it will be 20+ years before that happens.	2/18/2021 1:29 PM

# Q4 Would you like to be added to the study mailing list to receive updates on the Teston Road Environmental Assessment Study?



ANSWER CHOICES	RESPONSES	
Yes	44.17%	53
No	55.83%	67
TOTAL	1	120



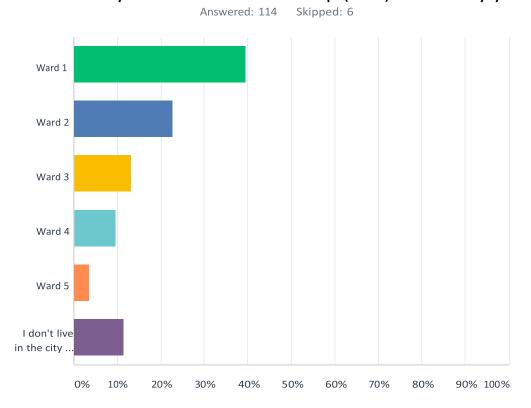
Q5 Please provide your personal contact Information below.

Answered: 50 Skipped: 70

# Results of this question were retracted to protect the privacy of respondents.



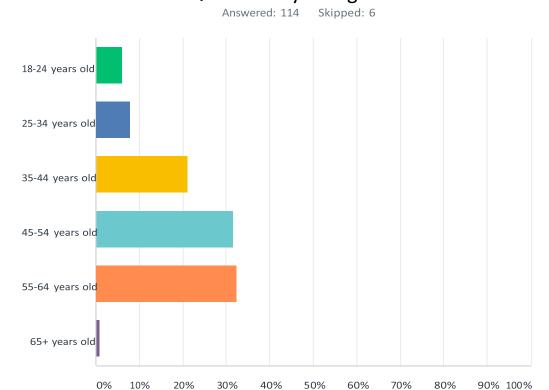
#### Q6 Which ward do you live in? Use this map (PDF) to identify your ward.



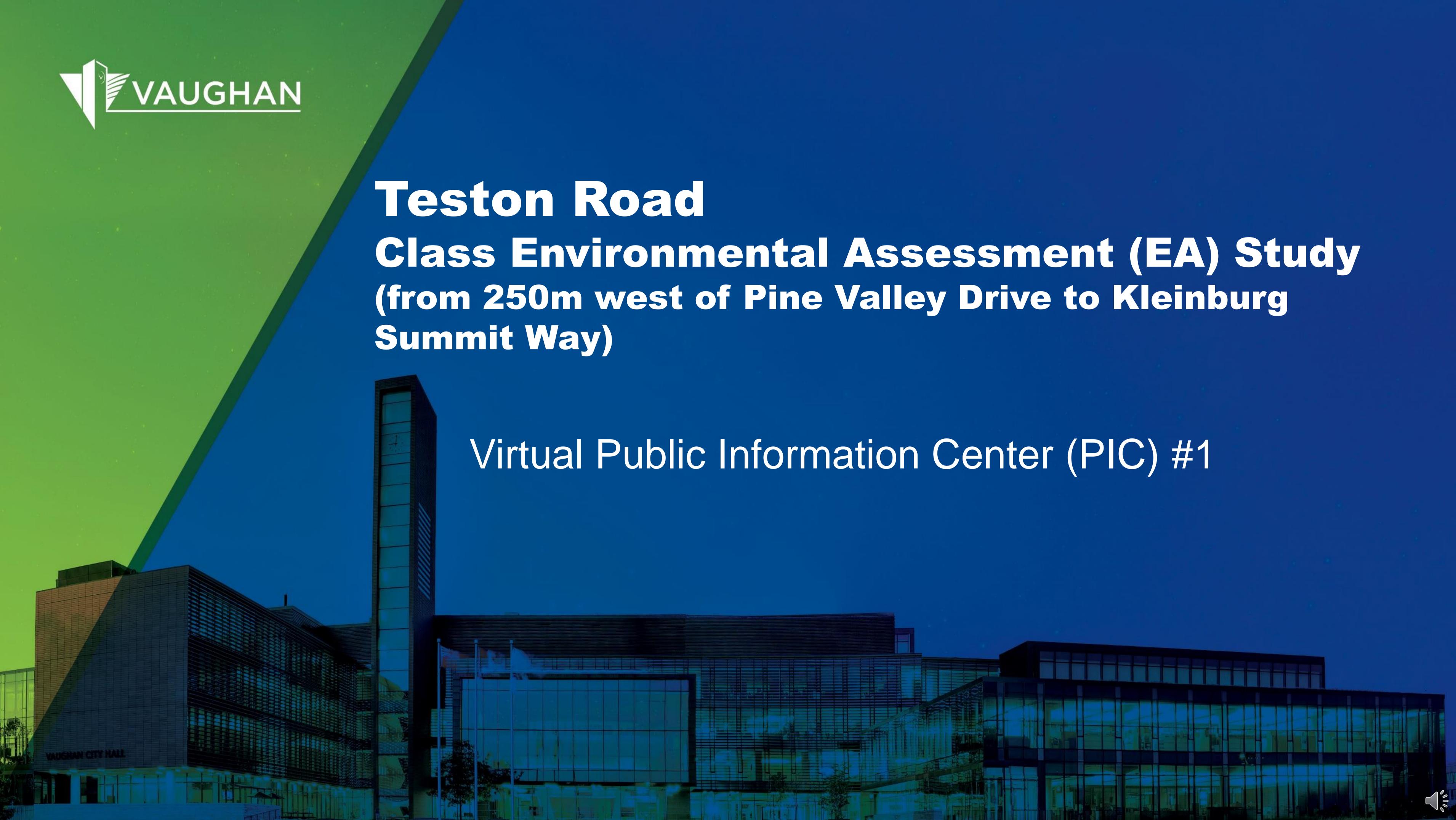
ANSWER CHOICES	RESPONSES	
Ward 1	39.47%	45
Ward 2	22.81%	26
Ward 3	13.16%	15
Ward 4	9.65%	11
Ward 5	3.51%	4
I don't live in the city of Vaughan	11.40%	13
TOTAL	1	L14

