

NOTICE OF COMMENCEMENT

ENVIRONMENTAL ASSESSMENT STUDY

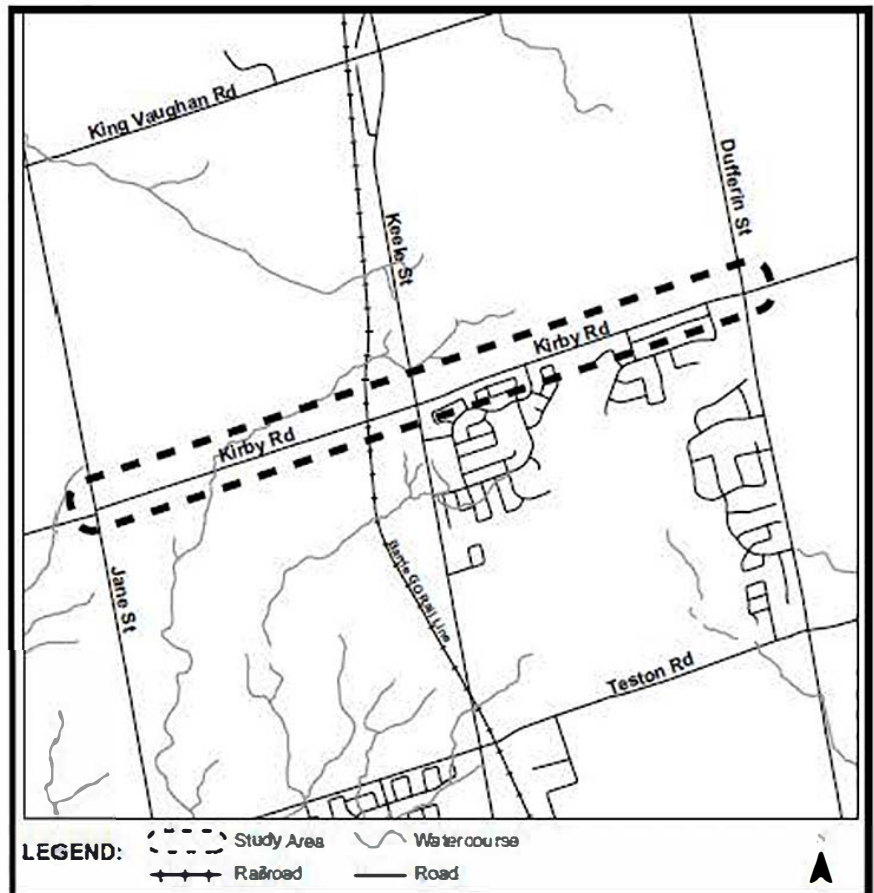
Kirby Road Widening between Jane Street and Dufferin Street and the Grade Separation of the Barrie Go Rail line at Kirby Road

THE STUDY

The City of Vaughan's North Vaughan and New Communities Transportation Master Plan (2019) recommended widening Kirby Road between Jane Street and Dufferin Street, grade-separation of the Barrie Go Rail line at Kirby Road and jog elimination at the intersection at Kirby Road and Jane Street. These recommendations were made to address capacity and operational improvements identified for Kirby Road and to accommodate planned growth in the City for all roadway users.

THE PROCESS

The study completed Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process, identifying improvements to address transportation needs for pedestrians, cyclists, transit users and motorists. Specifically for the Kirby Road corridor, the study recommended widening Kirby Road from two to four lanes



between Jane Street and Dufferin Street with active transportation facilities, a grade-separation of the Barrie Go Rail line crossing at Kirby Road and elimination of the existing jog at the intersection at Kirby Road and Jane Street.

The City of Vaughan has initiated the Class EA Study for the Kirby Road corridor to complete Phases 3 and 4 of the Municipal Class EA process for the above noted improvements. The Class EA study will reconfirm the need and determine the preferred design for the widening, grade-separation and jog elimination for the corridor.

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CONSULTATION

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A Public Information Centre (PIC) will be held to present the study findings to-date, share alternative designs and evaluations, and study recommendations for public review and comment. PIC dates and other details will be advertised closer to consultation dates.

Join the conversation. Visit vaughan.ca/KirbyWidening for study updates and opportunities to get involved in the decisions for this project.

CONTACT US

To join the study mailing list or to share comments, please contact:

Hilda Esedebe, P.Eng.
City of Vaughan
Project Manager
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1
T: 905-832-2281, ext. 8484
E: Hilda.Esedebe@vaughan.ca

Tara Erwin, P.Eng.
HDR Corp.,
Consultant Project Manager
100 York Blvd., Suite 300
Richmond Hill, ON L4B 1J7
T: 289-695-4653
E: Tara.Erwin@hdrinc.com

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.



January 16, 2020

**Re: City of Vaughan
Municipal Class Environmental Assessment
Kirby Road Widening between Jane Street and Dufferin Street
and the Grade Separation of the Barrie Go Rail line at Kirby Road**

Dear Land Owner,

The City of Vaughan has initiated a Municipal Class Environmental Assessment (Class EA) for the widening of Kirby Road between Jane Street and Dufferin Street, grade separation of the Barrie Go Rail line at Kirby Road, and the elimination of the jog at the intersection of Kirby Road and Jane Street. The Study will fulfill the requirements of Schedule 'C' 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 and the evaluation of alternative designs.

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 **February 14, 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) 695-4653 or Tara.Erwin@hdrinc.com.

Yours truly,

HDR Corporation

Tara Erwin, P.Eng.
Consultant Project Manager

cc: Hilda Esedebe, P.Eng. City of Vaughan



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

**Re: City of Vaughan
Municipal Class Environmental Assessment
Kirby Road Widening between Jane Street and Dufferin Street and
the Grade Separation of the Barrie Go Rail line at Kirby Road**

Date:

Name:

Affiliation (if applicable):

Address:

..... **Postal Code:**

Phone: **Fax:**

Email:

Do you wish to be kept informed of the Study? (Circle Yes or No)

Yes No

Do you wish to participate as a member of the Stakeholder Group?

(Circle Yes or No)

Yes No

Comments:

.....

Please return this form to the contact below by February 14, 2020.

Tara Erwin, P.Eng., Consultant Project Manager

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

Email Address. Tara.Erwin@hdrinc.com

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MOURNING THOSE LOST



Steve Somerville/Torstar

Imam Basil leads a prayer vigil at the Baitul Islam Mosque in Vaughan for the victims of the the Jan. 8 plane crash in Iran.

75% SOLD OUT!

MBM SHOWS
HOME & GARDEN
Spring
BARRIE CENTRE (BMC) MARCH 28 + 29, 2020

Vendors Wanted!

If you have a home, garden or retail business
WE WANT YOU TO JOIN US!
BOOK NOW!

For booking information please contact:
Angela Makaroff
705-435-6228 x792169
amakaroff@simcoe.com

For more information visit:
MBMShows.com

Presented by: **Kempfenfelt**
WINDOWS
& DOORS



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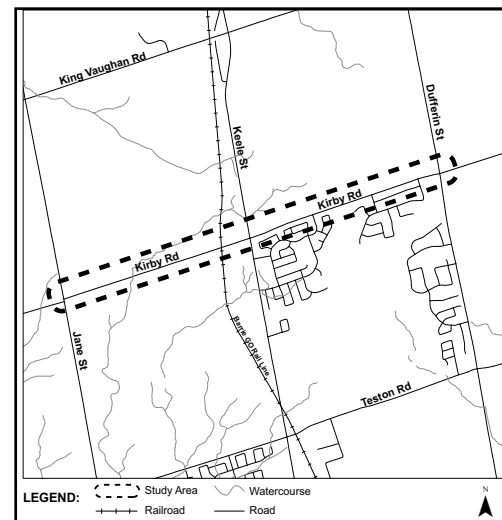
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EVENTS

FRIDAY, JANUARY 17

CFUW Aurora/Newmarket Short Story Contest - Deadline Feb 24/2020

WHEN: 12:00 a.m. **WHERE:** York Region - region wide, Various locations in York Region, Newmarket **CONTACT:** Anne Marie Devine, Amdevine@rog-ers.com, http://www.cfuwauroranevmarke.com/ Writing-Contest.html **COST:** Entry

Fees - Grades 6-8 \$5 ; Grades 9-12 \$10
10th annual Canadian Federation of University Women (CFUW) Aurora/Newmarket short story writing contest. Contest deadline Feb. 24 Open to York Region students Gr. 6-8 and Gr 9-12. Over \$1000 in prizes. Visit cfu-auroranevmarke.com for more info.

P.A Day Public Skating - King Township

WHEN: 11:30 a.m - 12:50 p.m
WHERE: Dr. William Lacey Community Centre and Arena, 15

Visit yorkregion.com/events for more.

To submit your own community events hit the POST YOUR EVENT button!



Old King Rd., King Township, 905-833-5321, serviceking@king.ca
Enjoy public in King Township. Helmet and gloves recommended.

P.A Day Public Skating - King Township

WHEN: 12:30 p.m - 1:50 p.m **WHERE:** Trisan Centre, 25

Dillane Dr., King Township, 905-833-5321, serviceking@king.ca, http://www.king.ca/LivingInKing/Parks-RecreationCulture/RecreationServices/Pages/Public-Skating-and-Shinny.aspx **COST:** \$2.50/ skater
Enjoy public in King Township. Helmet and gloves recommended.

PA Day Circuits

WHEN: 2:30 p.m - 4:00 p.m **WHERE:** Nobleton Public Library, 8 Sheardown Dr., King **CONTACT:** Nobleton Public Li-

brary, 905-859-4188, noblibrary@kinglibrary.ca, kinglibrary.ca **COST:** \$3 per participant
Create your own light-up greeting card using basic circuits! You will learn the basics of electronic circuits and have fun creating your own using simple materials. For ages 8 and up, please pre-register as space is limited, \$3 per participant.

SATURDAY, JANUARY 18

Bird Feeder Building Workshop

WHEN: 10:00 a.m - 11:30 a.m
WHERE: Cold Creek Conservation Area, 14125 11th Concession, King **CONTACT:** **COST:** \$10

Interested in feeding birds this spring? With a feeder, you can practice identifying birds from the comfort of your own home! Join us in building your very own wooden bird feeder to take home along with some bird seed that will be provided.



75% SOLD OUT!

MBM SHOWS HOME & GARDEN

BARRIE CENTRE (BMC) MARCH 28 + 29, 2020

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Presented by:



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'PEOPLE WHO VAPE TODAY ARE THE TEST SUBJECTS OF TOMORROW'

Continued from page 1

Outside of the severe lung illnesses hitting the headlines in recent months, most e-cigarettes contain nicotine - a fact lost on most youth, according to health experts.

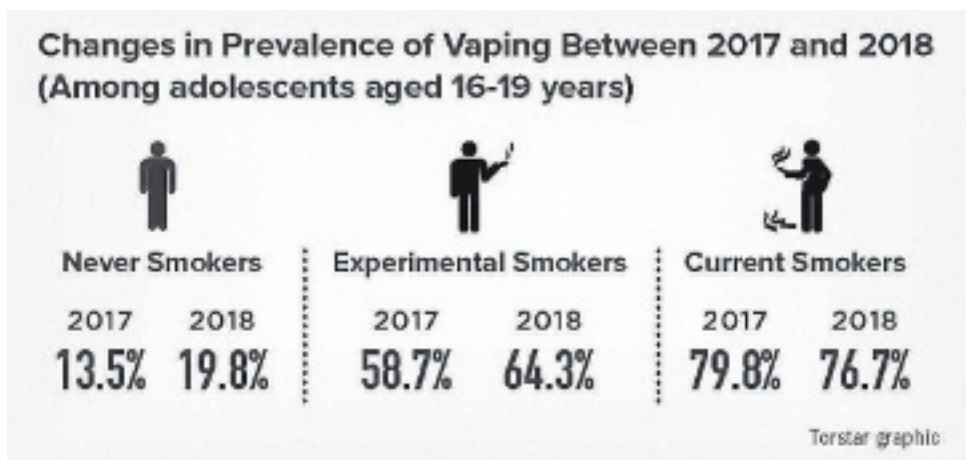
While nicotine is addictive and harmful to people at any age, it poses particular problems in young people, explained Cindy Baker-Barill, manager of the Central East Tobacco Control Area Network, which worked with health departments and students to create the site.

It can harm the developing adolescent brain, affecting the parts that control attention, learning, mood and impulse control.

In addition, a growing body of research shows many teens who vape go on to smoke traditional cigarettes to feed their nicotine addiction, she added.

"Youth are vaping at an alarming rate and it's clear we need to take action."

A University of Waterloo study shows a 74 per cent jump in vaping among 16 to 19-year-olds in Canada between 2017 and 2018. According to recent Health Canada surveys, nearly one in four



The Canadian outcome of a recent study by David Hammond, a professor at the University of Waterloo, published in the British Medical Journal.

students in grades 7 to 12 have tried vaping.

Of 75,000 Canadian students in grades 9 to 12, 73 per cent said they vaped out of "curiosity" or "to try something new."

Only four per cent of e-cigarette users said they used them to quit smoking, with another four per cent were using vaping to reduce cigarette consumption.

"People who vape today are the test subjects of tomorrow because the long-term effects remain largely unknown," Baker-Barill told students.

"We want you to escape

the vape and make sure that the industry doesn't suck you in. We want you to know, and not fall for, the tactics of an industry that's basically been bought by the tobacco companies."

For example, Altria Group - which owns several of the largest cigarette companies in the U.S. - acquired a 35 per cent stake in Juul Labs, which sold the most popular e-cigarette in the U.S. at the end of 2017 and had a market share of 72 per cent as of September 2018.

"The tobacco industry has a really long history of telling us their product is

healthy and we now have the same industry trying to tell us that vaping is not harmful and will help you quit smoking," Baker-Barill said, adding evidence to date doesn't support that claim.

The vaping industry's relatively unrestricted marketing is another problem, she added.

Cotton candy, funky monkey and the more than 7,000 other e-cigarette "flavours" aren't the kind that would typically appeal to an adult trying to quit smoking, she said.

In Ontario, you have to be 19 to purchase any vape

product, but it's not illegal for a minor to possess an e-cigarette.

Christine Elliott, Ontario's health minister and MPP for Newmarket-Aurora, said the province is taking a practical approach aimed at better protecting children from vaping, while ensuring the continued success of entrepreneurs and small business owners.

One of its "first steps" toward tackling the emerging health crisis is banning the promotion of vape products in convenience stores and gas stations as of Jan. 1.

Elliott also issued a minister's order, requiring hospitals to provide data on vaping-related pulmonary disease to get a better handle on the scope of the issue.

Earlier this year, however, tobacco control organizations called for higher levels of government to stop dragging their feet on the issue.

They called for a bill that can be passed in relatively

short order - rather than new regulations that can take two years or more to implement - as a remedy to stem the tide in youth vaping.

"By being too late, it will be too little," Neil Collishaw, research director for Physicians for a Smoke-free Canada, said in a release.

"Tens of thousands of more kids will become addicted to nicotine by the time new regulations will come into effect."

Conservative MP Marilyn Gladu recently urged the federal Liberals to follow Nova Scotia's lead in terms of swift action.

Nova Scotia was the first province to ban flavoured varieties of e-cigarettes and associated liquids.

STORY BEHIND THE STORY: Reporter Heidi Riedner delved into what is being done to stem tide of increased vaping among youth.

MORE ONLINE

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JAN 23RD FLYER LIST

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| Bass Pro Shop | Hudson's Bay | Shoppers Drug Mart |
| Best Buy | Lastman's Bad Boy | Sobeys |
| Cabela's | Leon's Furniture | Staples |
| Canadian Tire | Loblaws | Stretch Thrift Outlet |
| Centennial Windows | Longo's | Summers & Smith Cooling |
| Centra Aurora | Lowe's | & Heating |
| Coppa's Fresh Market | M & M Meat Shops | The Brick |
| Food Basics | McKesson | TSC Stores |
| Fortinos | Metro | Vince's Country Market |
| Fresh Co. | No Frills | Zehrs |
| Giant Tiger | Ranch Fresh Supermarket | |
| | Rexall Pharma Plus | |

For information on flyer distribution, call us at 1-855-853-5613

Please note: Not all flyers are booked for all areas.



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ENVIRONMENTAL ASSESSMENT STUDY

CORRECTION NOTICE

The wrong date was published at the bottom of this Notice on January 16th. The Correct Date should read: "This Notice was first issued January 16th, 2020."

WOMEN'S CENTRE OF YORK REGION*invites you to attend***ENTERPRISING CAREERS**

A career exploration program for women. 10 group sessions plus individual coaching.

Boost your self-confidence as you: Identify your interests and skills, discover employment opportunities that 'fit' your personality and take advantage of networking events and guest speakers. We are now registering for Winter 2020 group sessions.

Program offered free-of-charge and limited to York Region Residents.

Funded by
The Regional Municipality of York

For more information: contact **lara**

at **905-853-9270(x104)** or email **iencinas@wcyr.ca**

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FREE Case Management Services

Available for individuals who are not eligible for extended health or WSIB benefits

Looking for services in your community?

Facing a challenge in your life, but

don't know where to turn?

Need help completing a form?

VCHC's System Navigator can help!

Call us at 905-303-8490 Ext. 4 to book your free appointment.

Location:

Vaughan Community Health Centre

9401 Jane Street,

Suite 106—Entrance A,

Vaughan, Ontario, L6A 4H7

CRIME**HIGH-END VEHICLE PURCHASED AT DEALERSHIP USING STOLEN ID****WOMAN USED DOCUMENT RELATED TO IDENTITY THEFT IN OTTAWA**

JOHN CUDMORE

jcudmore@yrmg.com

York Regional Police investigators are seeking assistance from the public in identifying a woman who is alleged to have fraudulently purchased a high-end vehicle at a Vaughan car dealership.

Police initiated an investigation Oct. 22 after receiving a report from an employee at the dealership located on Steeles Avenue. Investigators learned an unknown suspect purchased a vehicle worth more than \$85,000 on Sept. 13 by using identification connected to an earlier identity theft in the Ottawa area.

The woman is described as black and about 30 to 40 years old.

Anyone who can identify this suspect or have other information are asked to contact the York Regional Police Financial



York Regional Police

This woman is suspected of using fraudulent documents to buy a high-end vehicle in Vaughan.

Crimes Unit at 1-866-876-5423, ext. 6627. Or, call Crime Stoppers at 1-800-222-TIPS, or leave an anonymous tip online at www.1800222tips.com.

NOT THIS.

YOU GOT THIS.

Plastic bags, food waste, black plastic and coffee cups do not belong in the blue box.

york.ca/bluebox



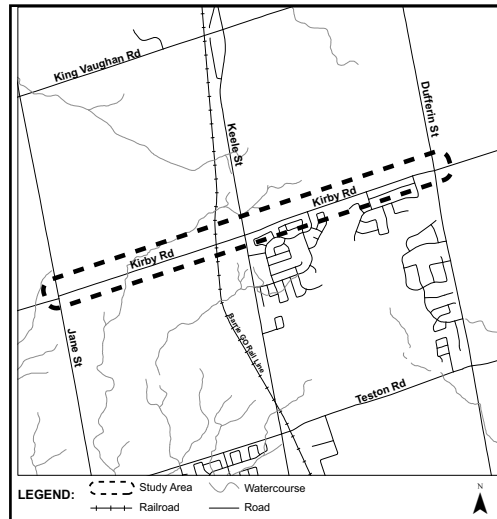
Space provided through a partnership between industry and Ontario municipalities to support waste diversion programs.

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DRAINED THE POWER OUT OF THOSE BATTERIES?

TAKE IT.

Take the used batteries from your tools, cars, computers and toys to Community Environmental Centre to be recycled.

While you're there, drop off the rest of your unwanted stuff too. We accept almost everything including:

- | | | |
|-------------------|------------------|----------------------------|
| Batteries | Garbage* | Refrigerated Appliances* |
| Cooking Oil* | Paint* | Renovation Materials |
| Electronic Waste* | Polystyrene Foam | (Concrete, Drywall, Wood)* |
| Fabric items | Recyclables | Scrap Metal |

*Fees and/or limits may apply.

You can bring up to 220 pounds (100 kilograms) of stuff for only \$10.

BRING YOUR STUFF TO

McCleary Court Community Environmental Centre
130 McCleary Court
City of Vaughan

Elgin Mills Community Environmental Centre
1124 Elgin Mills Road East
City of Richmond Hill

york.ca/wastedepots





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Join the conversation. Visit vaughan.ca/KirbyWidening for study updates and opportunities to get involved in the decisions for this project.

CONTACT US

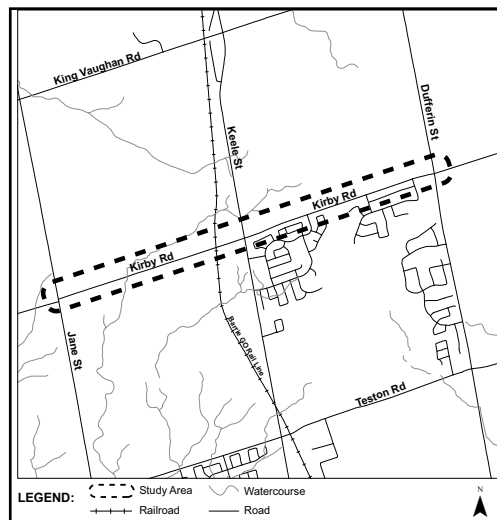
To join the study mailing list or to share comments, please contact:

Hilda Esedebe, P.Eng.
City of Vaughan
Project Manager
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1
T: 905-832-2281, ext. 8484
E: Hilda.Esedebe@vaughan.ca

Tara Erwin, P.Eng.
HDR Corp.,
Consultant Project Manager
100 York Blvd., Suite 300
Richmond Hill, ON L4B 1J7
T: 289-695-4653
E: Tara.Erwin@hdrinc.com

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 January 16, 2020.



OPINION

WHY WE SHOULD BUILD A KING HALL OF FAME

HE MAY NOT BE THE CAPTAIN, BUT HOST OF TSN1050 OVERDRIVE
DESERVES RECOGNITION, WRITES JEREMY GRIMALDI



**JEREMY
GRIMALDI**
Column

On my hour-long commute home I only listen to one radio station - TSN1050's Overdrive, featuring broadcaster Jeff O'Neill.

It doesn't take a listener long to understand just how much former Leaf O'Neill loves his hometown - York Region's very own King City - the tiny town of about 7,000, about 3,000 when O'Neill was young.

There have been plenty of references.

Like the time he jokingly bristled at Pietrangelo being called "King City's pride and joy" or when he got Matt Devlin to call out the town name following a Raptor three-pointer or the time he casually mentioned how the only tribute to him in King is his old Carolina Hurricanes jersey hanging in a showcase at the King City's arena.

I can neither confirm or deny whether there have been any others, as my drive is only 60 minutes.

Doing some research on the King City Secondary alum - cryptically known for having won a "bar fight against AR" on his Wikipedia page - I discovered that O'Neill's jersey was retired by his old team, the Guelph Storm, in 2015.

During an interview O'Neill said Guelph had become a second home to him and returning there felt like "coming home."

After uttering those words, he immediately clarified: "I'm always going



Paul Hunter photo

Jeff O'Neill deserves to be in a King hall of fame, argues Jeremy Grimaldi. But first one needs to be built.

to be from King City and my family is."

Later, he explained his fears the crowd's cheers at this achievement would be his last.

"To hear the crowd cheer, that's what you miss, the ability ... to get 4,000 people or 20,000 people to jump up and cheer ... today was my last one that I'm ever going to get and I really enjoyed it."

While Gerry Bettman may not concur, I for one reckon this grit grinder deserves one last, loud cheer.

No guy, it's not only me who thinks one should be built to house the sniper who racked up 237 NHL goals.

There's King Township mayor Steve Pellegrini, head of King's youth hockey league Rick Hampton and O'Neill's own brother, Ryan, who want to mail in their ballots.

Yes guy, at least one of his old buddies says I just may get my way.

According to King Coun. Bill Cober, King Council's parks and rec re-

port in December 2019 raised the possibility of a Hall of Fame in King's future.

O'Neill's brother Ryan, who still lives in the King City family home, said he knows O'Neill would be honoured.

"(When we were kids) no one ever left King City and no one ever moved here, so we were just one big hockey family," he said. "When you grow up in a tight-knit community like this one, recognition becomes really special."

Odog is not the only one who deserves it. Here are some others.

Gymnast Rosie MacLennan, NHLers Alex Pietrangelo and Daniel Carcillo, Rick Hampton, Mike and Bill Kitchen, Nick Boynton, tennis player Rob Bettauer, stock car racers Joe Hampton and Gavin Tanner, and equestrian Eric Lamaze.

Jeremy Grimaldi is the crime and justice reporter for yorkregion.com and its sister papers



Questions and Answers

Kirby Road Widening Environmental Assessment (Jane Street to Dufferin Street)

1. What is an Environmental Assessment (EA) study?

An Environmental Assessment (EA) study is a planning study. This *Kirby Road Widening (Jane to Dufferin) EA study* is being undertaken in accordance with the guidelines of the Municipal Engineers Association (MEA) Municipal Class Environmental Assessment (MCEA) process (October 2000, as amended in 2007, 2011 and 2015) for Schedule 'C' projects.

The MCEA process is an approved Class EA process that applies to municipal infrastructure projects including roads, water, and wastewater. This process provides a comprehensive planning approach to consider alternative solutions and evaluate their impacts on a set of criteria (e.g. technical, environmental, social, cost) and determine mitigating measures to arrive at a preferred alternative for addressing the problem (or opportunity). The Class EA process involves a rigorous public consultation component that includes various provincial and municipal agencies, Indigenous communities, stakeholders and the public, at each of the project stages.

2. Why are we studying Kirby Road between Jane Street and Dufferin Street?

This *Kirby Road Widening (Jane to Dufferin) EA study* was identified in the [City's Transportation Master Plan](#) (TMP), reconfirmed in the City's [North Vaughan and New Communities TMP](#), and identified in the [York Region TMP](#) as a regionally significant corridor, future frequent transit corridor, significant cycling route, and strategic goods movement corridor (in the long-term 20 year future).

It has also been identified by the City of Vaughan to support a number of other initiatives including:

- Plans to extend Kirby Road between Dufferin Street and Bathurst Street (see [Kirby Road Extension Environmental Assessment \(Dufferin to Bathurst\)](#))
- Development, population and employment growth in the area
- Metrolinx's GO Expansion program along the Barrie GO Rail Corridor (which crosses Kirby Road) to increase train frequency to provide all-day, two-way services
- The future Kirby GO Station at Kirby/Keele Street

OTHER ADJACENT STUDIES HAVE BEEN HIGHLIGHTED BELOW FOR YOUR INFORMATION.

3. Is this EA study approved and the road widening being built?

The *Kirby Road Widening EA Study (Jane to Dufferin)* is a planning and preliminary design study and not yet approved. The project team is currently collecting information for the study area. The recommendations to widen to four lanes, separate Kirby Road from the GO Rail tracks (grade-separation) and straighten the intersection at Jane Street and Kirby Road, have been identified through other studies. This EA study will build from those recommendations and determine HOW the widening and other improvements should occur. The project team will develop different options, evaluate them, assess impacts and mitigation measures, and make recommendations for review by agencies, stakeholders and the public.



Questions and Answers

Kirby Road Widening Environmental Assessment (Jane Street to Dufferin Street)

4. Who is consulted during the EA study?

The project team consults with provincial and municipal agencies, Indigenous communities, public, residents, landowners, business owners, developers, utilities and other stakeholders at each of the project stages. Project notifications are mailed (direct mail and email) to those on the project mailing lists. If you wish to be added to the study mailing list please send a request to the project team (see [Get Involved](#) section of this website for project team contact information). Notifications are also published in the local newspapers.

A Stakeholder Group (SHG) will be formed for this study. Anyone with an interest in the study who would like to be more involved are welcome to join in the SHG to provide input in advance of the Public Meeting. Meetings will be held with members of the SHG to gain input and feedback in advance of the Public Meeting and at key study milestones.

A Technical Advisory Committee (TAC) will also be formed and will consist of technical review agencies to provide more detailed input throughout the study.

5. How can I stay informed and receive updates on the study?

- ✓ Request to join the study mailing list by contacting the project team
- ✓ Check the study website regularly for updates
- ✓ Follow the City's social media (Twitter and Facebook)
- ✓ Contact the project team at any time throughout the study with any questions / concerns via email, telephone or mail.
- ✓ Attend the upcoming Public Information Centre

Please visit our [Get Involved](#) section of this website for project team contact information.

6. Timing of Improvements. How long will this EA study take? When will you start construction?

This EA study is the planning and preliminary design phase of the project and typically takes ~ 2 years to complete. Following completion of the EA study the project will move to the design and construction phases. For the *Kirby Road Widening EA* construction is not planned to start for at least five years, in concert with new development, the Kirby Road Extension, and the new Kirby GO Station.

OTHER STUDIES IN THE SURROUNDING AREA

1. Why widen Kirby when it has a missing link and does not connect to Highway 400? It will make more sense to add the missing link to Teston Road since it connects to Highway 400. Suggestion to improve other corridors.

In addition to the *Kirby Road Widening EA (Jane to Dufferin)* there are planning studies in the surrounding area, either on-going or completed, that identify improvements to other corridors. The City of Vaughan and York Region are working together through these studies to proactively plan ahead. Please see below for the status of some studies in the surrounding area that may be of interest to you:



Questions and Answers

Kirby Road Widening Environmental Assessment (Jane Street to Dufferin Street)

- **Kirby Road Extension (Dufferin to Bathurst) EA Study - City of Vaughan (EA study approved in 2019)**

The Kirby Road Extension (Dufferin to Bathurst) EA study is located adjacent and east of the Kirby Road Widening (Jane to Dufferin) EA study and is a SEPARATE approved study. An Environmental Assessment (EA) Study for the *Kirby Road Extension between Dufferin Street and Bathurst Street* was completed and approved in Fall 2019. This planning and preliminary design study recommends extending Kirby Road from Bathurst Street to Dufferin Street establishing a new multi-modal arterial road. The study identifies a preliminary preferred design with four lanes (two in each direction) which provides dedicated facilities for pedestrians and cyclists. The project is approved and can proceed to the next project phases for detailed design with construction commencement anticipated by 2022.

For more information about the approved *Kirby Road Extension EA* study please see the link as provided above or forward any questions to Marta.Roias@Vaughan.ca.
- **Teston Road Area Improvements IEA Study – York Region (on-going)**

Teston Road (from Pine Valley Drive to Bathurst Street) is under the jurisdiction of York Region. Improvements to Teston Road and the surrounding area are currently being studied by York Region in the *Teston Road Area Individual Environmental Assessment (IEA) Study*. One option under consideration as part of the Region’s IEA study is a proposed Teston Road link between Keele Street and Dufferin Street.

For more information about the Region’s on-going IEA study please visit their project website at: york.ca/TestonRoad

To contact the York Region project team for this on-going study please send an email to: roads@york.ca
- **Dufferin Street EA Study– York Region (planning study completed in 2019)**

Dufferin Street is under the jurisdiction of York Region. Improvements to *Dufferin Street between Langstaff Road and Teston Road* have been identified by York Region in a completed EA study. This planning study was completed in 2019 and recommends widening Dufferin Street to six lanes from Langstaff Road to Marc Santi Boulevard (located north of Rutherford Road), widening Dufferin Street to four lanes from Marc Santi Boulevard to Teston Road, and constructing cycling facilities and sidewalks on both sides of Dufferin Street.

To contact York Region about this completed EA study please send an email to: roads@york.ca
- **York Region Transportation Master Plan**

Some roads in the surrounding area are under the jurisdiction of York Region.

In 2016 York Region prepared an Update to their Transportation Master Plan (TMP) study. This TMP study identified improvements to the Regional Road Network to plan for the longer term (for the year 2041). Following the TMP study, additional planning studies (EA studies) are then undertaken on the individual roads as needed before they can be constructed.

To view a map from the Region’s TMP study of the Regional Roads identified for improvements by 2041 please visit their website at: york.ca/tmp .

Please click on the heading for “*Transportation Master Plan 2016*”, then under “*Transportation Master Plan Maps*” select the link labelled “6-10” to scroll to view **Map 8 - Proposed 2041 Road Network**. Improvements identified to these roads are in different phases. For some roads the planning studies may be complete, in progress, or not yet started.