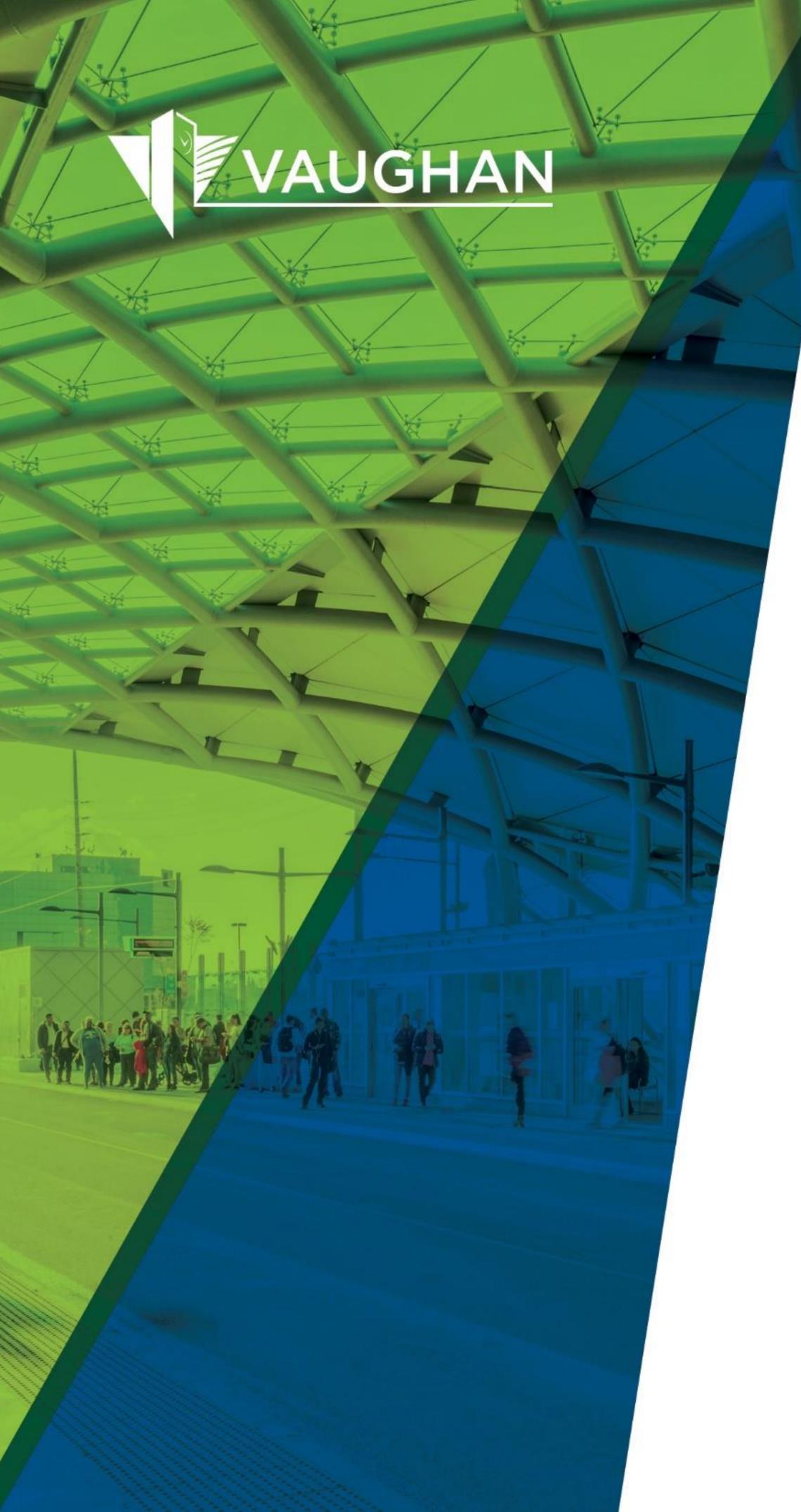


#### Q7 What is your age?



ANSWER CHOICES	RESPONSES
18-24 years old	6.14%
25-34 years old	7.89%
35-44 years old	21.05%
45-54 years old	31.58% 36
55-64 years old	32.46% 37
65+ years old	0.88%
TOTAL	114





### Study Purpose

•Identify local transportation opportunities, needs, and issues specific to Teston Road within the study limits



 Accommodate current and future transportation needs for all modes including active transportation (pedestrian and cycling)

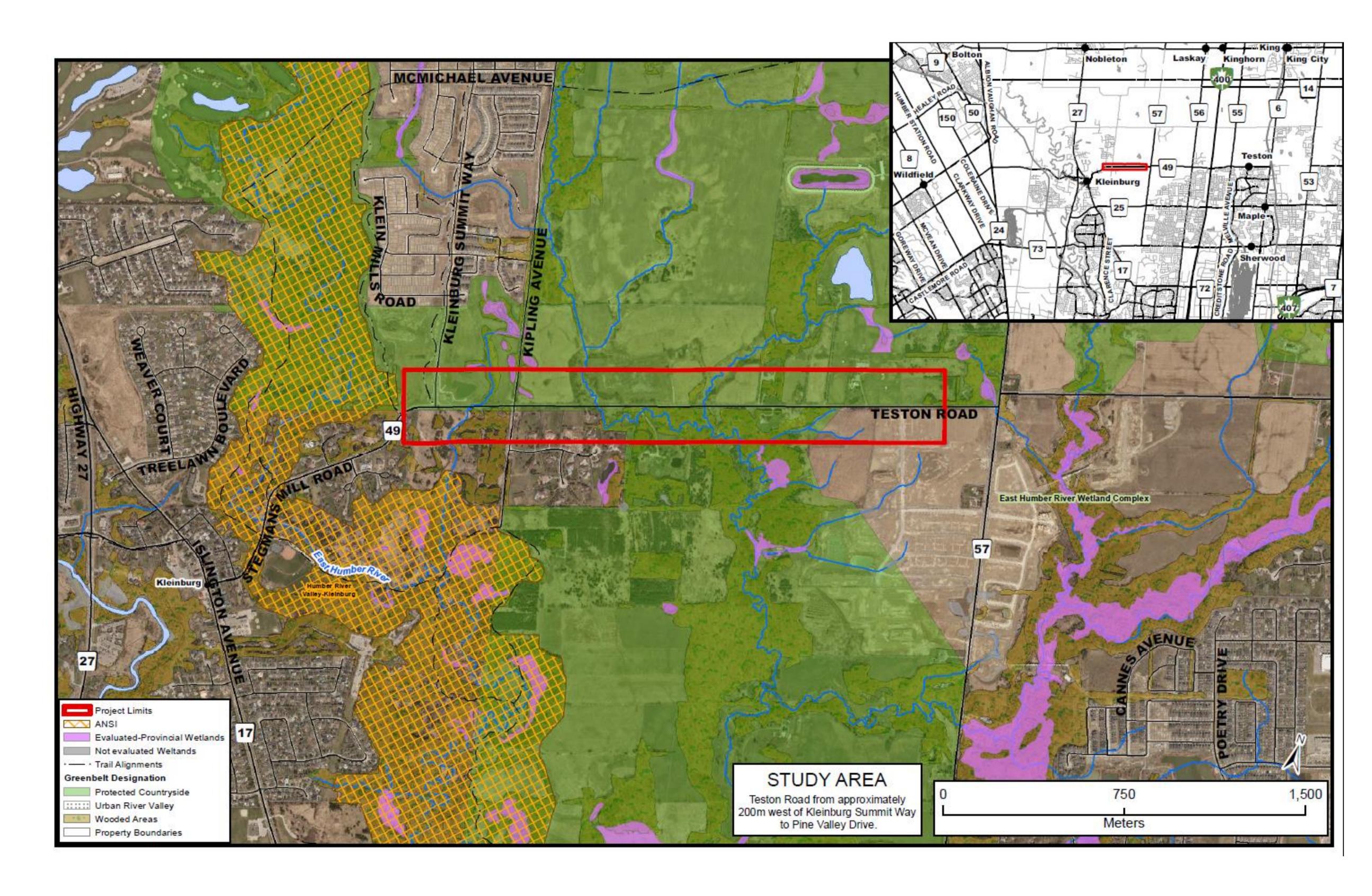


•Improve operation and safety for all modes of transportation, including active transportation, along Teston Road corridor





## Study Area







### Why are we here?



Gain a better understanding about the project



Learn about how the decisionmaking processes work



Provide input on the alternative solutions, evaluation criteria, and the preferred alternative