Questions and Answers

Kirby Road Widening Environmental Assessment (Jane Street to Dufferin Street)

Highway 400 is under the jurisdiction of the Ministry of Transportation Ontario (MTO) and improvements to Highway 400 including new interchanges and connections are planned by MTO. In 2011 City Council adopted the following resolution: “That the Ministry of Transportation be requested to integrate the provisions of at least one full interchange with Highway 400 to service the 400 North Employment Area Secondary Plan (OPA 637) area together with a Regional arterial connection in conjunction with *Stage 2 of the GTA West Corridor Environmental Assessment Study*.” Please see below for more information:

- **GTA West Transportation Corridor Route Planning and Environmental Assessment Study - MTO (on-going)**
Stage 2 of the GTA West Corridor EA Study resumed in 2019 after being paused. *Stage 2 of the GTA West Corridor EA study* is focusing on identifying the preferred route and developing the preliminary design for a new multimodal transportation corridor that will extend from Highway 400 (between Kirby Road and King-Vaughan Road) in the east to the Highway 401/407 ETR interchange area in the west. This corridor will feature a 400-series highway, a transitway, and potential goods movement priority features. In addition to examining alternative routes for the new multimodal transportation corridor, the study is examining alternatives for interchanges, bridges, and other key elements of the corridor. For more information about the GTA West Transportation Corridor Route Planning and Environmental Assessment Study please see the link: [GTA West Transportation Corridor Route Planning and Environmental Assessment Study](#)
To contact the MTO project team for this on-going study please send an email to: project_team@gta-west.com

2. What is the status and timing for the Kirby GO Station?

Timing for the Kirby GO Station is not within the City’s control; however, improvements are still needed to Kirby Road between Jane Street and Dufferin Street (including widening, grade separation of the Barrie GO Rail line and elimination of the jog intersection at Jane Street) not only to support the initiatives noted above, but to support the city’s growth overall.



Kirby Road Widening Environmental Assessment Study

Jane Street to Dufferin Street

Online Survey Summary Report

City of Vaughan

September 8, 2020





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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 Kirby Road Widening between Jane Street and Dufferin Street which includes widening from two to four lanes, eliminating the jog at Jane Street and separating the grade at the Barrie Go rail line. This study confirmed the findings of the North Vaughan and New Communities Transportation Master Plan (TMP), which satisfied Phases 1 and 2 of the Municipal Class EA process, and will address current and future transportation needs and opportunities for pedestrians, cyclists, transit users and motorists in North Vaughan. This study continues on with Phases 3 and 4 of the MCEA process for the Kirby Road Widening between Jane and Dufferin Street.

The study is being carried out in accordance with the requirements of the Schedule ‘C’ Municipal Class Environmental Assessment (EA) process which is an approved process under the Environmental Assessment Act. Public input is an important part of the multi-step Kirby Road Widening Class EA process and a number of public and stakeholder consultation activities are being held to provide opportunities for engagement. One of these opportunities include an online survey (**Appendix A**) which was made available on the study website (Vaughan.ca/kirbywidening) from July 28, 2020 to August 21, 2020.

2 Methods of Communication

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

- Direct mail of post cards to 1,551 members of the public, including property owners and residents along the study corridor
- Direct mail of post cards and email to 47 agency representatives and 74 stakeholder group representatives
- Direct mail of post cards and email to 16 Indigenous Community representatives from 6 different communities
- Email notification to 44 individuals on the project email list – developed through previous responses to project notifications
- Updates to project website, including the link to the online survey on project website: <http://www.vaughan.ca/kirbywidening> on July 28, 2020
- Notice and City Media Release posted on www.vaughan.ca on August 7, 2020
- Online advertisements as follows:
 - YorkRegion.com – “WHAT’S GOING ON HERE?: Vaughan widening Kirby Road from 2 to 4 lanes” on August 1, 2020
 - YorkRegion.com – “Vaughan looking for virtual public input on 6 key initiatives” on August 10, 2020
- Social media updates: City of Vaughan Facebook, Twitter, Instagram, and LinkedIn posts on August 6, 2020 and August 19, 2020

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

3 Summary of Feedback Received

Three hundred seventy nine (379) members of the public provided comments through the online survey during the commenting period (July 28, 2020 to August 21, 2020). The most common comments received include:

- General support for separated cycling and pedestrian facilities
- Concerns that road widening will increase congestion
- Requests to introduce traffic signals to replace stop signs

The questions and responses received are summarized below:

3.1 How do YOU use Kirby Road?

1) The Kirby Road corridor runs between Jane Street and Dufferin Street. What tends to be your main reason for travelling along this stretch of Kirby Road?

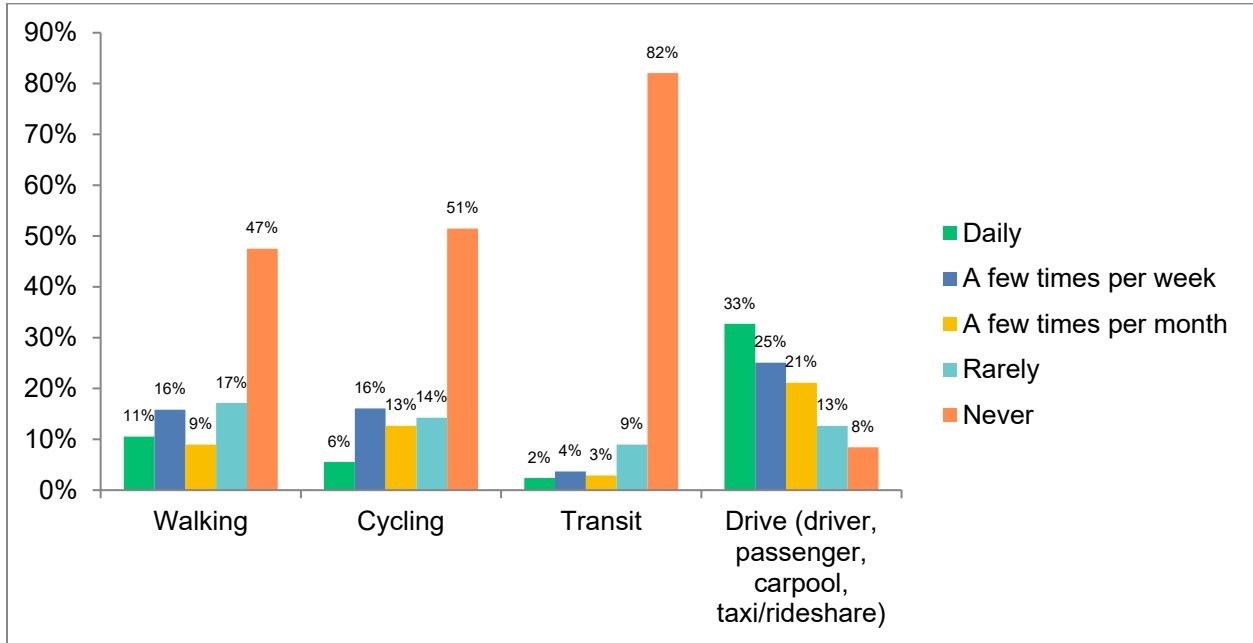
Answer Choices	Responses
To reach a destination within the City of Vaughan	44%
To reach a destination within York Region	32%
To reach a destination within the City of Toronto	3%
I do not travel along this stretch of Kirby Road	3%
Other	18%

The following lists the other reasons respondents provided for travelling along Kirby Road, within the study area, included:

- Cycling
- Residing in the area
- Avoiding traffic on Major Mackenzie Drive
- To reach a destination within the City of Brampton, City of Mississauga, and King City
- To reach Highway 400
- To enjoy the scenery and for recreation

The majority of respondents use Kirby Road to reach a destination within the City of Vaughan (44%), followed by respondents using Kirby to reach a destination within York Region (32%).

2) How often do you travel along Kirby Road between Jane Street and Dufferin Street?



When considering different forms and frequency of travel along the study corridor, the majority of respondents indicated:

- Driving daily (33%), a few times per week (25%); or few times per month (21%);
- Walking daily (11%), a few times per week (16%), or rarely / never (64%)
- Cycling daily (6%), a few times per week (16%) or rarely / never (65%)
- Taking transit daily (2%), a few times per week (4%), or rarely / never (91%)

3.2 Improving Walking, Cycling, Transit and Driving

3) What would make WALKING more attractive to you along Kirby Road between Jane Street and Dufferin Street? Select all that apply.

Answer Choices	Responses
Street lights / Illumination	45%
More space between pedestrians and vehicles	45%
Wider sidewalks	45%
More street trees, landscaping and amenities (benches and public art)	38%
Pedestrians separated from cyclists	36%
I would not walk along Kirby Road	27%
Crosswalks /crossrides at traffic signals	24%
Connections to transit stops	18%
Other (please specify)	6%

In general, respondents indicated top three concerns to increase the attractiveness of Walking in the corridor as:

- More space between pedestrians and vehicles (45%)
- Wider Sidewalks (45%)
- Street lights / illumination (45%)

A summary of the key comments include:

- Need for sidewalks on Kirby Road and other adjacent corridors (Dufferin Street, Keele Street)
- Lack of destinations to walk along the existing corridor
- Consideration of a roundabout
- Varying feedback regarding street trees and landscaping. Comments included request for street trees in boulevards and/or medians and maintenance of landscaping, in addition to request for no street trees / landscaping
- Lack of illumination
- Concern with driver speed and proximity of vehicles to pedestrians / cyclists

The detailed comments are provided in the **Appendix C**.

4) What would make CYCLING more attractive to you along Kirby Road between Jane Street and Dufferin Street?

Answer Choices	Responses
Bicycle lanes (on the road)	45%
Cycling on both sides of the road	40%
Cycling path separated from walking (in boulevard)	40%
Street lights / Illumination	34%
I would not cycle along Kirby Road	24%
Cycling path shared with walking (in boulevard)	22%
More street trees, landscaping and amenities (benches and public art)	22%
Crosswalks /crossrides at traffic signals	12%
Connections to transit stops	11%
Other (please specify)	7%

The majority of respondents indicated top three concerns to increase the attractiveness of Cycling in the corridor as:

- Bicycle lanes (on the road) (45%)
- Cycling on both sides of the road (40%)
- Cycling separated from walking (in the boulevard) (40%)

A summary of the key comments include:

- Need for connection of the cycling facility to other local and Regional cycling facilities
- Varying / mixed preference for cycling facility type. Requests included wider cycling lane, on-road cycling lanes with physical separation (bollards) from vehicles, boulevard cycling paths, and one side only cycling path
- Request to flatten the slope towards Keele Street for easier accessibility
- Consideration of a roundabout
- Concern with driver speed and need for enforcement

The detailed comments are provided in the **Appendix C**.

5) What would make taking TRANSIT more attractive to you along Kirby Road between Jane Street and Dufferin Street?

Answer Choices	Responses
I would not take transit along Kirby Road	53%
Transit routes with connections to GO Train stations / services	31%
Increased frequency of service	29%
Connections to other transit routes	27%
Designated waiting area / stop amenities (benches, shelters, pad)	26%
Transit stops accessible by walking / cycling	23%
On-time transit service	23%
Other (please specify)	4%

The majority of respondents (53%) indicated they would not take transit along Kirby Road. For the remainder of the respondents, the following top three concerns were identified to increase the attractiveness of taking Transit in the corridor:

- Transit routes with connections to GO Train stations / services (31%)
- Increased frequency of service (29%)
- Connections to other routes (27%)

A summary of the key comments include:

- Mixed feedback regarding transit. Some comments shared desire for transit along the corridor with requests for comfortable and accessible stops. Other feedback questioned the need along the east-west corridor suggesting to prioritize north-south routes or noting transit is infrequent.
- Requests for transit access / connections to Athabasca Drive and Ambassador Hills area
- Request for parking and integration with GO Transit connections to Maple GO

The detailed comments are provided in the **Appendix C**.

6) What are some DRIVING concerns you have when travelling along Kirby Road between Jane Street and Dufferin Street?

Answer Choices	Responses
Traffic delays / congestion at intersections	43%
Speeding / Aggressive Driving	41%
Road condition (driving surface, potholes, cracks, flooding)	40%
Width of vehicle lanes / shoulder	40%
Risk of Collision with Pedestrians / Cyclists	39%
Street lighting / Illumination	36%
Rail crossing west of Keele Street (frequency of train crossings and delays, driving surface over rail tracks)	34%
Truck Traffic	29%
Visibility of driveways / entrances	20%
Steepness of Road	13%
I do not have concerns with driving.	10%
Other (please specify)	7%

In general respondents indicated top three concerns they have with respect to Driving in the corridor as:

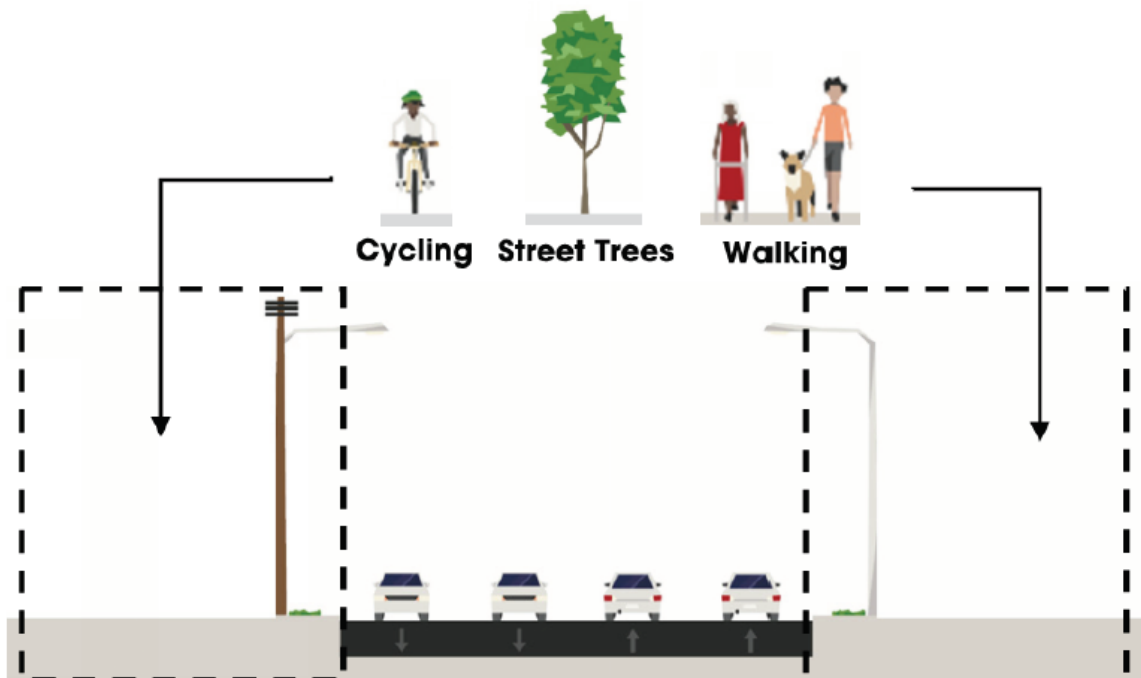
- Traffic delays / congestion at intersections (43%)
- Speeding / Aggressive Driving (41%)
- Road Condition (40%) and Width of Vehicle Lanes / Shoulders (40%)

A summary of the key comments include:

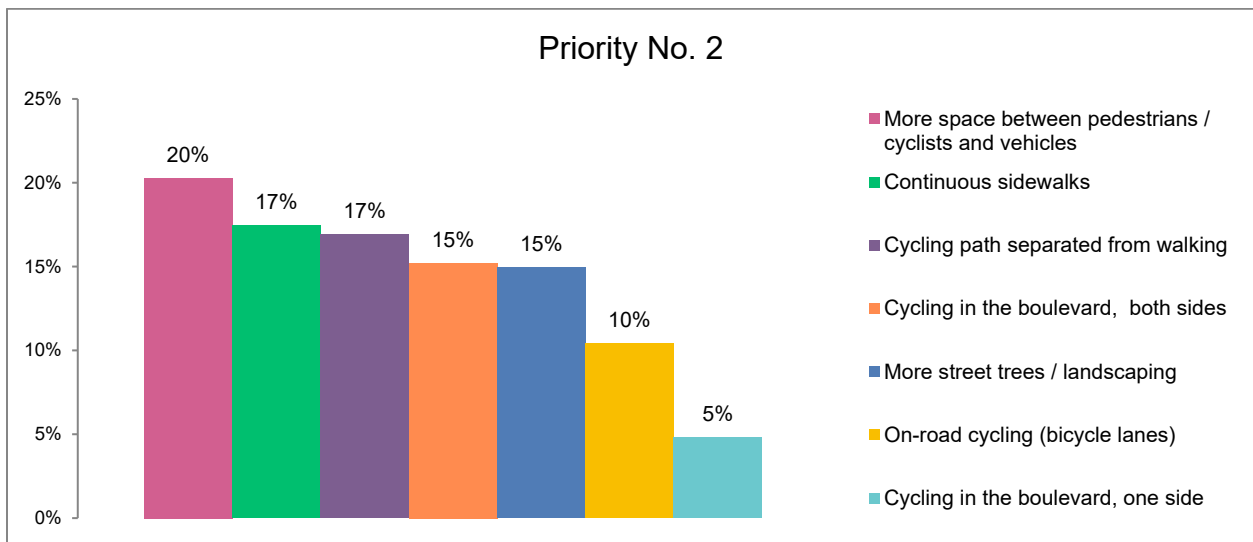
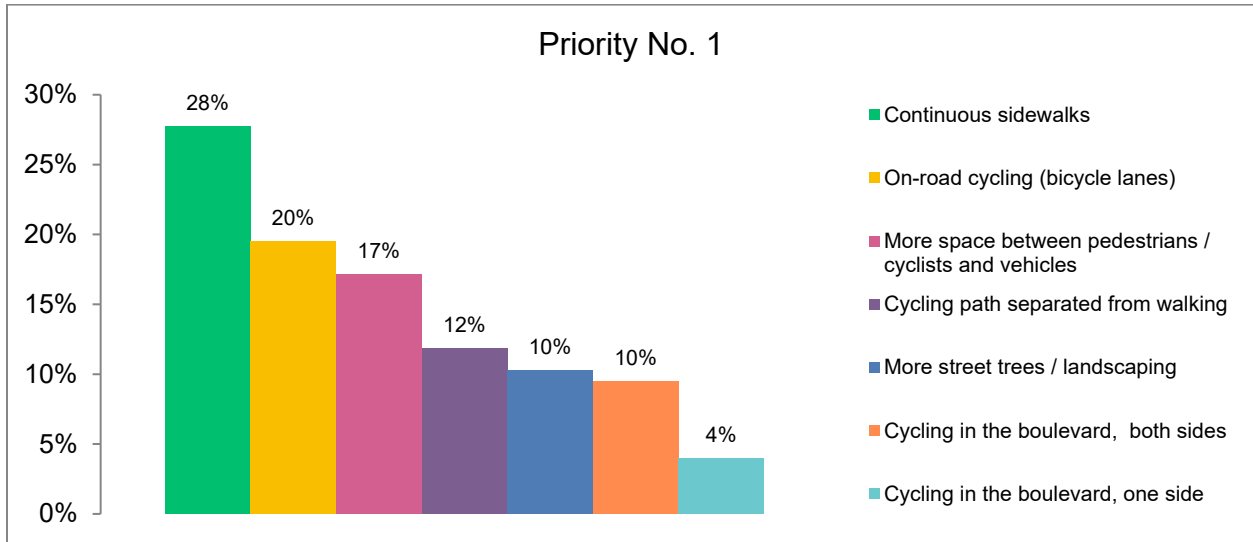
- Concern with steep grade of Kirby Road at Dufferin
- Request for auxiliary turn lanes and improvements at intersections
- Many comments indicated concerns with traffic operations, safety and delays experienced at Jane Street
- Request for consideration of a roundabout at Jane Street intersection to improve traffic flow in the corridor
- Request to minimize use of traffic signal and stop signs to improve traffic flow
- Concern with narrow shoulders
- Concern with speeding
- Concern with cyclist
- Request for urbanization of the rural corridor

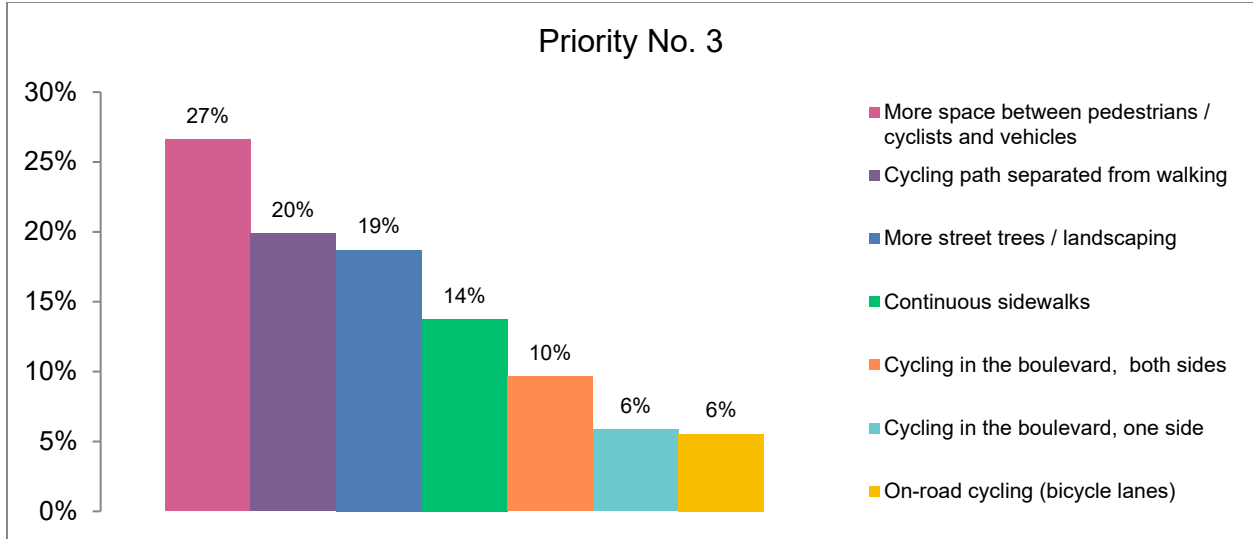
The detailed comments are provided in the **Appendix C**.

3.3 Walking and Cycling Along Kirby Road Corridor



7) Refer to the image above. When considering WALKING and CYCLING along the Kirby Road corridor, what are your top priorities?





In general respondents identified their top priorities for Walking and Cycling as: continuous sidewalks, increasing space between pedestrians / cyclists and vehicles, and cycling paths separated from walking. In general the lowest priority was providing cycling in the boulevard on one side only.

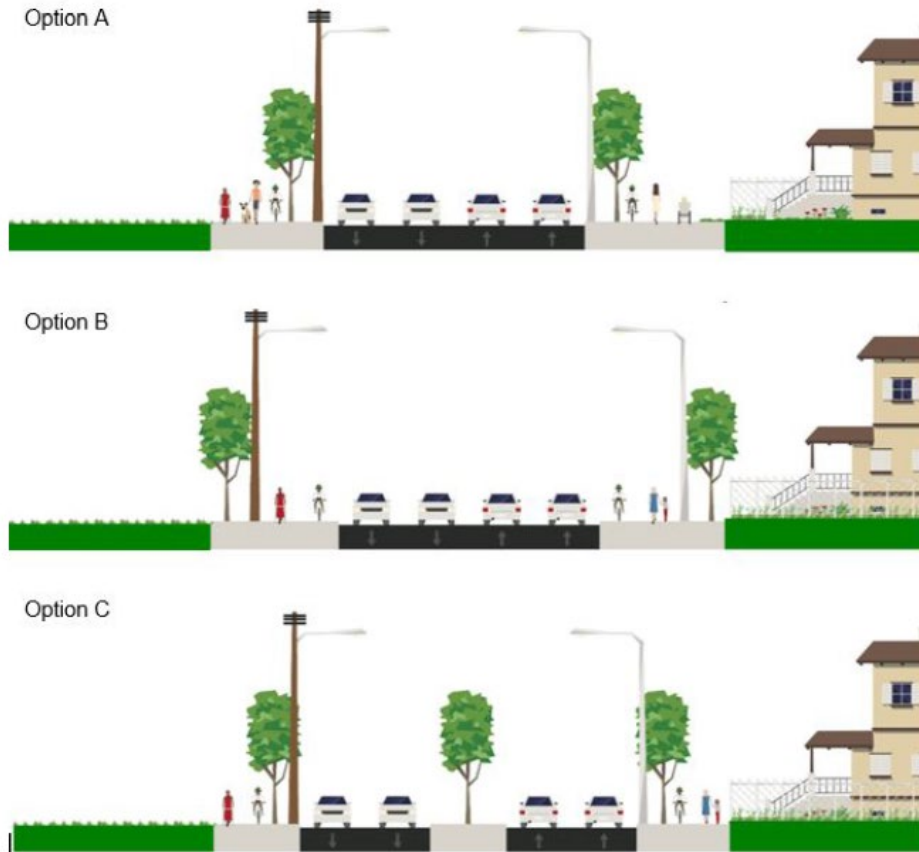
The respondents were mixed regarding the prioritization of on-road cycling (bike lanes), with some respondents (~20%) indicating it as their top priority and others indicating it as a lower / lowest priority.

A summary of the key comments include:

- Mixed feedback regarding preference for cycling. Support for one side cycling and one side for pedestrians in the boulevards, and support for cyclists and pedestrians in shared space in off-road trail
- Lack of illumination makes walking and cycling challenging
- Requests to maintain existing trees
- Concern for traffic noise
- Concerns for speeding and need for enforcement

The detailed comments are provided in **Appendix C**.

3.4 Streetscaping Options along Kirby Road



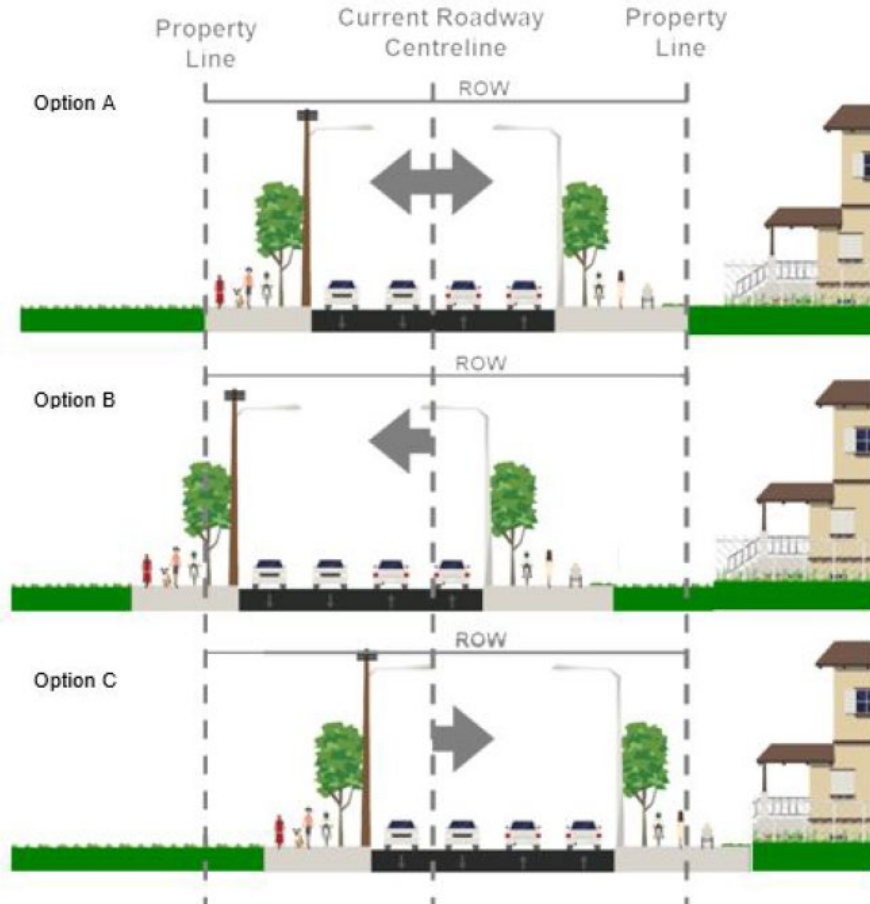
8) Refer to the image above. Where do you prefer to have street trees along the Kirby Road corridor?

Answer Choices	Responses
Option A – Street Trees closer to the roadway	31%
Option B – Street Trees closer to the property line	25%
Option C – Street Trees in the centre median	36%
I do not have a preference.	9%

In general respondents indicated a preference street trees in the centre median (36%), followed by street trees closer to the roadway (31%).

3.5 Widening Kirby Road Options

To widen Kirby Road from 2 to 4 lanes, we can widen on both sides of the road (Option A), widen to the north side (Option B), or widen to the south side (Option C).



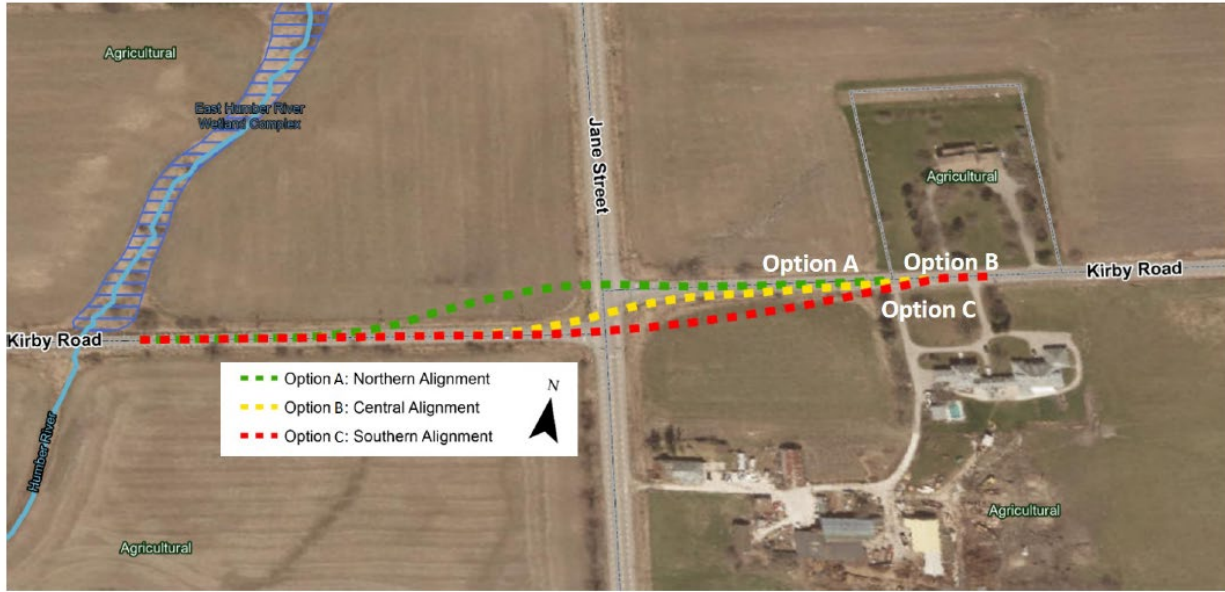
9) Refer to the image above. Which side of the road do you prefer we widen Kirby Road?

Answer Choices	Responses
Option A – Widen on both sides (widen about the centre of the road)	51%
Option B – Widen to the north side	23%
Option C – Widen to the south side	3%
I do not have a preference.	24%

The majority of respondents indicated a preference to widen on both sides (51%), followed by widening to the north side (23%), or no preference (24%). Widen to the south side was the least preferred option by the respondents (3%).

3.6 Kirby Road at Jane Street Options

Kirby Road will be straightened at Jane Street and the two existing intersections will be replaced with one intersection at Jane Street and Kirby Road. Here are three options we are considering:



10) Refer to the image above. What is your preference for the location of the new intersection at Kirby Road and Jane Street?

Answer Choices	Responses
Option A – Re-align Kirby Road and keep the north intersection at Jane Street	29%
Option B – Re-align Kirby Road and make a new intersection in the middle at Jane Street	27%
Option C – Re-align Kirby Road and keep the south intersection at Jane Street	10%
I do not have a preference.	34%

The majority of respondents did not indicate a preference for the location of the new intersection at Jane Street (34%), followed by a preference for re-aligning the intersection to the north (29%), re-aligning with a new intersection in the middle (27%), and least preferred option for re-aligning the intersection to the south (10%).

3.7 Kirby Road at Barrie GO Rail Crossing Options

Kirby Road crosses the Barrie GO Rail Line west of Keele Street. As trains and road traffic increase in the future there is a need to physically separate Kirby Road from the rail tracks. Here are three options.