# Municipal Class Environmental Assessment (EA) Process

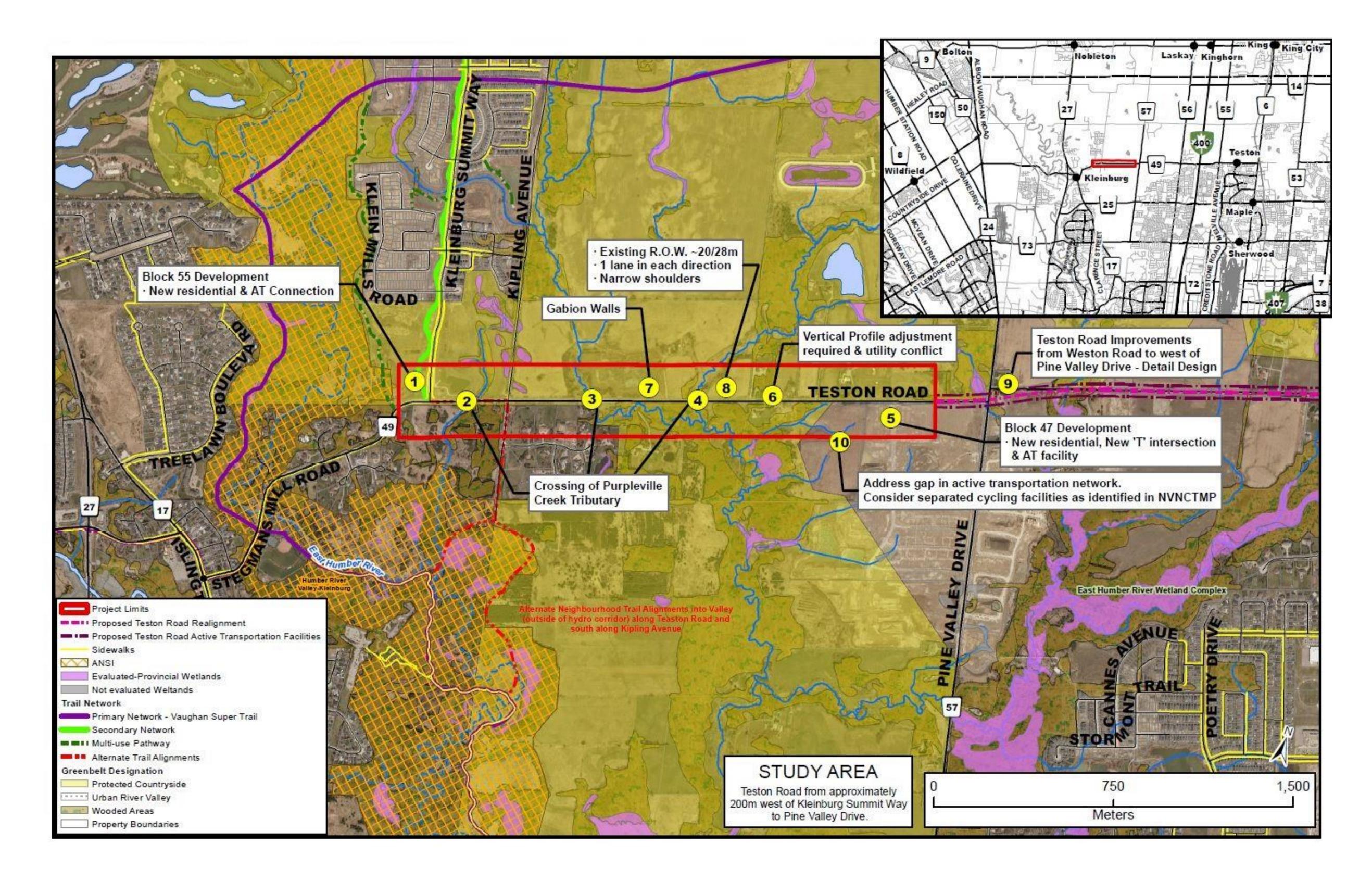
Schedule B Projects

ř					
Ì	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5
ł			EA Process		
	Problem or Opportunity	Alternative Solutions	Alternative Design Concepts for Preferred Solution	Environmental Study Report	Implementation
l			Technical Work		
	- Document    Existing Conditions - Develop Problem    and Opportunity    Statement	<ul> <li>Inventory Natural, Social, Economic Environment</li> <li>Identify and Evaluate Alternative Solutions and Select Preferred Solution</li> </ul>	<ul> <li>Identify and Evaluate Alternative Design Concepts for Preferred Solution</li> <li>Identify Impacts and Mitigation Measures</li> <li>Select and Develop Preferred Design</li> </ul>	<ul> <li>Document EA process and findings in Environmental Study Report (ESR)</li> <li>Place ESR on Public Record for Review and Comment</li> </ul>	<ul> <li>Complete Contract         Drawings and         Tender Documents</li> <li>Construction and         Operation</li> <li>Monitor for         Environmental         Provisions and         Commitments</li> </ul>
l		Pι	ıblic Consultati	on	
	Notice of Study Commencement	PIC #1	PIC #2	Notice of Study Completion	