Option A: At-Grade Crossing



Existing at-grade Kirby Road crossing west of Keele Street

Option B: Underpass (Rail over Road)



Underpass example on Major Mackenzie Drive east of Keele Street

Option C: Overpass (Road over Rail)



Overpass example on Bayview Avenue south of Highway 401

11) Refer to the images above. What is your preference for Kirby Road at the Barrie GO Rail Line crossing?

Answer Choices	Responses
Option A: At-grade Crossing (Kirby Road crosses at the same level as the rail track)	19%
Option B: Underpass Crossing (Kirby Road is lowered under the rail track)	55%
Option C: Overpass Crossing (Kirby Road is raised over the rail track)	26%

The majority of respondents indicated a preference for the Underpass (55%), followed by Overpass (26%), with the least preferred option to have an At-Grade Crossing (19%).

3.8 Evaluation Criteria

Here is what we will consider to evaluate the options:

Preliminary Evaluation Criteria

Transportation Service

- Improve Public Transit Service
- Reduce Traffic Congestion and Delays
- Create a Pedestrian-Friendly Environment
- Create a Cyclist-Friendly Environment
- Improve Safety for all Travel Modes
- Improve Mode Choice
- Accommodate Emergency Services

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 impacts to Active Agricultural Lands
- 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 Impacts and Improve Access to Businesses
- Minimize Property Acquisition
- Maximize Construction Value
- Minimize Operating Costs
- Minimize Disruption due to Construction

12) Refer to the image above. Are there any additional evaluation criteria we should consider? Tell us below or otherwise leave blank.

Requests specific to the evaluation criteria include:

- Accommodate of senior citizens and persons with disabilities
- Provide access to safe infrastructure for pedestrians and cyclists
- Improvement to local business / Growth of Local Business
- Request for quantitative criteria
- Clarification regarding cyclist-friendly and pedestrian-friendly environments
- Support for criteria noted:
 - Reduce Traffic congestion and delays
 - Minimize disruption due to construction
 - Minimize Flooding and Erosion...
 - Minimize Operation costs
 - Improve safety for all travel modes
 - Accommodate Emergency Services
 - Create Cyclist- and Pedestrian-Friendly Environment
 - Protect natural features
 - Minimize effects on climate change

- Minimize property acquisition
- Minimize disruption due to construction

In addition a summary of the key comments include:

- Safety issue with blowing snow / wind conditions
- Safety concerns with steep slopes and difficulty for drivers to brake during icy conditions
- Requests for illumination
- Concerns with speeding
- Opposing comments include requests for improvements to transit service and requests to minimize / limit transit and focus on a vehicle centric corridor
- Consideration of pedestrian and cycling accessibility to adjacent lands and the GO Station with the grade separation alternatives
- Prioritization of safe infrastructure for pedestrians and cyclists with emphasis on the need for cycling facilities, protected intersections and mid-block crossings, and connections to trails and adjacent lands
- Protect natural features
- Minimize additional street trees given existing vegetation in the surrounding area
- Concerns with increase in noise levels resulting from road widening
- Concerns with decreased air quality resulting from road widening
- Requests to minimize additional traffic signals to support traffic flow
- Consideration of dedicated turning lanes at intersections to improve traffic flow
- Preference to widen to the north to minimize impacts to residents on the south side
- Consideration of burial / underground of hydro poles and other utilities to protect against harsh weather elements and improve corridor aesthetics from wires
- Requests to improve other road corridors including Jane Street, Dufferin Street, King-Vaughan Road, and Teston Road (*beyond the scope of this EA study*)
- Clarification regarding extension of Kirby Road between Dufferin Street and Bathurst Street (*beyond scope of this EA study*)
- Comment questioning the need for the future Kirby GO Station (*beyond the scope of this EA study*)

The detailed comments are provided in the **Appendix C**.

3.9 General Comments

13) Please leave any additional comments on the study (otherwise leave blank).

A summary of the key comments include:

- Request for transit service and better access to transit, by driving, walking and cycling
- Request for sidewalk and cycling facilities with mixed feedback regarding preference for cycling. Support for separated cycling from pedestrians and support for on-road cycling with increased separation to vehicles. General consensus on need for safe and dedicated cycling facilities due to the demand in the area.
- Improvements should support reduction in traffic congestion
- Concerns regarding road widening related to increased noise levels, air quality, residential property impacts and impacts to the natural environment
- Support for the project and identified improvements
- Consideration of roundabouts to improve traffic flow at Jane Street intersection

- Consideration of auxiliary turn lanes at intersections to improve traffic flow
- Request to increase the speed limit, and requests to decrease the speed limit
- Concerns with speeding and aggressive driving, and a need for enforcement
- Requests to extend the study area to Highway 27 and include improvements at Highway 400 interchange
- Requests for the extension of Kirby Road between Dufferin Street and Bathurst Street (*beyond scope of this EA study*)
- Requests to improve other road corridors including Dufferin Street, Pine Valley Drive, King-Vaughan Road and Teston Road (*beyond the scope of this EA study*)
- Inquiry regarding status of sidewalks on Dufferin Street (*beyond the scope of this EA study*)
- Request for updates on GO Transit and Train services along Kirby Road and Kirby GO Station (*beyond the scope of this EA study*)

The detailed comments are provided in the **Appendix C**.

4 Summary of Project Team Responses

The feedback collected from the Online Survey will be reviewed and considered in the next phase of the study (Phase 3 – Alternative Design Concepts) to inform the evaluation methodology, identification and development of alternative designs and the evaluation of alternatives. The findings will be shared at the upcoming Public Information Centre.

The following comment-response table summarizes the project team’s responses to the key comments received:

Category	Comment	Project Team’s Response
Pedestrians and Cyclists	<ul style="list-style-type: none"> • Need for sidewalks on Kirby Road and connections to other adjacent corridors (Dufferin Street, Keele Street) • Need for connection of the cycling facility to other local and Regional cycling facilities and trails • Lack of destinations to walk along the existing corridor • Consideration of grade separation alternatives and pedestrian and cycling accessibility to adjacent lands and the future Kirby GO Station • Prioritization of safe infrastructure for pedestrians and cyclists with emphasis on the need for dedicated cycling facilities, protected intersections and mid-block crossings • Varying preferences for cycling facility type. Requests included wider cycling lane, on-road cycling lanes with physical separation (bollards) from vehicles, boulevard cycling paths, 	<ul style="list-style-type: none"> • Comments noted. Active transportation facilities are being considered as part of the study to support the existing and future pedestrian and cyclist network.

Category	Comment	Project Team's Response
	<p>one side only cycling path with one side for pedestrians in the boulevards, and cyclists and pedestrians in shared space in off-road trail</p> <ul style="list-style-type: none"> Request to flatten the slope towards Keele Street for easier accessibility 	
Safety	<ul style="list-style-type: none"> Concern with steep grade of Kirby Road at Dufferin and at Keele Street Safety concerns with steep slopes and difficulty for drivers to brake during icy conditions Safety issue with blowing snow / wind conditions Lack of illumination Concern with driver speed and need for enforcement Concern with proximity of vehicles to pedestrians / cyclists Concern with narrow shoulders 	<ul style="list-style-type: none"> Comment noted. Opportunities to improve the road gradient will be considered during the design phase of the project. Comment noted. Illumination will be considered as part of the study. Comment noted. Comment noted. Various active transportation facilities will be considered. The recommendations include urbanization and widening of Kirby Road which will replace the existing two lane rural road and narrow shoulders with four lanes and curb and gutter.
Transit	<ul style="list-style-type: none"> Questions regarding the need for transit along the east-west corridor suggesting to prioritize north-south routes or noting transit is infrequent. Request to minimize / limit transit and focus Kirby Road as a vehicle centric corridor. Requests for improvements to transit service with provision for comfortable and accessible stops Requests for transit access / connections to Athabasca Drive and Ambassador Hills area 	<ul style="list-style-type: none"> Kirby Road is identified as part of the York Region's Frequent Transit Network. This frequent transit service will connect the development of the New Communities and Highway 400 Employment lands to the proposed Kirby GO Station, Vaughan Metropolitan Centre, the rest of Vaughan and the City of Toronto. The improvements to Kirby Road will support opportunities to improve transit service.

Category	Comment	Project Team's Response
	<ul style="list-style-type: none"> Request for parking and integration with GO Transit connections to Maple GO 	
Street Trees and Landscaping	<ul style="list-style-type: none"> Request for street trees in boulevards and/or medians and maintenance of landscaping Minimize or no additional street trees given existing vegetation in the surrounding area Requests to maintain existing trees / vegetation 	<ul style="list-style-type: none"> Comment noted. Opportunities to provide streetscaping and street trees along Kirby Road are being considered while balancing the need to minimize property impacts and impacts to the natural environment.
Noise	<ul style="list-style-type: none"> Concerns with increase in noise levels resulting from road widening 	<ul style="list-style-type: none"> A noise impact study will be undertaken to assess the impacts of the project and identify mitigation measures such as noise barriers where warranted and feasible.
Air Quality	<ul style="list-style-type: none"> Concerns with decreased air quality resulting from road widening 	<ul style="list-style-type: none"> An air quality impact assessment study will be undertaken to assess the impacts of the project and inform the study recommendations.
Traffic	<ul style="list-style-type: none"> Concerns with traffic operations, safety and delays experienced at Jane Street. Request for consideration of a roundabout at Jane Street intersection to improve traffic flow in the corridor Request to minimize use of new traffic signals and stop signs to allow for better traffic flow Request for auxiliary turn lanes and improvements at intersections Improvements should support reduction in traffic congestion 	<ul style="list-style-type: none"> Options to straighten Kirby Road at Jane Street to consolidate the existing jogged intersection into one intersection are being reviewed as part of the study to improve traffic operations and safety for all road users. Roundabouts will be considered as part of the study. A Transportation Study is undertaken to inform the recommendations for the corridor to improve traffic operations. The study will identify if there is a need for new traffic signals and stop control, as well as improvements to existing intersections such as consideration of auxiliary turn lanes.
Natural Environment	<ul style="list-style-type: none"> Protect natural features 	<ul style="list-style-type: none"> Comment noted. The study will consider opportunities to minimize adverse impacts to the natural environment.

Category	Comment	Project Team's Response
Property Impacts	<ul style="list-style-type: none"> Preference to widen to the north to minimize impacts to residents on the south side 	<ul style="list-style-type: none"> Comment noted. The study will consider opportunities to minimize property impacts.
Utilities	<ul style="list-style-type: none"> Consideration of burial / underground of hydro poles and other utilities to protect against harsh weather elements and improve corridor aesthetics from wires. 	<ul style="list-style-type: none"> Comment noted. The corridor will accommodate both aerial and underground utilities. Utility relocations will be confirmed in Detailed Design in consultation with the respective utility companies. However it is noted that burial of hydro lines is very expensive (typically 10 times the cost of aerial hydro lines) and not recommended for the corridor.
Evaluation Criteria	<p>Consider addition of the following evaluation criteria:</p> <ul style="list-style-type: none"> Accommodate senior citizens and persons with disabilities Provide access to safe infrastructure for pedestrians and cyclists Improvement to local business / Growth of Local Business Request for quantitative criteria Clarification regarding cyclist-friendly and pedestrian-friendly environments Support for criteria noted: <ul style="list-style-type: none"> Reduce Traffic congestion and delays Minimize disruption due to construction Minimize Flooding and Erosion... Minimize Operation costs 	<ul style="list-style-type: none"> Comment noted. The existing evaluation criteria for creating pedestrian-friendly and cyclist-friendly environments and improving safety for all modes will consider this. Comment noted. This will be captured through the evaluation criteria for minimizing impacts and improving access to businesses. The evaluation and assessment of alternatives will include both qualitative and quantitative input based on the respective criteria and identified impacts. These evaluation criteria refer to the consideration of opportunities to improve the corridor to accommodate and promote safe and efficient pedestrian and cycling passage to promote trips by walking and cycling. Comment noted.

Category	Comment	Project Team's Response
	<ul style="list-style-type: none"> ○ Improve safety for all travel modes ○ Accommodate Emergency Services ○ Create Cyclist- and Pedestrian-Friendly Environment ○ Protect natural features ○ Minimize effects on climate change ○ Minimize property acquisition ○ Minimize disruption due to construction 	
Extension of Project Limits	<ul style="list-style-type: none"> ● Request to extend the study area to Highway 27 and include improvements at Highway 400 interchange 	<ul style="list-style-type: none"> ● There are planning studies in the surrounding area, either on-going or completed, that identify improvements to other corridors. The City of Vaughan and York Region are working together through these studies to proactively plan ahead. Refer to the Frequently Asked Questions posted on the project website for more information ● Highway 400 is under the jurisdiction of the Ministry of Transportation Ontario (MTO) and improvements to Highway 400 including new interchanges and connections are planned by MTO. Refer to the Frequently Asked Questions posted on the project website for more information.
Other	<ul style="list-style-type: none"> ● Support for the project and identified improvements ● Request for urbanization of the rural corridor 	<ul style="list-style-type: none"> ● Comment noted ● The study recommendations include urbanization of the corridor.
Improve Other Corridors	<ul style="list-style-type: none"> ● Requests to improve other road corridors including Jane Street, Dufferin Street, Pine Valley Drive, King-Vaughan Road, and Teston Road (<i>beyond the scope of this EA study</i>) 	<ul style="list-style-type: none"> ● In addition to the <i>Kirby Road Widening (Jane to Dufferin) EA</i> there are planning studies in the surrounding area, either on-going or completed, that identify improvements to other corridors. The City of Vaughan and York Region are working together through these studies to proactively plan ahead. Refer to the Frequently Asked

Category	Comment	Project Team’s Response
	<ul style="list-style-type: none"> • Clarification regarding extension of Kirby Road between Dufferin Street and Bathurst Street (<i>beyond scope of this EA study</i>) • Comment questioning the need for the future Kirby GO Station and request for updates on GO Transit and Train services along Kirby Road (<i>beyond the scope of this EA study</i>) 	<p>Questions posted on the project website for more information.</p> <ul style="list-style-type: none"> • The <i>Kirby Road Extension (Dufferin to Street)</i> EA study is located adjacent and east of the <i>Kirby Road Widening (Jane to Dufferin)</i> EA study and is a separate approved study. Refer to the Frequently Asked Questions posted on the project website for more information. • The Kirby GO Station is under the jurisdiction of Metrolinx. Please refer to GO Transit’s website for current schedules and details regarding GO Transit and Train services.



Appendix A. Online Survey



Kirby Road Widening EA - Online Survey

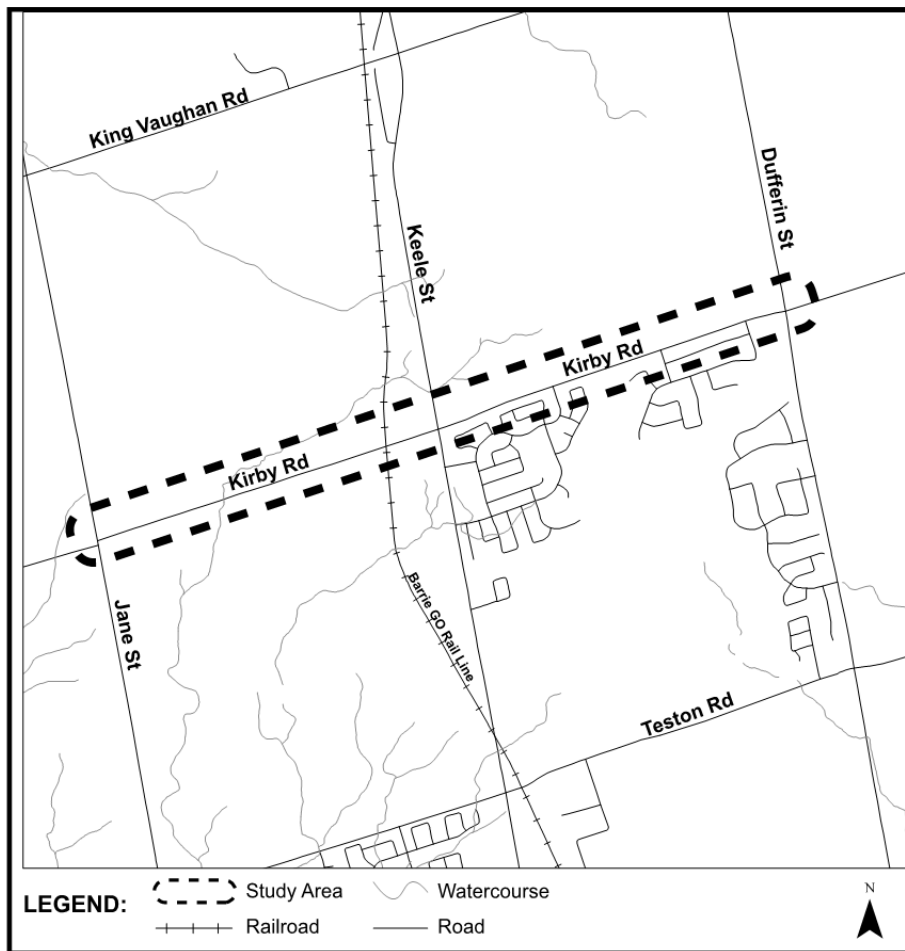
Welcome!