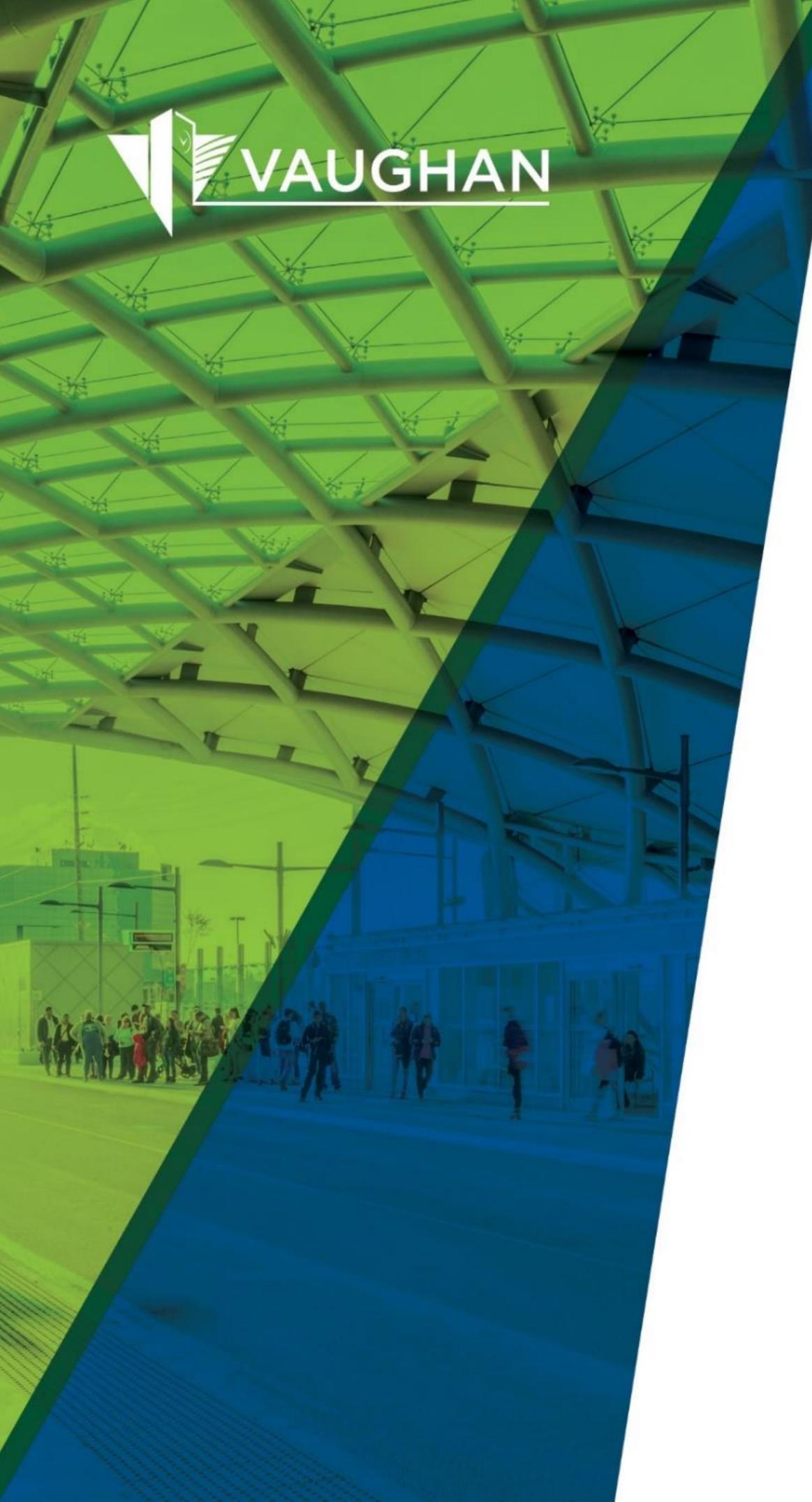




# **Key Features and Constraints Overview**



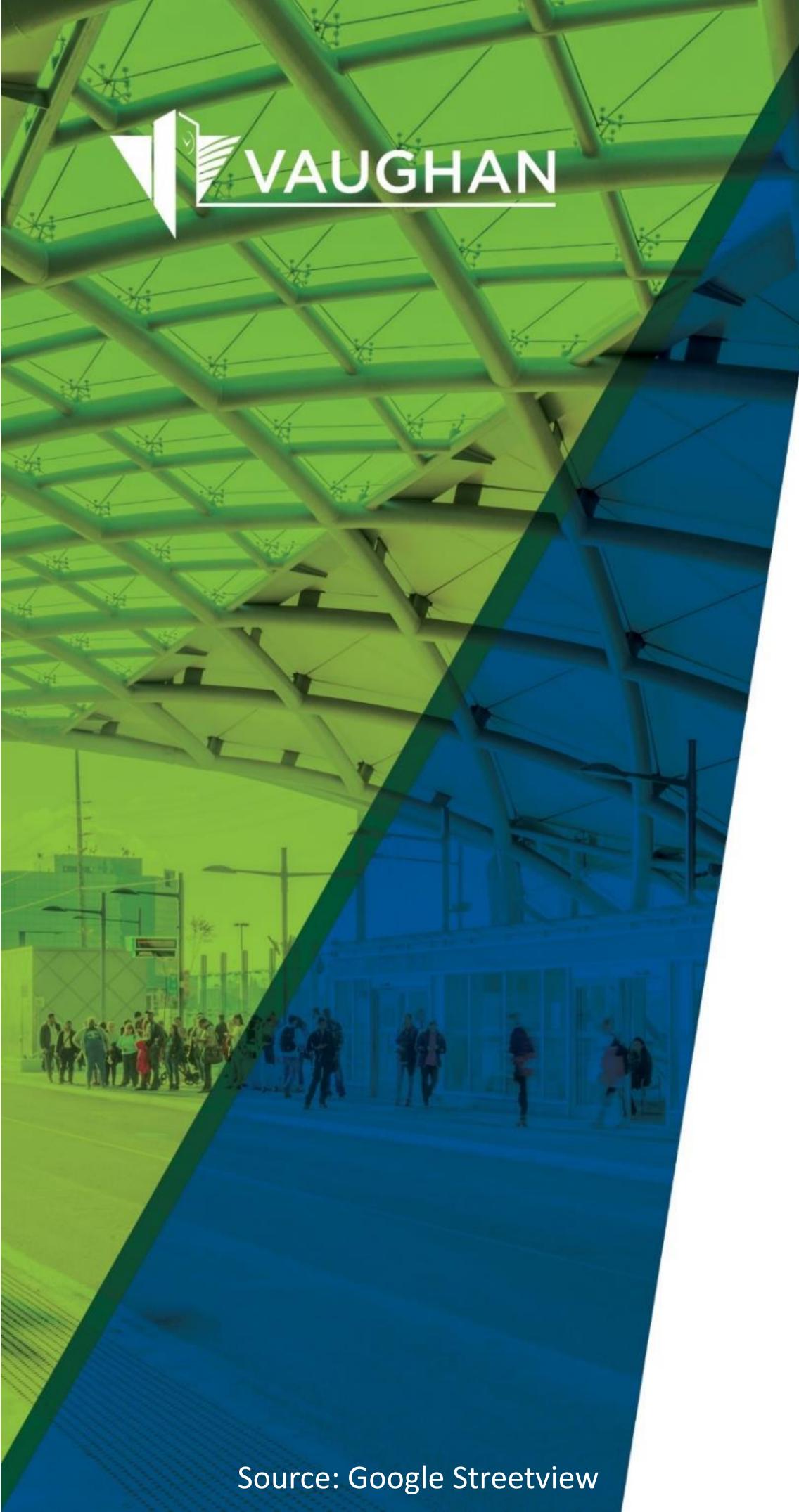




# **Key Features and Constraints Existing Land Use**







# **Key Features and Constraints Existing Cross-Section**







## Driver Experience

Driver Experience

Level of Service

Delay

Little or no traffic delay occurs. Approaches appear open, turning movements are easily made, and drivers have freedom of operation.

A

≤10 sec

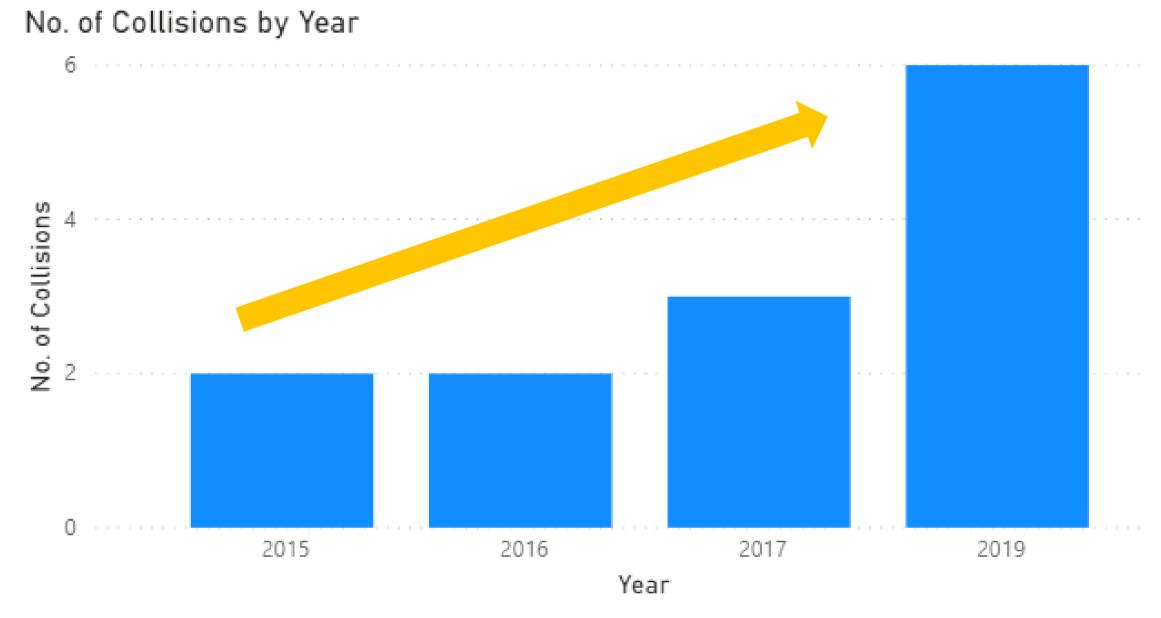




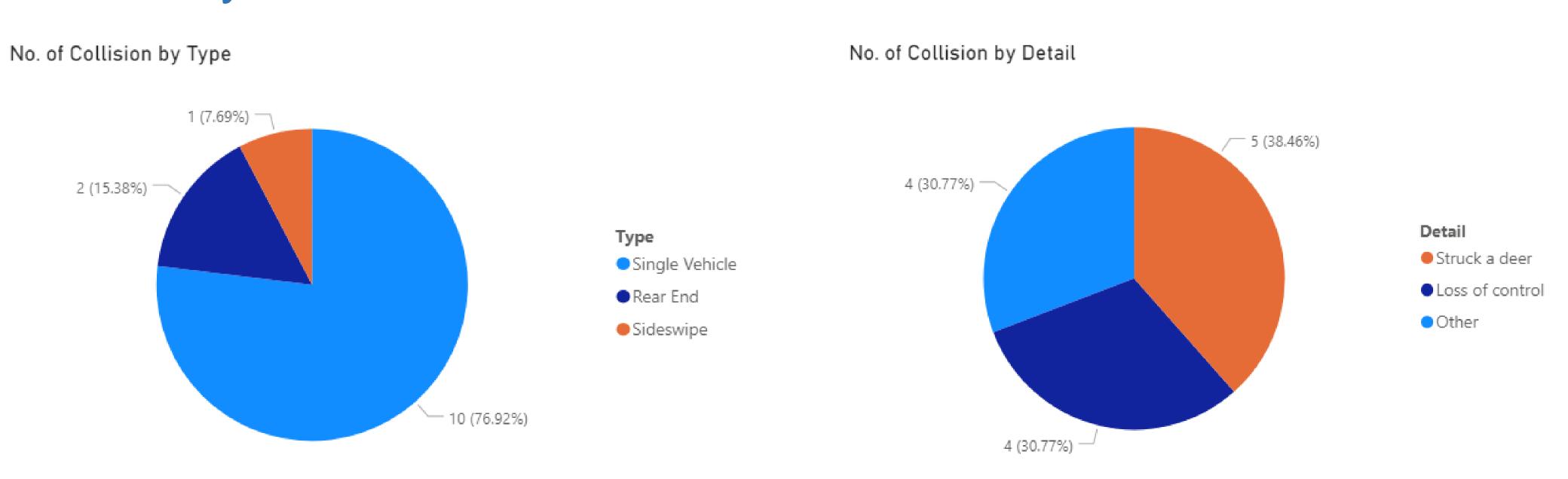
## Driver Experience - Safety and Operations

Kleinburg Summit Way to Pine Valley Drive Mid-block Collisions (January 2015 to December 2019)

Number of collisions increasing annually
 Tripling of collisions per year within 3 years



More than 75% are single vehicle collisions
 Primarily with deer and from loss of control







## Driver Experience - Safety and Operations

The Teston Road study corridor exhibits the following issues:

- Deficient pavement conditions and drainage
- Deficient sightlines
- •Safety for all users, including safety of wildlife





## Pedestrian Experience

#### Pedestrian Experience

Level of Service

No designated pedestrian facility
Limited Separation between modes
No cross-walks or long crossing distance with refuge