The City of Vaughan is studying Kirby Road between Jane Street and Dufferin Street to:

- Widen Kirby Road from 2 to 4 lanes
- Physically separate Kirby Road from the Barrie GO Rail Line
- Straighten Kirby Road at the Jane Street intersection

Complete this survey to tell us how you travel along Kirby Road and share your thoughts on some options we are studying. We will review the input and share our recommendations at the upcoming Public Information Centre slated for later this year.

How do YOU use Kirby Road?



* 1. The Kirby Road corridor runs between Jane Street and Dufferin Street. What tends to be your main reason for travelling along this stretch of Kirby Road?

- To reach a destination within the City of Vaughan
 To reach a destination within the City of Toronto
- To reach a destination within York Region (i.e. Aurora, East Gwillimbury, Georgina, King, Markham, Newmarket, Richmond Hill, Whitchurch-Stouffville)
 I do not travel along this stretch of Kirby Road
- Other (please specify)

- * 2. How often do you travel along Kirby Road between Jane Street and Dufferin Street? Please select a response for each type of travel.

	Daily	A few times per week	A few times per month	Rarely	Never
1) Walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2) Cycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3) Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4) Drive (driver, passenger, carpool, taxi/rideshare)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Improving Walking, Cycling, Transit and Driving

- * 3. What would make WALKING more attractive to you along Kirby Road between Jane Street and Dufferin Street? Select all that apply.

<input type="checkbox"/> Wider sidewalks	<input type="checkbox"/> Crosswalks /crossrides at traffic signals
<input type="checkbox"/> More street trees, landscaping and amenities (benches and public art)	<input type="checkbox"/> Street lights / illumination
<input type="checkbox"/> More space between pedestrians and vehicles	<input type="checkbox"/> Connections to transit stops
	<input type="checkbox"/> I would not walk along Kirby Road

- Pedestrians separated from cyclists
- Other (please specify)

* 4. What would make CYCLING more attractive to you along Kirby Road between Jane Street and Dufferin Street? Select all that apply.

- Bicycle lanes (on the road)
- Street lights / Illumination
- Cycling path shared with walking (in boulevard)
- Connections to transit stops
- Cycling path separated from walking (in boulevard)
- Crosswalks /crossrides at traffic signals
- Cycling on both sides of the road
- I would not cycle along Kirby Road
- More street trees, landscaping and amenities (benches and public art)
- Other (please specify)

* 5. What would make taking TRANSIT more attractive to you along Kirby Road between Jane Street and Dufferin Street? Select all that apply.

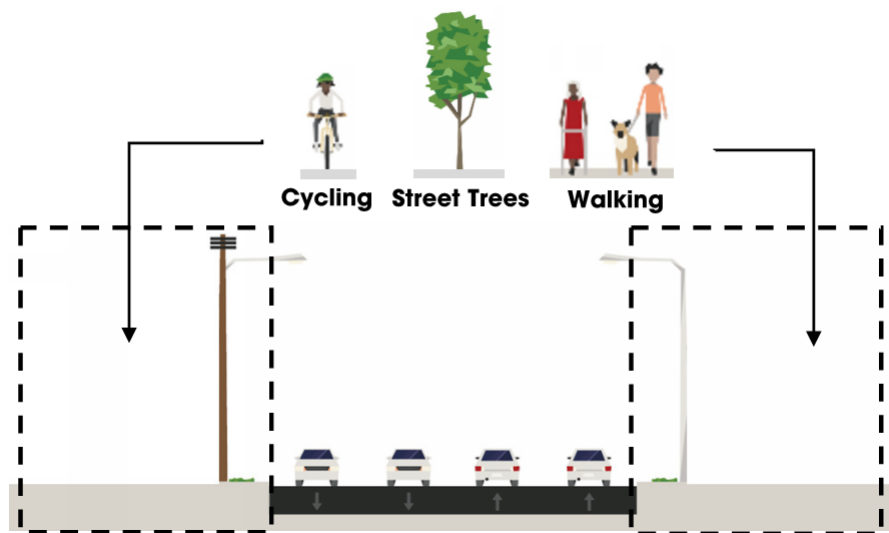
- On-time transit service
- Increased frequency of service
- Designated waiting area / stop amenities (benches, shelters, pad)
- Transit stops accessible by walking / cycling
- Other (please specify)
- Connections to other transit routes
- Transit routes with connections to GO Train stations / services
- I would not take transit along Kirby Road

* 6. What are some DRIVING concerns you have when travelling along Kirby Road between Jane Street and Dufferin Street? Check all that apply.

- Traffic delays / congestion at intersections
- Rail crossing west of Keele Street (frequency of train crossings and delays, driving surface over rail tracks)
- Road condition (driving surface, potholes, cracks, flooding)
- Speeding / Aggressive Driving
- Visibility of driveways / entrances
- Truck Traffic
- Risk of Collision with Pedestrians / Cyclists
- Street lighting / Illumination
- I do not have concerns with driving.

- Steepness of Road
- Width of vehicle lanes / shoulder
- Other (please specify)

Walking and Cycling Along Kirby Road Corridor



* 7. Refer to the image above. When considering WALKING and CYCLING along the Kirby Road corridor, what are your top priorities? Select up to 3 priorities from the drop-down list.

Priority

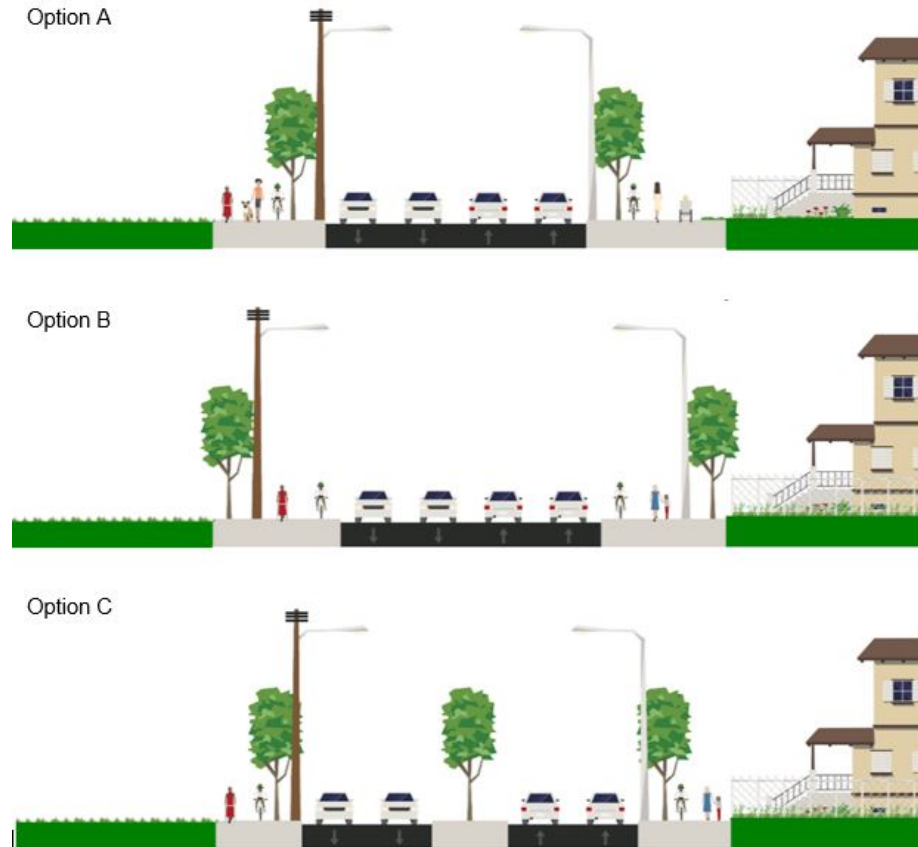
1)

2)

3)

Other (please specify)

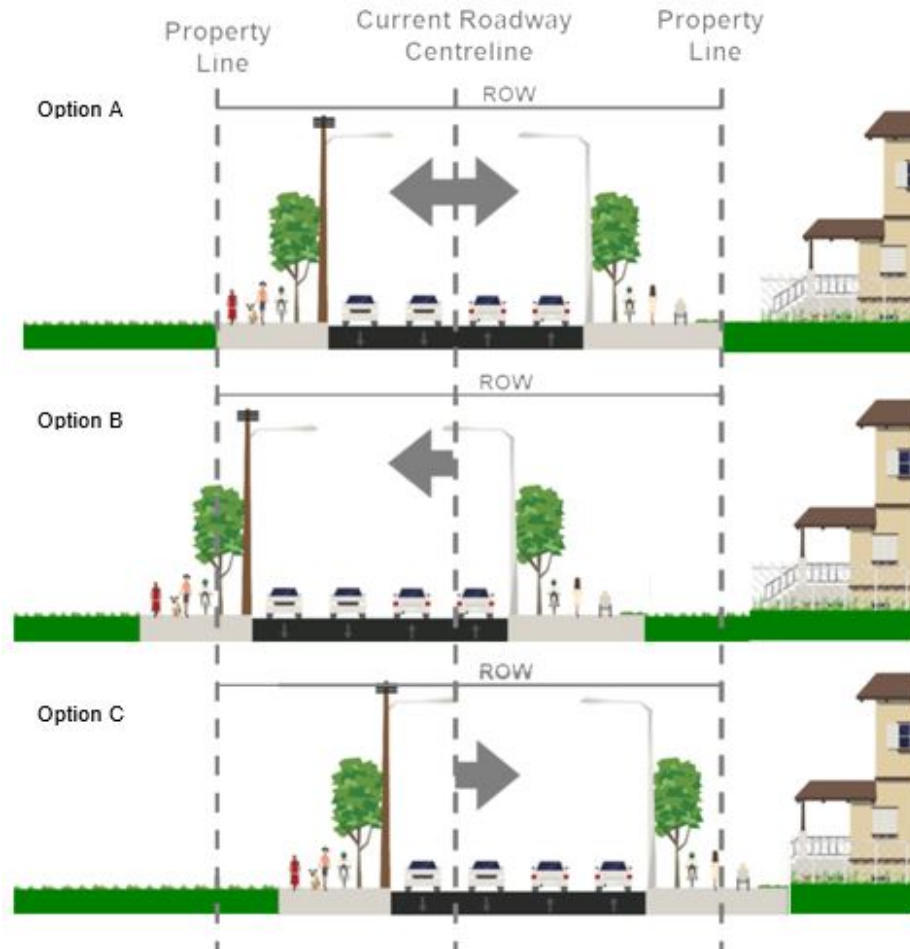
Streetscaping Options Along Kirby Road



8. Refer to the image above. Where do you prefer to have street trees along the Kirby Road corridor?

- Option A – Street Trees closer to the roadway
- Option B – Street Trees closer to the property line
- Option C – Street Trees in the centre median
- I do not have a preference.

Widening Kirby Road Options: To widen Kirby Road from 2 to 4 lanes, we can widen on both sides of the road (Option A), widen to the north side (Option B), or widen to the south side (Option C).

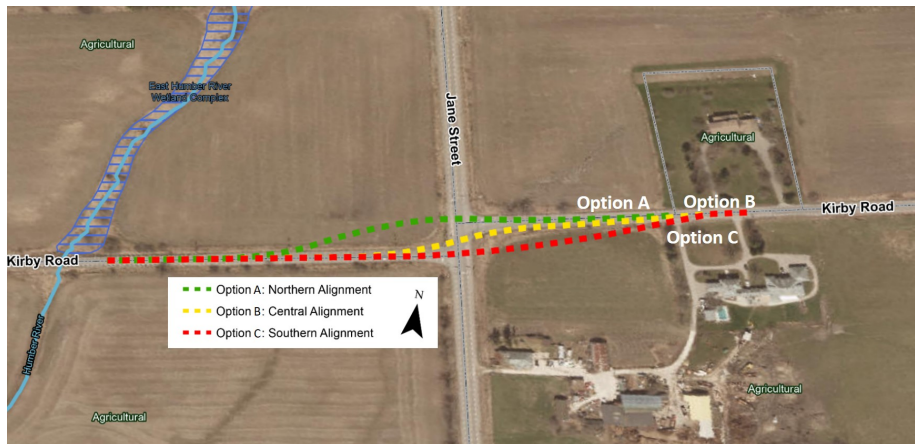


9. Refer to the image above. Which side of the road do you prefer we widen Kirby Road?

- Option A – Widen on both sides (widen about the centre of the road)
- Option B – Widen to the north side
- Option C – Widen to the south side
- I do not have a preference.

Kirby Road at Jane Street Options: Kirby Road will be straightened at Jane Street and the two existing intersections will be replaced with one intersection

at Jane Street and Kirby Road. Here are three options we are considering:



10. Refer to the image above. What is your preference for the location of the new intersection at Kirby Road and Jane Street?

- Option A – Re-align Kirby Road and keep the north intersection at Jane Street
- Option B – Re-align Kirby Road and make a new intersection in the middle at Jane Street
- Option C – Re-align Kirby Road and keep the south intersection at Jane Street
- I do not have a preference.

Kirby Road at Barrie GO Rail Crossing Options:

Kirby Road crosses the Barrie GO Rail Line west of Keele Street. As trains and road traffic increase in the future there is a need to physically separate Kirby Road from the rail tracks. Here are three options.

Option A: At-Grade Crossing



Existing at-grade Kirby Road crossing west of Keele Street

Option B: Underpass (Rail over Road)



Underpass example on Major Mackenzie Drive east of Keele Street

Option C: Overpass (Road over Rail)



Overpass example on Bayview Avenue south of Highway 401

11. Refer to the images above. What is your preference for Kirby Road at the Barrie GO Rail Line crossing?

- Option A: At-grade Crossing (Kirby Road crosses at the same level as the rail track)
- Option B: Underpass Crossing (Kirby Road is lowered under the rail track)

- Option C: Overpass Crossing (Kirby Road is raised over the rail track)

Evaluation Criteria: Here is what we will consider to evaluate the options.

Preliminary Evaluation Criteria

Transportation Service

- Improve Public Transit Service
- Reduce Traffic Congestion and Delays
- Create a Pedestrian-Friendly Environment
- Create a Cyclist-Friendly Environment
- Improve Safety for all Travel Modes
- Improve Mode Choice
- Accommodate Emergency Services

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 impacts to Active Agricultural Lands
- 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 Impacts and Improve Access to Businesses
- Minimize Property Acquisition
- Maximize Construction Value
- Minimize Operating Costs
- Minimize Disruption due to Construction

12. Refer to the image above. Are there any additional evaluation criteria we should consider? Tell us below or otherwise leave blank.

//

13. Please leave any additional comments on the study (otherwise leave blank).

//

14. What is your postal code?

15. A Public Information Centre will be held later this year to share the findings of the evaluation and recommendations for Kirby Road between Jane Street and Dufferin Street for public review and comment. Include your email address below to be added to the mailing list to receive future updates about the Kirby Widening EA study and notice of the Public Information Centre (otherwise leave blank).

Thank you!

Thank you for participating in our survey. Your feedback is important!

Please visit Vaughan.ca/KirbyWidening or click here for [Frequently Asked Questions](#) regarding this study.

For questions, please contact the City Project Manager Hilda Esedebe at 905-832-8585 ext. 8484 or by email at hilda.esedebe@vaughan.ca

Personal information on this form is collected under the authority of the Municipal Act, 2001 and will be used for the purpose of administering the Kirby Road Widening Environmental Assessment Study (Jane to Dufferin Street). Questions about this collection can be directed to the Manager, Transportation Planning, City of Vaughan, 2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1, 905-832-8585.

Done

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Appendix B. Communication Material

Kirby Road Widening Environmental Assessment

The City of Vaughan is studying Kirby Road between Jane and Dufferin streets to:

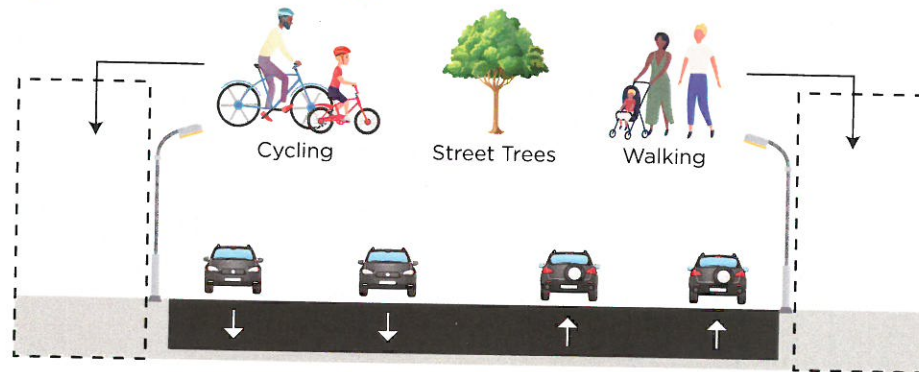
- Consider alternative designs for widening Kirby Road from two lanes to four
- Physically separate Kirby Road from the Barrie GO Rail line
- Straighten Kirby Road at the Jane Street intersection
- Create safe, accessible spaces for pedestrians and bike riders



vaughan.ca/KirbyWidening



What changes and updates are important to you?



Participate in the online survey to join the conversation and help shape the future of Kirby Road. The survey will be available at vaughan.ca/KirbyWidening until Aug. 21, 2020.

If you are unable to participate online please leave a voicemail with the City Project Manager Hilda Esedebe at 905-832-2281, ext. 8484 with your name and phone number. A member of the project team will contact you for your input.



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WHAT'S GOING ON HERE?: Vaughan widening Kirby Road from 2 to 4 lanes

City seeking input from residents in online survey until Aug. 21

News Aug 01, 2020 Vaughan Citizen

The City of Vaughan is widening Kirby Road to four lanes from two lanes and is inviting residents to share their thoughts about what the new corridor should look through an approximately 10-minute online survey (https://www.surveymonkey.com/r/P2NC3DH)

JUST THE FACTS:

- The City of Vaughan is in the initial phases of studying Kirby Road between Jane and Dufferin streets to:
- Widen Kirby Road from two to four lanes
- Physically separate Kirby Road from the Barrie GO Rail Line
- Straighten Kirby Road at the Jane Street intersection
The study will consider alternative designs for widening the road, pedestrian and cyclist spaces, a grade separation at the Barrie GO Rail crossing and straightening the road at the intersection of Kirby Road and Jane Street.
The study builds on the North Vaughan and New Communities Transportation Master Plan that assessed a study area bounded by Hwy. 27, King-Vaughan, Bathurst and Teston roads (referred to as the North Vaughan Study Area). The study was completed in 2019 with an objective to identify a well-integrated and sustainable transportation network that considered vehicle, public transit, cycling and pedestrian needs for the North Vaughan Study Area to 2031 and beyond.
To garner input from residents, the city is conducting an online survey set to end Friday, Aug. 21. To take the survey, visit vaughan.ca/KirbyWidening (https://www.vaughan.ca/projects/transportation/KRW/Pages/default.aspx)

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Vaughan looking for virtual public input on 6 key initiatives

From wastewater and dog parks to Carrville community centre, have your say

News Aug 10, 2020 Vaughan Citizen

The City of Vaughan is looking for public input on six key issues. To participate in online surveys, view digital presentations, attend virtual public meetings or deliver a deputation, please visit this link: [vaughan.ca/HaveYourSay \(vaughan.ca/HaveYourSay\)](#).

Here are the six initiatives:

1 – VAUGHAN MILLS CENTRE PUBLIC REALM STREETScape PLAN

The area around the Vaughan Mills mall, known as the Vaughan Mills Centre, is evolving. As this is a bustling place for people who live, work and play here, the city is exploring ways to enhance the area and create a safe, accessible and sustainable vision that reflects the needs of the growing community.

To view the presentation, read more about the study and take the [online survey \(https://vaughanmillsplan.metroquest.ca\)](#), visit [vaughan.ca/VaughanMillsPlan \(https://www.vaughan.ca/projects/policy_planning_projects/VMC-Public-Realm-and-Streetscape-Plan/Pages/default.aspx\)](#). The survey will be available until Friday, Aug. 14.

2 – KIRBY ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The City of Vaughan has initiated a [Municipal Class Environmental Assessment \(https://www.vaughan.ca/projects/transportation/KRW/Pages/default.aspx\)](#) study for Kirby Road between Jane and Dufferin streets, known as the Kirby Road Corridor. This study will consider alternative designs for widening the road, pedestrian and cyclist spaces, a grade separation at the Barrie GO rail crossing and straightening the road at the intersection of Kirby Road and Jane Street. Citizens and stakeholders are invited to learn more about the study and take part in the online survey at [vaughan.ca/KirbyWidening \(https://www.vaughan.ca/projects/transportation/KRW/Pages/default.aspx\)](#) until Friday, Aug. 21. The survey will take approximately 10 minutes to complete.

3 – CARRVILLE COMMUNITY CENTRE, LIBRARY AND DISTRICT PARK PROJECT

The future Carrville Community Centre, Library and District Park will be a multi-use community hub, which will combine spaces for play, learning, fitness and sport, and will be built on a 7.52-hectare parcel of land bordered by Major Mackenzie Drive to the north, Valley Vista Drive to the south, Thomas Cook Avenue to the west and Toronto Region and Conservation Authority-regulated valley lands and associated watercourse to the east. Through public consultation – including a virtual open house held in July – desired amenities were identified, including aquatic facilities, a fitness centre, a gymnasium, activity rooms, gathering spaces, a neighbourhood branch library, tennis courts, a basketball court, an accessible playground, a splash pad or water play space, a skate trail, outdoor fitness and activity areas, and open space and trails. Citizens are invited to learn more about the project and give feedback via an [online survey \(https://www.surveymonkey.com/r/CarrvilleCC\)](#). The survey is available at [vaughan.ca/CarrvilleCC \(https://www.vaughan.ca/projects/community/CarrvilleCommunityCentre/Pages/default.aspx\)](#) until Monday, Aug. 31 and will take approximately four minutes to complete.

4 – LOCAL OFF-LEASH DOG AREA STRATEGY

The city recognizes the value that off-leash dog parks bring to dogs and their families. To clearly understand and respond to the needs of residents, the city is continuing to identify locations to pilot local spaces for pets to roam leash-free. The outcome will be a Local Off-leash Dog Area Strategy that will name pilot sites for off-leash dog areas and how these sites will be managed and maintained. Where should an off-leash dog area be? What features should it have? How should it be maintained? Participate in the [online self-directed workshop \(https://www.surveymonkey.com/r/DogParkWorkshop\)](#) to learn more about the strategy, view key findings to-date, review and provide feedback on the eight recommended pilot locations, and indicate if there is interest to join the Off-Leash Dog Area Stewardship Program at one of the pilot locations. The workshop will take 15 minutes to complete and is available at [vaughan.ca/DogPark \(https://www.vaughan.ca/projects/community/off_leash_park/Pages/default.aspx\)](#) until Monday, Aug. 31.

5 – WATER AND WASTEWATER RATE STUDY

Vaughan is committed to providing water and wastewater rates that are sustainable, fair and affordable, while also sufficient for funding the cost of operating and maintaining the city's infrastructure. As part of this commitment, the city is undertaking a comprehensive review of the current rates and rate structure for the delivery of water and wastewater services to Vaughan residents and businesses. This study will provide recommendations for sustaining Vaughan's water and wastewater infrastructure and delivery of services over the next 10 years, and explore the possibility of introducing a one-time forgiveness program to provide financial relief for abnormally high and unintentional water bills due to unexpected circumstances. Visit [vaughan.ca/WaterRateStudy \(https://www.vaughan.ca/services/residential/water/water_and_wastewater_rate_study/Pages/default.aspx\)](#) to learn more and take the [online survey \(https://www.surveymonkey.com/r/WaterRateStudy\)](#). The survey will take about eight minutes to complete and is available until Monday, Aug. 31.

6 – GALLANOUGH PARK MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT AND STORMWATER MANAGEMENT

The city is in the process of completing a Municipal Class Environmental Assessment and detailed design for stormwater management improvements in Gallanough Park. The project also includes a storm relief sewer on Arnold Avenue, between Brooke and Yonge streets. These proposed improvements will help alleviate stormwater flooding in the area, and the study will document existing environmental conditions, examine alternative improvement options, outline potential impacts and recommend future issue mitigation options. Available until Monday, Aug. 31, citizens are encouraged to view materials on the [project's webpage \(https://www.vaughan.ca/cityhall/departments/id/Pages/Gallanough%20Park%20and%20Surrounding%20Area/Gallanough-Park-Stormwater-Management-Improvements.aspx\)](#) – including existing conditions, alternative design options and next steps for the project – and share their thoughts.

Public Service Announcement

Changes are coming to Kirby Road

Take the online survey until Aug.21

VAUGHAN, ON (July 28, 2020) – The City of Vaughan has initiated a [Municipal Class Environmental Assessment](#) (EA) study for Kirby Road between Jane and Dufferin streets, known as the Kirby Road Corridor. This study will consider alternative designs for widening the road, pedestrian and cyclist spaces, a grade separation at the Barrie GO Rail crossing and straightening the road at the intersection of Kirby Road and Jane Street. Participate in an [online survey](#) and join the conversation that is shaping the future of Kirby Road. Provide feedback on proposed design options and share methods utilized to travel in and around the area.

The study builds on the [North Vaughan and New Communities Transportation Master Plan](#) that assessed a study area bounded by Highway 27, King-Vaughan, Bathurst and Teston roads (referred to as the North Vaughan Study Area). The study was completed in 2019 with an objective to identify a well-integrated and sustainable transportation network that considered vehicle, public transit, cycling and pedestrian needs for the North Vaughan Study Area to 2031 and beyond.

The study saw the completion of phases one and two of the Municipal Class EA process for the Kirby Road Corridor and identified a need to improve transportation opportunities for all who travel throughout that area, whether on foot, by bicycle, in a vehicle or via public transit.

Citizens and stakeholders are invited to learn more about the study and take part in the [online survey](#) at vaughan.ca/kirbywidening until **Friday, Aug. 21, 2020**. The survey will take approximately ten minutes to complete.

Transportation and mobility is one of the priorities in [the 2018-2022 Term of Council Service Excellence Strategic Plan](#). To be a fully connected and integrated community, the City is committed to undertaking initiatives to improve the municipal road network, support the development of transit and increase cycling and pedestrian infrastructure. Learn more about the strategic plan at vaughan.ca/ServiceExcellence.

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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.

Public Service Announcement

MEDIA CONTACT: Teresa Fazari, Corporate and Strategic Communications
T. 905-832-2281, ext. 8185 E. teresa.fazari@vaughan.ca

vaughan.ca



Appendix C. Detailed Comments

The detailed comments from **Question 3 regarding what would make WALKING more attractive** are summarized in the following Table:

Comment
We need a grass median in the middle of the road with trees and shrubs. Public art in this area would be great or something that explains the historical area. Have we given any thought to posting historical photos of the area within the boulevard maybe next to bench. I would like to see more pedestrian friend street lighting and a beautiful bridge like the ones we are seeing on Major Mackenzie Drive.
DON'T WASTE MONEY ON TREES AND LANDSCAPE!!!!!!!!!!
No purpose to walk along Kirby Road as there are no surrounding destinations to walk to. Also too dangerous as no separation between vehicles and pedestrians, minimal sidewalks, minimal lighting, and driver speeds.699
Better service (such as cut grass)
Business to visit (Stores)
Round-about
Sidewalk on Dufferin from Athabasca Drive north to Kirby.
A row of thick trees as a noise barrier between the road and the homes on the side side of Kirby between Keele and Dufferin streets.
Construction of sidewalks
More space from vehicles and cyclist. Dangerous road just like teston. Teston needs a bike lane for them. Hard to see cyclist when approaching the hills. Not to mention when u move over u can't see on coming traffic
Remove stop signs, use traffic lights instead
Sidewalk on Keele St
I hesitate to even think about walking along Kirby with the suggested road changes. Cars and heavy trucks will only increase. The city should be looking at Teston or King Vaughan roads
There is no sidewalk on Dufferin
Speed enforcement. Cars drive too fast along Kirby Road.
Wider shoulder
if it was a busier roadway. It is mostly secluded these days.

The detailed comments from **Question 4 regarding what would make cycling more attractive** are summarized in the following Table:

Comment
Cars are very courteous along Kirby currently. A wide deviated cycling lane is all that is needed :) and flatten the toad towards keele (tough climb) lol

Comment
I think Kirby should have bicycle lanes in the boulevard for families and bike lanes on the road for the serious cyclists I see using these roads during the week ends and week days at night.
protected cycling lanes
A rail station for the Go Train at Keele and Kirby Bicycle lanes on Jane, Keele and Dufferin that would allow me to reach Kirby cycling lanes from Teston road and reach North Maple Regional Park from Kirby Road safely.
Roundabout
Cycling access from Athabasca Drive to Kirby
Maintain any cycling lanes by sweeping
Connection to other cycling paths
Road conditions (pavement, potholes, debris)
Physical separation or bollards for the bike lane, and connections to North-South bike lanes on other roads
Sidewalk on Keele St
Cycling path on one side of road. Pedestrians on other side. Offset from the road by tree scape.
too dangerous by widening the roadway
There is no sidealk on Dufferin- what communities are we trying to connect sidewalk already exists on ss Kirby from keele to Dufferin
Speed enforcement. Cars drive too fast along Kirby Road. It is dangerous!!!
Wide paved shoulders

The detailed comments for **Question 5 regarding what makes Transit more attractive** are summarized in the following Table:

Comment
There's not transit on Kirby, we need more
Frequency of service will depend on demand. Can we have an Uber stop until it makes economical sense to have transit. What about space for bike sharing like Toronto?
Comfortable and accessible transit stops
Canadian winters do not make transit an attractive transportation means. Additionally transit is too infrequent and unreliable on rural roads.
Sidewalk access from Dufferin and Athabasca
Transit connection from the Ambassador hills area that currently has no access to busses
East/west is ridiculous...north/south transit more useful, practical
YRT bus service that syncs with Maple Go for reduced fare costs
Parking
There are no Bus routes accessible from Athabasca Drive or surrounding area this subdivision has no access to Vaughan transit and needs it for the kids going to the Go Train please help with this. Athabasca Drive needs transit to the Go Train

The detailed comments for **Question 6 regarding Driving concerns** are summarized in the following Table:

Comment
Too many construction vehicles speeding through area
steepness of Kirby and Dufferin makes it hard in the winter when road is slippery

Comment
We need left and right hand lanes. We need pavement sensors in the asphalt to monitor traffic, temperature, etc. This section of road should be smart to protect us!!!!
NARROW SHOULDERS
Jane st intersection
I use Kirby to get to Klienburg because it is not busy.
Left hand turn at Jane during rush hour has long line up.
Cyclist don't stop at Stop signs causing hazard
Missing side curbs on Kirby Road
street light at Jane and Kirby did nothing but slow things down on a otherwise pleasant drive.
Late night/early morning motorcycle/car drag racing
Intersection at Jane & Kirby is dangerous to navigate. I would welcome a round about at this junction
reduced use of traffic lights and 4 way stops would make traffic flow better and reduce intersection confusion. A roundabout might be an appropriate and effective solution at Jane and Keele to improve flow.
Poorly designed intersection at Kirby and Jane. Should use a traffic circle at that location.
Simple fix for morning rush hour. No Dedicated Left turn lanes causes delays at Kirby and Keele westbound, need dedicated right lane for through traffic
Offset intersection at Kirby and Jane
Widening Kirby would cause additional traffic on Dufferin which is already very congested in that area
Speed limit is too low
Stop signs
Too much traffic along Kirby. There is a lot of speeding along Kirby Road. The concern is the speeding and the noise level for the homes that back on to Kirby.
This stretch is not the issue, its jane, keele and dufferin that are so congested, focus on the issue that affects everyone in the city of vaughan. North/south not east/west
eliminate the Jog at Jane, remove 3 way stop signs east of Keele put stop signs only for those exiting the subdivisions
icy/ back ice condition in winter season
Incredibly long stop light at Jane and kirby
Widening this small strip will encourage more speeding and aggressive driving, which is already a dangerous problem on this stretch of road.
Not a straight through at Jane St. Along with no traffic lights.
The jogging of the road east and west at Jane St intersection. Safety issue.