## Cyclist Experience

Cyclist Experience

Level of Service

No designated cycling facility

No accommodation at intersections

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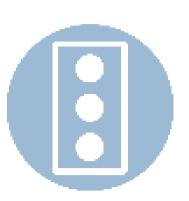
## Problem and Opportunity Statement

Problem	Opportunity		
Lack of cycling and pedestrian facilities	Consider continuous cycling and pedestrian facilities along Teston Road to tie into City's and Region's cycling and pedestrian network		
Concern with high number of speeding incidents and vehicular collisions, including those involving wildlife, as well as placement of guardrails that are too close to the road	Review opportunities to reduce speeding through road design elements and improve safety and enhance comfort for all travel modes, particularly in areas where there are steep grades, vertical crests, and driveways		
Restricted visibility and hidden driveways due to road geometry, vegetation and trees, and narrow, unpaved shoulders	Review opportunities to increase visibility and enhance safety through road geometry corrections and other design elements		
Pavement deterioration	Review opportunities for pavement rehabilitation or replacement		
Lack of signage and signage deficiencies	Review signage needs and placement along the corridor		
Roadway flooding potential at watercourse crossing locations	Consider upgrading culverts and increase the roadway profile to reduce flooding and roadway over-topping conditions		





### List of Technical Studies



Transportation & Traffic Analysis



Natural Heritage



Fluvial Geomorphology



Archaeological Assessment



Cultural & Built Heritage



Contamination Overview



Safety Assessment



Air Quality



Hydrology/Hydraulics Analysis



Noise Impact



Drainage & Stormwater Management



Geotechnical & Hydrogeological Investigations



Climate Change Assessment



Arborist/Tree Inventory



Socio-economic Assessment



#### **Alternative Solutions**



#### **Do Nothing**

- Maintain existing conditions
- Teston Road remains unchanged



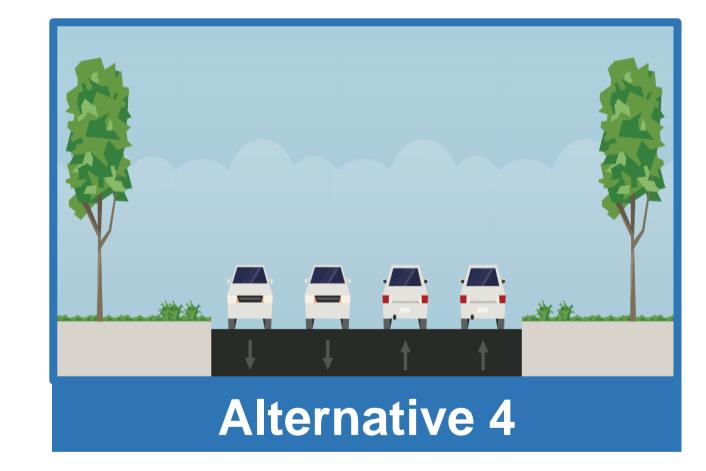
#### **Limit/ Reduce Development**

- Will limit growth and transportation demand in the study area
- Teston Road remains unchanged



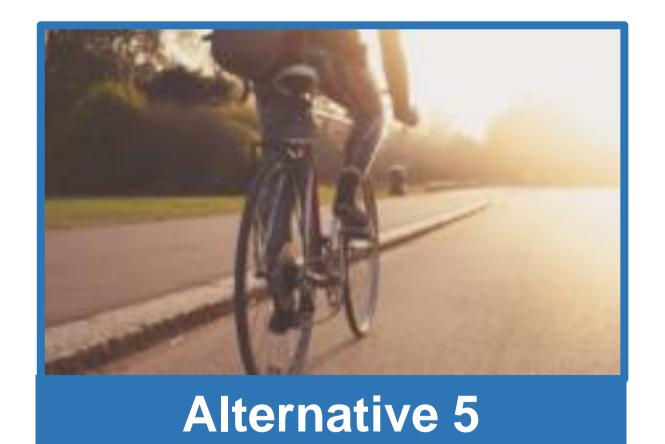
**Improve Other Roadways** 

- Improve roads outside of the study area
- Teston Road remains unchanged



**Widen Teston Road** 

- Widen Teston Road from 2 to 4 lanes
- No cycling or pedestrian improvements



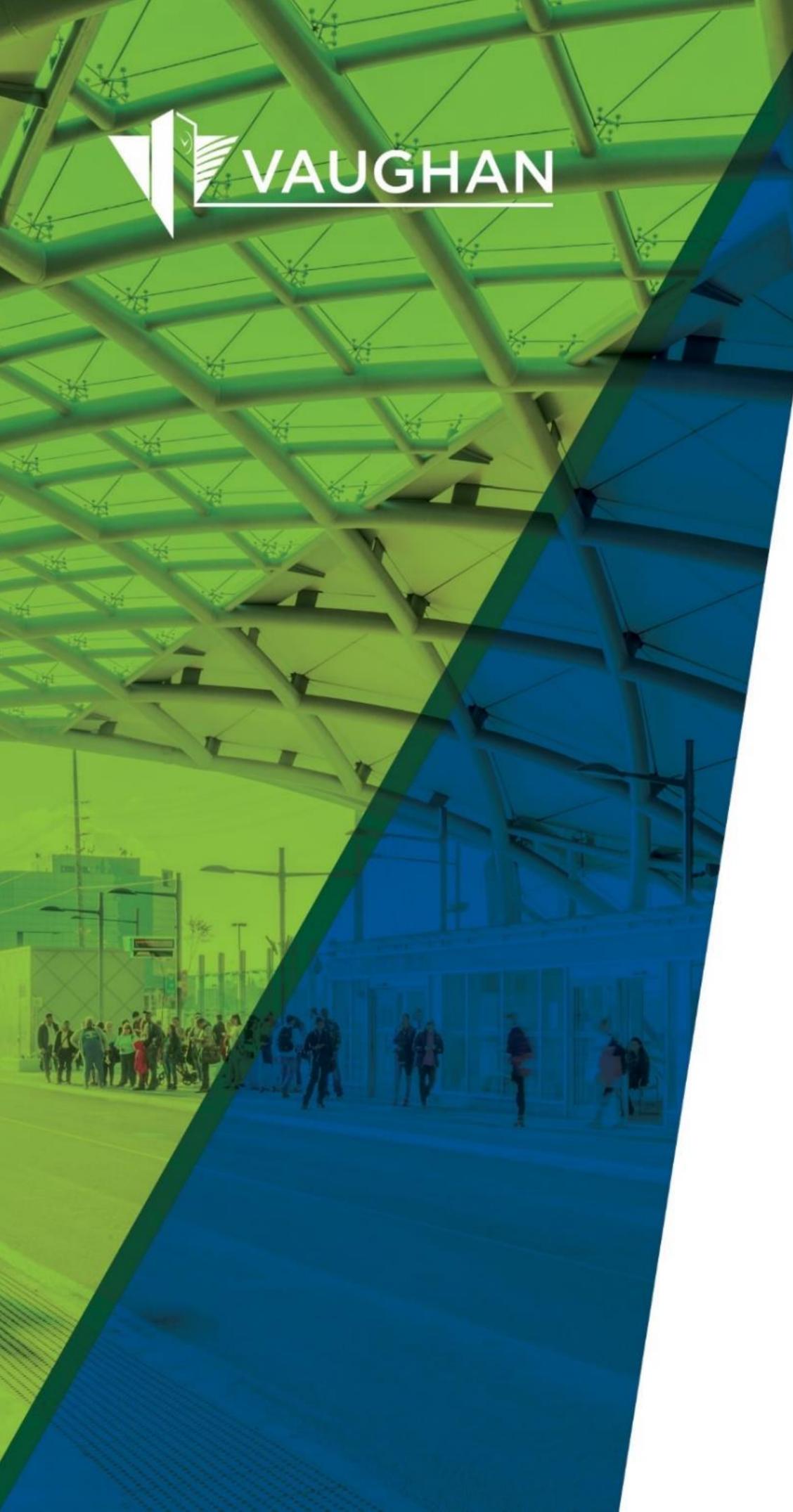
**Provide Continuous Active Transportation Facilities** 

- Implement improvements for cyclists and pedestrians only
- No road widening



**Operational Improvements** 

- Localized improvements only, for example at intersections
- No road widening



#### **Evaluation Criteria**

#### **Transportation Service**

- Reduce Traffic Congestion and Delays
- Create a Pedestrian-Friendly Environment
- Create a Cyclist-Friendly Environment
- Improve Safety for all Travel Modes
- Improve Travel Mode Choice

#### **Natural Environment**

- Protect Designated Areas
- Protect Vegetation
- Protect Wildlife
- Protect Aquatic Habitat
- Improve Air Quality
- Protect Surface Water and Ground Water
- Minimize Effects on Climate Change
- Minimize Flooding and Erosion and Protect Slope Stability

#### **Social Environment**

- Minimize Impacts and Improve Access to Residential, Institutional and Recreational Dwellings / Properties
- Minimize Traffic Noise
- Preserve Archaeological and Cultural Heritage Features
- Improve Visual Aesthetics

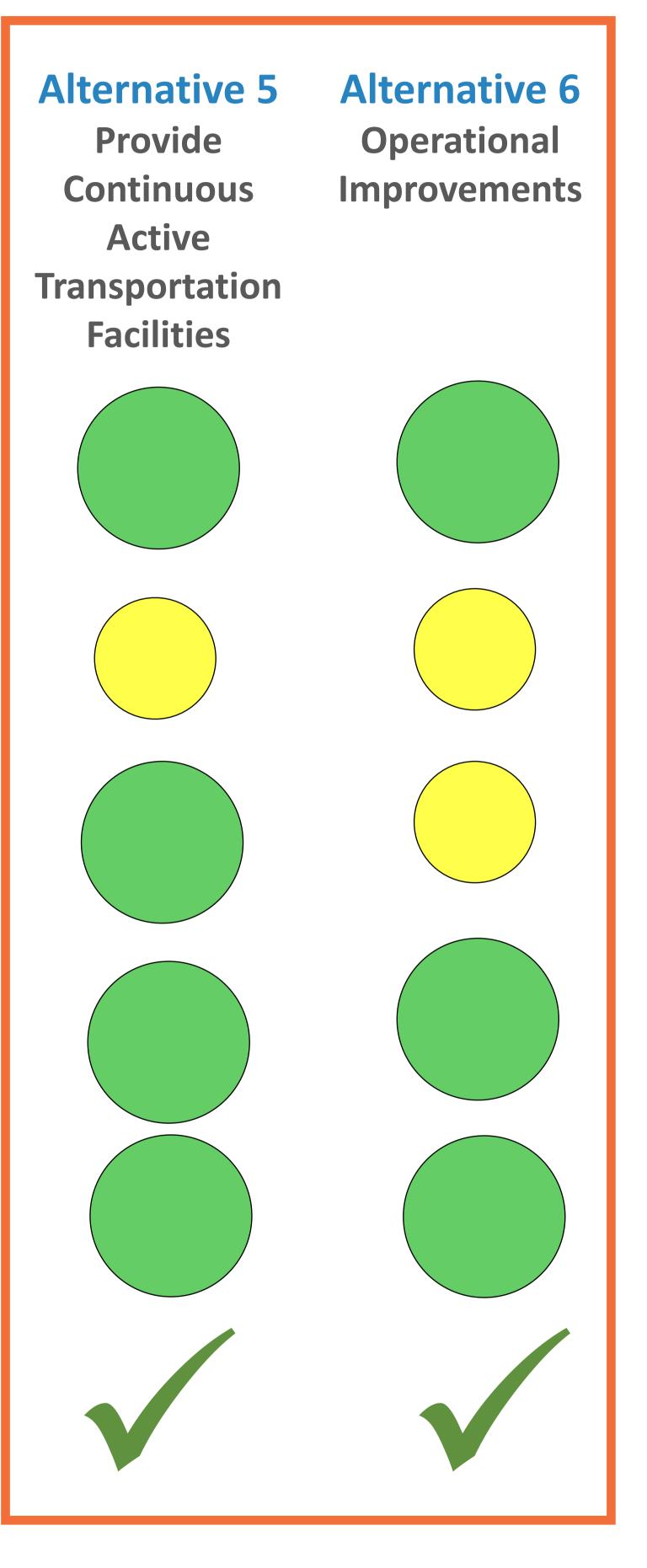
# Infrastructure Design & Economic Environment

- Minimize Utility Relocation
- Accommodate Planned Development and Growth
- Minimize Property Acquisition
- Maximize Construction Value
- Minimize Operating Costs
- Minimize Disruption due to Construction



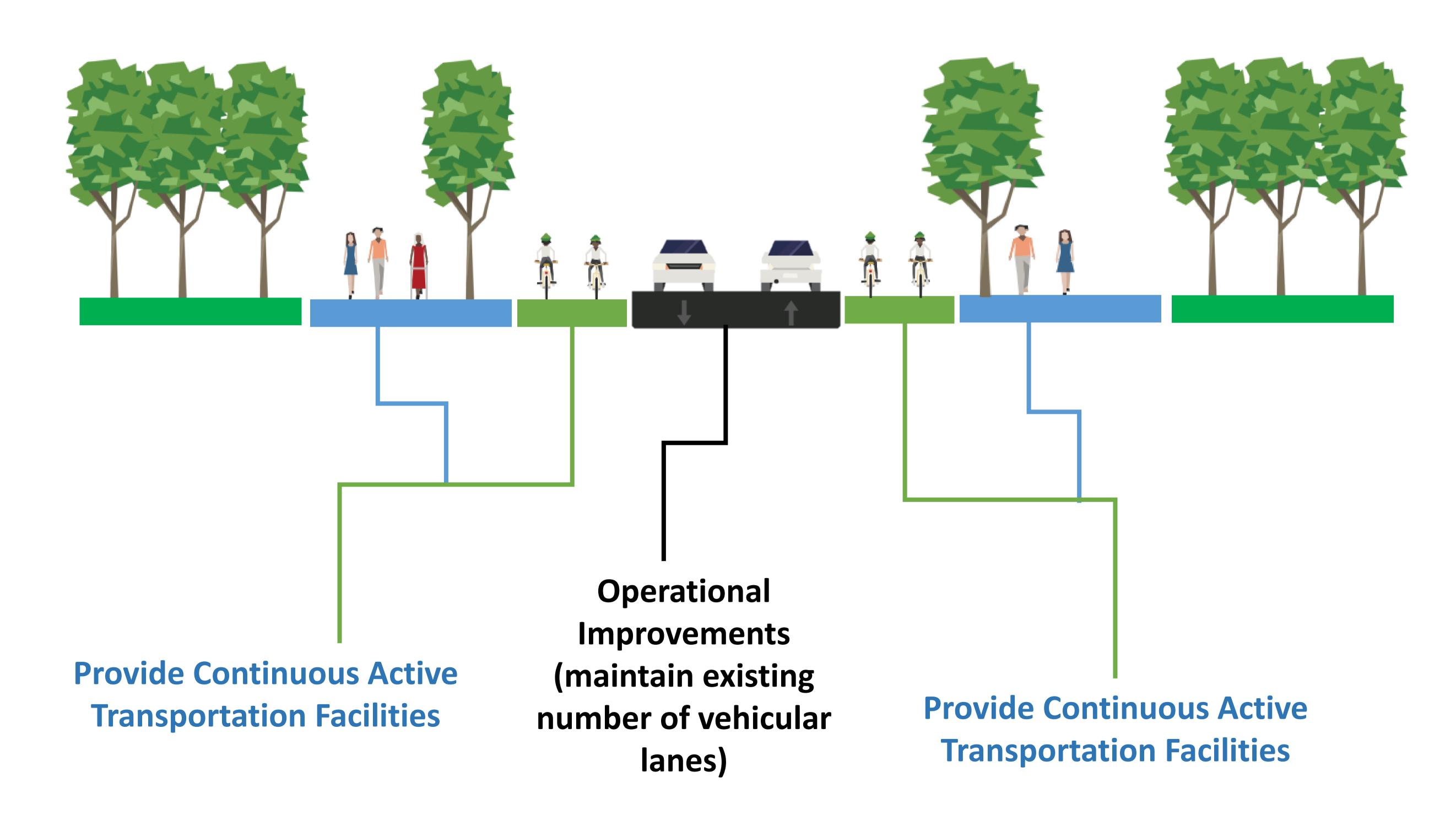
#### Alternative Solutions Evaluations

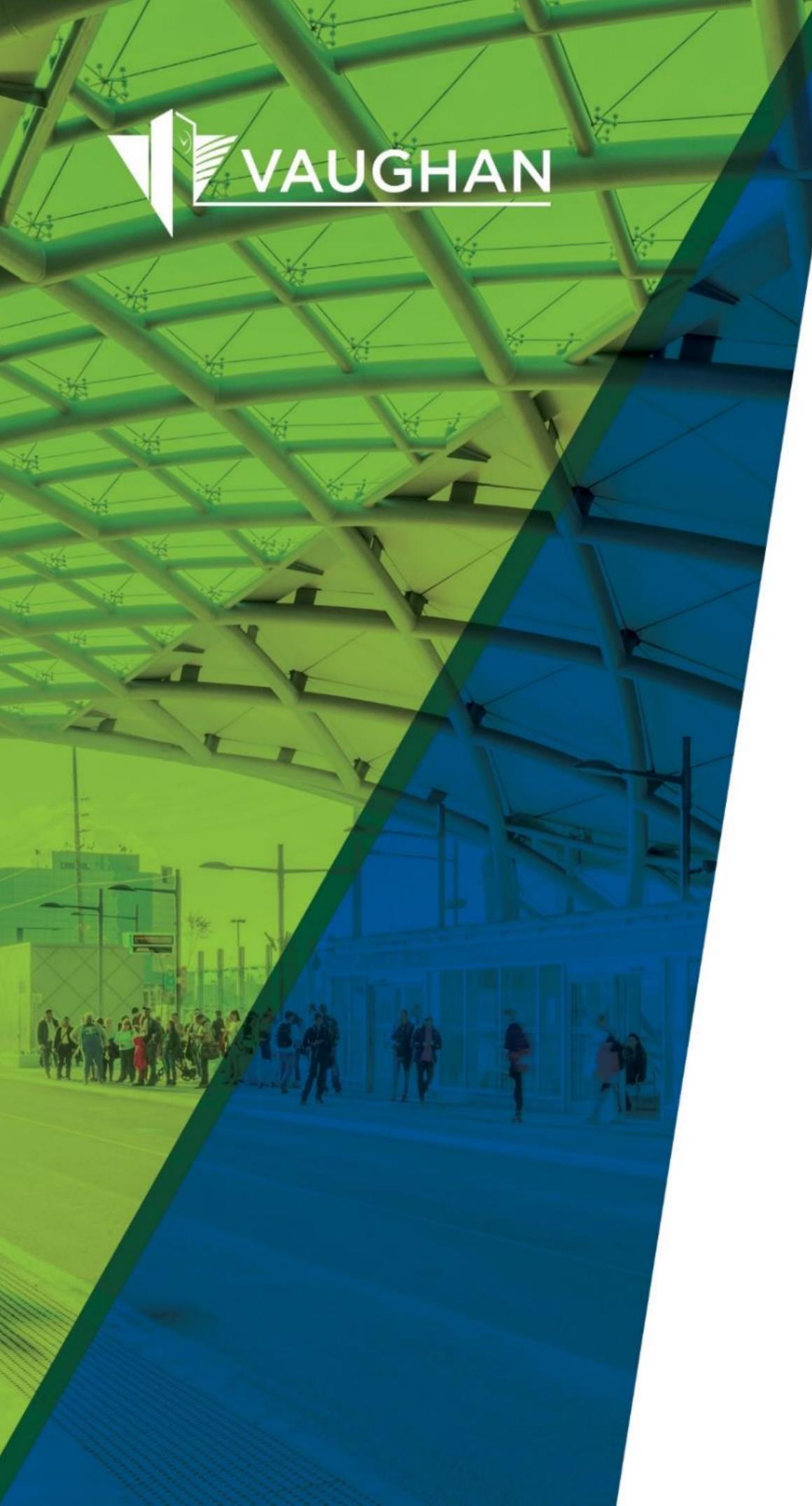
Legend **Alternative 1 Alternative 2 Alternative 3 Alternative 4 Do Nothing Limit/ Reduce Improve Other Widen Teston** Development Roadways Road **Transportation** Service Social **Environment** Infrastructure Design and Economic **Environment Natural Environment** Summary Recommendation



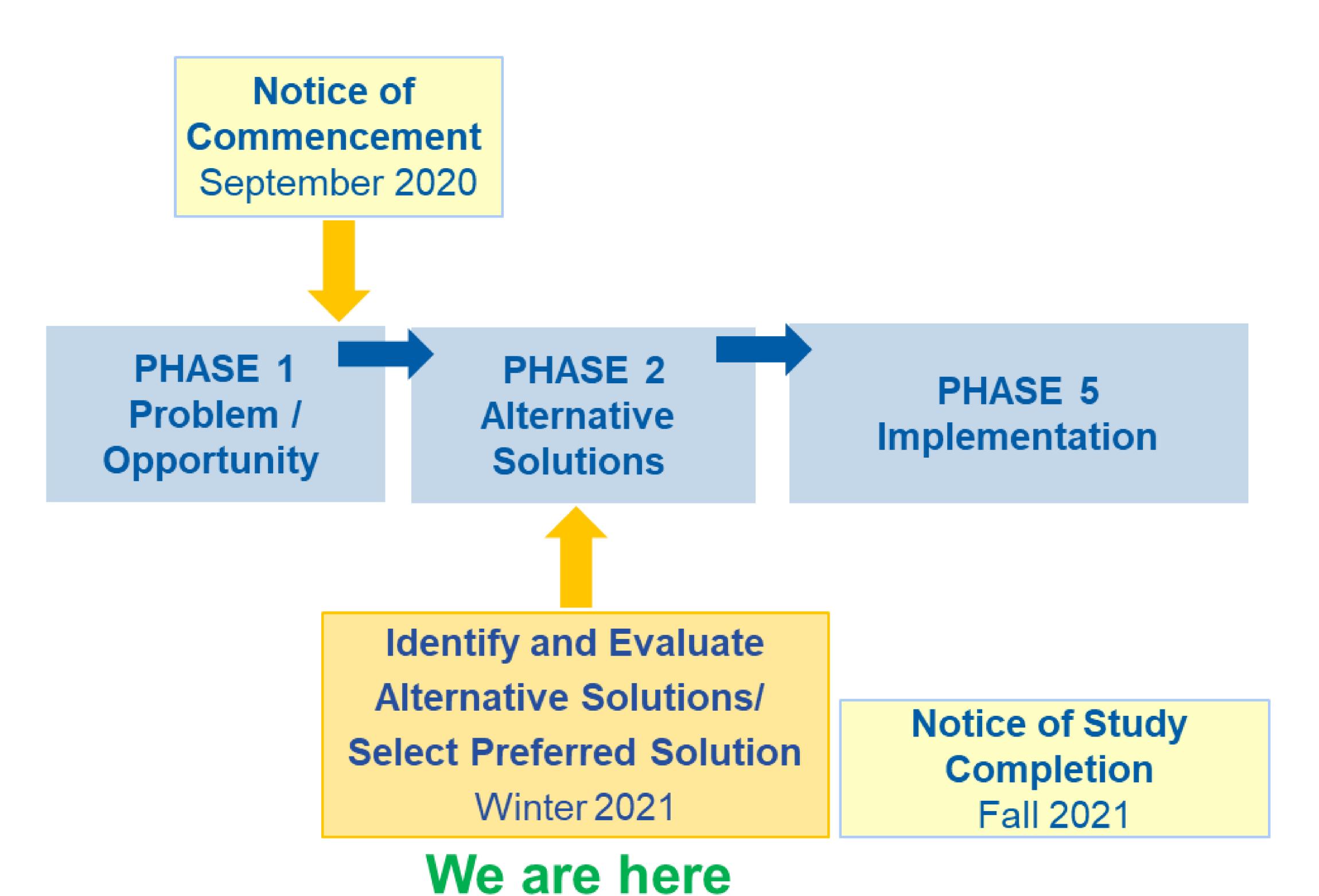


#### Preferred Alternative Solution





## Schedule and Next Steps





### How to Stay in Touch

Contact our team anytime to provide comments or ask questions:

Mani Shahrokni,
Project Manager
Transportation Planning
City of Vaughan

Anthony Reitmeier, Consultant Project Manager HDR

Phone: 1-905-832-8585 ext. 8163 Email: Mani.Shahrokni@vaughan.ca Phone: 1-289-695-4701

Email: Anthony.Reitmeier@hdrinc.com



Please complete the online survey on the study website: www.vaughan.ca/TestonRoad



ID	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status									
טו			Office of Councillor, Ward 1, Maple/Kleinburg - Councillor Marilyn Iafrate - resident had written to mention that a crew had accessed her property with no	Response Date	Response Format	Nesponse / Action	Status									
1	NA	NA	Office of Councilior, Ward 1, Maple/Rielinburg - Councilior Maniyn lairate - resident had written to mention that a crew had accessed her property with no advance notification.	20-Aug-20	Email	Please advise the best way for Tham Surveying Limited to come to your property and remove any of the survey markings.	Complete									
2	20-Aug-20	Email	Even if the gates are closed the person can walk into the property to retrieve the stake and red plastic when the work is completed Regards. Kathryn	31-Aug-20	Email	As per the message below, please note that the surveyor Tham Surveyor Limited will have a crew on site to complete the work within your property on Thursday Sept 3 and/or Friday Sept 4 this week.	Complete									
3	31-Aug-20	Email	Could you please let me know why you are surveying? We bought 8 years ago and the property was surveyed then.	31-Aug-20 Email		31-Aug-20 Email	31-Aug-20	31-Aug-20 Email	Pi	31-Aug-20 Email	31-Aug-20 Email	31-Aug-20 Email		31-Aug-20 Email	This is part of the Teston Rd. EA project. The goal of this project is to make improvements to the safety and operations of the road, as there are safety concerns on this stretch from Pine Valley to Kipling and all the way to Kleinburg Summit Way.  The surveying exercise is part of the preliminary phase of the project, so that we can map the existing road profile and elevations, etc., to understand the existing conditions. Once	Complete
						we do that, we can determine several mitigation scenarios for improving road conditions.										
4	18-Sep-20	Mail	The individual requested to be on the Stakeholder Group and provided comments on road safety and access to their residential driveways.	NA	NA	Individual was added to the Stakeholder group list for future communications	Complete									
5	22-Sep-20	Email	i got your correspondent regarding the study. i would like to be a member. please let me know what is involved with being a member for this study	22-Sep-20	Email	Thank you for your e-mail and sending in the Reply Form to be a member of the Stakeholder Group. As a member of the SHG, you will receive project updates and an invitation to take part in a Stakeholders Group meeting. This meeting will be a virtual meeting to present the Environmental Assessment Study findings and discuss specific concerns that stakeholders like yourself may have.	Complete									
6	25-Sep-20	Email	Kindly see attached my filled out "Stakeholder Group (SHG) Reply Form".  I would appreciate the opportunity to participate as a member of the Stakeholder Group involved in the Teston Road Improvements, project.	25-Sep-20	Email	Your name will be included in the Stakeholders Group list for this Study.	Complete									
7	1-Oct-20	Mail	The individual requested to be on the Stakeholder Group	NA	NA	Individual was added to the Stakeholder group list for future communications	Complete									
8	22-Oct-20	Email	Please find attached my form. Wish to be kept informed on the study	NA	NA	Individual was added to emailing list for future communications	Complete									
9	19-Jan-21	Email	Thank you for the invitation to the Stakeholders Group Meeting. The presentation was very clear and informative.  We are very happy with the work that has been completed to date and fully support alternative 5 that adds active transportation facilities and operational improvements without a widening of the road. As a resident and Co-Chair of the YRCC, I believe this is the most appropriate set of improvements to make the road safer for all users. I look forward to seeing the next phase of the study.	NA	NA	Email Acknowledged	Complete									
10	25-Jul-21	Email	Please include me in project emailing list and online survey.	NA	NA	Individual was included in the emailing list for notification to the online survey	Complete									
	20 001 2 1	Ziridii	1 leade mode the in project chaining not and chain courtey.	101		Thank you for your interest in the Teston Road Environmental Assessment (EA) study.	Complete									
11	19-Sep-22	Email	In order to prepare for the meeting on Friday, can you please tell me what the project scope is?  I was not part of earlier calls/meetings and have no idea what this is for; road widening perhaps?	19-Sep-22	Email	The City of Vaughan has initiated the Teston Road EA study for the area of Teston Road from 250 metres west of Pine Valley Drive to Kleinburg Summit Way. The study will address transportation needs for those who live in the area and travel through it, including safety and operational improvements for all modes of transportation, like walking, biking and driving.  The study will assess alternative improvements with consideration of impacts to transportation service and the natural, socio-economic and cultural environments. The study will be completed in accordance with the planning and design process for Schedule 'B' projects, as outlined in the Municipal Engineers Association Municipal Class EA guidelines (October 2000, as amended in 2007, 2011 and 2015).  Additional information and materials from the first Public Information Centre are available online for your reference here.										
12 15-Sep-22		Email	I will be attending this meeting in place of Michael lacovelli. Can you kindly send the invite to attend to info@ontheroadwithrespect.ca and include this email on any future meetings. I thought I had registered for this but never received this notice.	15-Sep-22	Email	I've forwarded the invite to the listed email and have included it in future correspondences.	Complete									
13	26-Sep-22	Email	Could you please provide the group with the traffic and other related studies that concluded the need for the proposed design?	26-Sep-22	Email	As part of the final report, associated technical studies (including traffic studies) will be uploaded onto the City's project website for a 30-day review period once we've filed the final report.  During that review period, you will be provided the opportunity to review those technical studies for a more fulsome review and provide any further comments to the project team.	Complete									
14	27-Sep-22	7-Sep-22 Email	ep-22 Email Thanks Patrick, as long as there is an emailed notification to the group we will be good! 27-Sep-22 E	Email	A Notice of Completion will be issued by mail to nearby residents of the study to inform them that the final report and technical studies are filed and ready to be reviewed for 30-days.	Complete										
						Do you have a preference to be contacted via mail or email?										
			It was nice talking to you the other day and thank you for taking the time to discuss the proposal for Teston Rd.  Overall, we like the proposal.  As per our conversation, here are some of our concerns and suggestions:  1. Speed on Teston Rd is our primary concern; it's a real risk anytime we have to exit or enter our driveway; with hills on both sides of our driveway, you only have a few seconds to see if cars are coming in either direction; furthermore, cars are passing cars from the opposite direction, despite the			We are aware of the speeding concerns within this corridor. The project team has identified a few traffic calming measures to help reduce motorist speeding along this corridors such as speed reduction pavement markings, posted speed reduction, speed message board, in-road flexible signs, and warning signage. These measures will be confirmed and incorporated during the next phase of the project – Detailed Design. Also, the project team reduced some of the vertical profile of the road's existing crests and valleys to reduce the steep grade of the road that would induce speeding. This would also help with the sight line distances for vehicles pulling out of adjacent driveways along the corridor.  To reduce the overall adjacent property impacts and from our forecasted traffic volumes, the project team recommended to maintain the existing two lanes along Teston Road. This										
			fact that there is a solid line;  2. There should be a middle lane to allow cars to make a left or right turn into their driveways without worrying about being rear ended			coupled with the traffic calming measures, should help reduce the chances of vehicles colliding when pulling into adjacent driveways.  Comment acknowledged. Speed bumps may not be practical along this corridor because Teston Road is designated as an arterial road. They are more appropriate for local roads with narrower cross-sections.										
15	11-Oct-22	Email	3.Speed bumps are the only things that are going to slow down traffic	12-Oct-22	Email	Comment acknowledged.	Complete									
			The suggestion of lowering the crest of the hills is a good thing     Sidewalks should be as wide as possible given the speed of traffic onTeston Rd			Sidewalks are maximized based on the City of Vaughan design standards and guidelines.										
			6.Reducing the speed is good but again speed bumps are the thing that's going to slow down traffic			Comment acknowledged. Speed bumps may not be practical along this corridor because Teston Road is designated as an arterial road. They are more appropriate for local roads with narrower cross-sections.										
			7. With the incline to some properties, the erecting of any walls should be aestetically pleasing and blend in with the environment as much as possible			with narrower cross-sections.  The proposed retaining walls will be refined and confirmed during Detailed Design phase of the project where potential live-green walls may be proposed to blend retaining walls										
			8.No heavy trucks allowed on Teston Rd from Pine Valley to Islington Ave.			into the surrounding natural environment.										
			Please consider these suggestions and we look forward to updates Thank you again			Comment noted. City of Vaughan to review if heavy trucks may be prohibited from this corridor.										
						1										