The detailed comments for **Question 7 regarding Walking and Cycling considerations** are summarized in the Table below:

Comment
Great idea to have one side cycling and one side for walking
ensure bicyclists have a safe path NOT on the roadway impacting motor vehicle travel.
Less speeding (where's the cops)
Round about
Noise reduction measures such as trees
Reduce traffic and speeding
Please do not cut down existing trees they are magnificent

Keeping Kirby to two lanes only. I don't want the land on the side of the residential to be used as this will simply bring traffic closer to the subdivisions. We have already had a number of car accidents where the cars have gone through the residential fences!
walking and cycling can be on a shared path IF there is to be a trail off the paved road.
I like idea of cycling on one side and walking on other
Needs to have more lights. Too dark to walk or cycle at night
Speed zones/traps to deter speeding and irresponsible drivers

The detailed comments for **Question 12 regarding the Evaluation Criteria** are summarized in the following Table:

Category	Comment
Safety/ Speeding	Create wind break /snow break. Currently very dangerous without speed at the moment for Keel crossing Kirby needs to be reduced
	Speed restrictions - Radar
	Make it secure so people don't have an option to suicide by jumping in front of the train or jump on cars from above.
Transit/ GO Station	Right not there is no transit across Jane/ Kirby. There is a need for increased transit even north of Teston to Kirby
	Improve public transit service
	Accommodate and plan for future GO Train Services and station to serve nearby residents in the long term.
	people who own property in the area do not want more public transit or bus stops along kirby road. please stop trying to change Vaughan into downtown toronto like density and planning. Respect Vaughan residents desires. listen to them. we like nice neighbourhoods with big lots, friendly neighbors geared towards cars. limit transit and bus stops please.
	Sub bullet to pedestrian friendly environment: Depending on where the future Kirby GO Stn is situated, if it is close to Kirby Rd, ensure the grade separation is designed to protect for walk-in trips.
	We don't need a Kirby Go Station as the King and McNaughton stops are quite close. It is not necessary.
Noise	In the case of an underpass, access with bike to any future shops (ie not having to climb stairs with a bike to get to a shop)
	we do not want kirby rd to be widered since will increase traffic, noise, pollution and will decrease value of houses along kirby rd
	I live Very close to Dufferin Street in the middle of Teston and Kirby. I am concerned with Noise pollution. Dufferin is noisy in rush hour.
	I am not in favor of widening Kirby Rd, between Jane and Dufferin. There is already a lot of noise with cars.
	We need to protect Wildlife, vegetation, aquatic habitat. Also protecting the air quality.
	Noise pollution, aesthetics and traffic flow
Walking/ Cycling	Please consider noise reduction for those of us whose home backs onto Kirby Rd and speed racing especially between Keele and Dufferin.
	Please take in consideration cycle safety
	Enhance trail/ off road connections. Protect wildlife by constructing dedicated underground Culvert crossings.
	Create an environment that is friendly to more than single commuter cyclists safe bike lanes

Category	Comment
	<p>Create a pedestrian friendly path</p> <p>Consider connection to major trails.</p> <p>cyclist and pedestrian friendly</p> <p>cyclist friendly = roundabouts</p> <p>Evaluate the safety of pedestrians and cyclists and make it extremely friendly to cyclists. People are frustrated with cyclists on the road however if done well this is a great way to appeal to.all.</p> <p>Cycling should be a priority</p> <p>Protected Intersections for cyclists and pedestrians, mid-block crossings</p> <p>Social environment...to increase access of safe, lit, continuous and useable sidewalks for residents to use between subdivisions so people can safely access work and school etc. Those living at keele and Kirby do not have a safe safewalk down keele to the NMRP or other areas in Maple such as Mackenzie drive parks/businesses, Teston Rd/Elgin businesses</p> <p>make wide enough for separated multi-use trail.</p> <p>What is the reason for improving pedestrian quality on</p> <p>Keeping such areas looking clean and new.as a note: enhancing the areas for pedestrians, for such a main thoroughfare, is just wasted. A safe area to walk, to and from work or to do one's daily journeys is what is required and in a manner as not to be hit by cyclists. Pedestrians in the 2020's don't really go for pleasure walks on such modern paved road areas. Adding trees at every 100 feet or so, at most, just to beautify,might be a nice addition but there is much greenery in the distance, to look at, if i recall correctly.</p>
Landscaping	<p>Don't waste money on landscaping and trees...doesn't have to look pretty, just be functional. if you want trees, go to the park!</p>
Accessibility	<p>Focus on accessible design no matter the format decided on (over or underpass).</p> <p>I believe you have covered everything here. I would add accessibility as a criteria for senior citizens and persons with disability</p>
Intersection Configuration	<p>Left hand turn from Kirby to Keele need to be it's own lane. The rest needs to drive straight. Many accidents</p> <p>Minimizing addition of new intersections with traffic lights.</p>
Trucks	<p>Restrict use of Kirby to transport trucks.</p>
Widening/ Traffic	<p>Don't widen!!!! Jane and Dufferin Streets are only single lane! There will be more traffice problems and BACK UP in car traffic between Keele and Dufferin Streets!!!! Widening Kirby between these roads just doesn't make sense. Will be especially difficult for existing residents at Keele and Kirby, and Dufferin and Kirby!!!</p> <p>Please condier widen to the north side of Kirby road especially between Keele and Dufferin as there are a lot residential houses which are closed to the current kirby rd on the south side. Thanks</p> <p>Too much focus on alternative modes of travel. Never seen a cyclist or person walking on this road as a daily commuter. Increase speed for cars to allow people to travel across the city quickly without the need of Major Mac etc.</p> <p>Increase the speed limit and don't add more traffic lights</p>

Category	Comment
	<p>the stop sign at the bottom of the hill. hard to stop when the road is ice. eliminate stop sign. saw a car that could not stop due to ice going down the hill and ran into 2 cars at the stop sign.</p> <p>Alleviate traffic</p>
Illumination	<p>Efficient lighting that is dark-sky friendly. See PDF at: http://www.beaverhills.ca/media/resources/DarkSkyHandbook.pdf</p> <p>Lighting is important for safety</p> <p>Lights are my biggest concern</p>
Economic Growth	<p>Improvement to local business / Growth of Local Business</p> <p>Reduce Traffic congestion and delays</p> <p>Minimize disruption due to construction</p> <p>Minimize Flooding and Erosion...</p> <p>Minimize Operation costs</p> <p>Improve safety for all travel modes</p> <p>Accomodate Emergency Services</p> <p>Create Cyclist- and Pedestrian-Friendly Environment</p> <p>*Use common sense on budgets and spending</p>
Others	<p>More quantitative criteria - what does cyclist/pedestrian-friendly environment mean?</p> <p>The residential homes on the South side of Kirby and get their direct feedback</p> <p>Underground hydro will reduce storm damage, using accessible precast elements can be easily accessible at any point. Also the aestetical impact of wires is too bad.</p> <p>Same thing for traffic lights, phone... keep it underground, properly installed and located.</p> <p>Real survey data and GIS will facilitate management of underground utilities.</p>
Environmental Impacts	<p>Environmental impact of vehicles (ie increased CO2 emissions from stop-start at traffic lights)</p> <p>Protect species at risk</p> <p>minimize effects on climate change</p> <p>Minimize property acquisition</p> <p>Minimize disruption due to construction</p>
Other Studies	<p>Will Jane street and Dufferin street be widened as well? Jane from Teston the Kirby or King Side Road? Dufferin from Major MacKenzie to King Side Road? Also, does this align with Kirby Road extension to Bathurst Street.</p> <p>Consider connecting Teston Rd between Keele and Dufferin to alleviate traffic on Kirby instead.</p> <p>Traffic impacts of widening Kirby on connecting roads such as Dufferin which is only 2 lanes and very congested.</p> <p>I emailed you people last year with reference to the same issues of traffic etc for king Vaughan road from Bathurst to Keele. Someone from your office said it's not warranted given traffic patterns, when on certain days, just on that stretch which shouldn't be more than 5 mins people would wait 20 mins. Think it through king Vaughan is a busier street than Kirby.</p> <p>extend Kirby east of dufferin</p> <p>Open Teston Rd between Keele and Dufferin.</p> <p>If the elected officials in Vaughan are concerned with Infrastructure it is the development of Teston not Kirby that will benefit York Region as a whole! Kirby is a blip, not connected to Markham, Richmond Hill, Woodbridge,</p>

Category	Comment
	Kleinburg etc. Not to mention the Fire station at Teston Road and the new Hospital at Jane and Major MacKenzie.
	Reduce traffic congestion on Keele at Kirby and extend Kirby past Dufferin and/or extend Teston across from Dufferin all the way to Keele also reducing traffic on Kirby

The detailed comments for **Question 13 for General Comments** are summarized in the following Table:

Category	Comment
Transit/ GO Station	Increased transit at Kirby going North/ South as well as East / West
	Provide new updates on future GO Transit and Train services if possible on Kirby Road. It would be great to also provide updates on future transportation connections too.
	There is no public transit to dufferin and Kirby. We need regular service to this area!
	We wish to keep Ambassador Hills a quiet neighborhood. There is quite a bit of traffic on Dufferin Street. Having buses running on Dufferin St south of kirby Rd would encourage many to take public transit and reduce traffic congestion.
	Sound engineering design should dictate decision making for alignments and grade crossings.
	Please put a GO station at Keele and Kirby as was in initial plans
	Public transit should not be an issue in that small zone, for at least another 10-20 years. Cyclists should have a way to cycle to local transit, store bikes safely and to then take the transit from there or to load cycle, at an added cost, on to the bus.
Construction Concerns	Better transit along Dufferin & Kirby Athabasca Drive needs transit to the Go Train There is no Transit from Kirby to Teston on Dufferin street it needs it.
	Any construction of new projects should consider reducing traffic congestion and delays which are paramount at every location in vaughan, as its already a disaster as is
Walking/ Cycling	Please, please add on-road bicycle lanes (both directions).
	So many cyclists take this route to avoid other roads. Please keep it safe for cyclists
	Please improve the safety for cyclists.
	Please consider separated dedicated facilities for pedestrians, cyclists and motorists.
	We do not have sidewalks from Teston Road to Kirby on Dufferin. Any plans to give us sidewalks on the West side of Dufferin?
	Improve access to Kirby road for cyclists and pedestrians by making proper boulevards on perpendicular streets like Keele and Jane.
As we change the vaughan landscape we need to consider better Bike options in keeping shoulders open or dedicated lanes. The current expansions I have seen in Vaughan has made things worse for riders and allowed for more aggressive driving.	

Category	Comment
	<p>Make shoulders as wide as possible. Any sort of physical barrier between cars and cyclists would be safer.</p> <p>Better access to Tim Hortons on Keele and Kirby for pedestrians</p> <p>Cycling should be a priority. Very heavy traffic of cyclist in the spring to the fall.</p> <p>As a cyclist I find Kirby Road dangerous to cycle on. I am very interested in safe bike lanes but not a shared path with pedestrians which is more dangerous for pedestrians given the cycling speed most cyclists who use Kirby road would be doing.</p> <p>Kirby road is the only viable cycling route for us living in maple to head towards Richmond hill.</p> <p>Enforce speed limits as this would have me reconsider walking and cycling on Kirby. Also, a lot of trucks come through the area.</p>
Widening/ Traffic	<p>Don't widen!!!! Jane and Dufferin Streets are only single lane! There will be more traffic problems and BACK UP in car traffic between Keele and Dufferin Streets!!!! Widening Kirby between these roads just doesn't make sense. Will be especially difficult for existing residents at Keele and Kirby, and Dufferin and Kirby!!!</p> <p>Question 9 Widening the road. It is my understanding that the forest area on the north side between Dufferin and Keele has been donated to TRCA. If this is true then how can you widen on the north side? We CAN NOT widen on the south side of the road as the residents have already had cars driving through the back fences, the noise level will increase for the subdivisions and a serious concern for pedestrians. I find this survey biased as the developer involved is the one paying for the environmental assessments.</p> <p>Perhaps publish the estimated % traffic reduction by hour on Dufferin Street. Are there any studies that can quantify it yet?</p> <p>I would like to see more round about and fewer tragic lights & 4 way stops.</p> <p>A traffic circle at Jane and Kirby would allow for traffic to constantly move at the intersection from all directions. It would also take advantage of the fact that the existing Kirby road does not currently align at Jane.</p> <p>Increase the speed limit and don't add more traffic lights</p> <p>The speeding on Kirby is of great concern!</p> <p>Left hand turn from Kirby to keel need to be it's own lane. The rest needs to drive straight. Many accidents</p> <p>I'm dismayed to have not seen mention of roundabouts being considered. We know they are the more environmentally friendly, safer, and more efficient choice yet York/Vaughan are reluctant to use them except sparingly in residential areas. We see preferable outcomes all over the world and a relatively low-traffic arterial like Kirby would be a good place to institute these intersections. Driving across Vaughan takes an absurdly long time not because roads aren't wide enough but because of the constant stopping and starting that isn't really necessary, if only we embraced roundabouts like the rest of the world has.</p> <p>Consider a roundabout instead of traffic signals</p> <p>The flow of traffic the city should focus on is the traffic north/south. Jane, Dufferin, and Keele are always congested... please redirect some of the focus on those streets. Heavy & speeding Trucks should not travel on Kirby. Houses are to close to the road ALREADY. A CONCRETE fence would be reduce noise pollution to this beautiful neighbourhood and safety to people</p>

Category	Comment
	<p>in their backyards. When adding trees ,plant evergreens that also provide sound barrier all year long because they stay green. SPEED should be reduced to 40km... Cars have already gone through backyard fences a few times. MAKE IT SAFE FOR THE RESIDENTS THAT LIVE ALONG KIRBY PLEASE.</p> <p>A round-a-bout might be an interesting option as well at Jane and Kirby.</p> <p>If Kirby Road is widen, we will have increased traffic, which will lead to increased aggressive drivers which exceed the current speed limit. This is a deep concern. Measures need to be taken to ensure that Kirby Road has speed enforcement in place to reduce the aggressive drivers and maintain the current speed limit. It is very dangerous during peak commute hours and in the late evening.</p> <p>Fixing the intersection at Jane and Kirby is paramount. A additional turning lane on north bound traffic would be great for being able to make a right hand turn on a red light.</p>
<p>Illumination</p>	<p>Maple Reservoir Park was upgraded to neighbourhood-friendly and dark-sky friendly sport-field lighting that is directed down to only light the field. North Maple Regional Park was given old-style lighting that spills over into the neighbourhood and makes it hard to see the stars compared to nights when the fields are not lit. Please do not light up Kirby unless it is done properly.</p> <p>If there are lights I'll be okay walking and cycling at night.</p>
<p>Environmental Impacts</p>	<p>Do this right the first time around and pay attention to detail. The environment is important and is what sustains us ..</p> <p>we do not want kirby rd to be widered since will increase traffic, noise, pollution and will decreased value of houses along kirby rd</p>
<p>Noise</p>	<p>No need to widen Kirby. The traffic noise is already too much.</p>
<p>Others</p>	<p>This project is a great initiative. After living here for 20 years I believe this input is very valuable.</p> <p>Wonderful transportation initiative. Vaughan has the opportunity to be a leader in this class amongst its peers.</p> <p>Needed badly</p> <p>I implore our elected officials to do the right thing! Look at the bigger picture. Expanding Kirby is a make work project. Does not address the traffic, speeding, disconnection between Hwy. 400 across to Richmond Hill and Hwy. 404.</p>
<p>Other Studies</p>	<p>Why is Teston Rd not being considered to be expanded between Keele St and Dufferin St? This would have less of an environmental impact and re-establish the connection Keele St and Dufferin St that was once connected. Extending Teston Rd from Keel St to Dufferin St would also allow a more straight forward route between Hwy 400 and Hwy404. There are still farm lands along Kirby Rd and expanding the roadway would be more of an environmental impact than building a road over a closed landfill.</p> <p>I think Teston rd. should de opened between Keele and Dufferin before any work on Kirby.</p> <p>This study should extend all the way to Hwy 27. We need to include the Hwy 400 interchange improvements, on and off ramps...when are you going to look at this? You have all this new development happening along Kirby near Hwy 27/ Kipling and we will need improves beyond Jane. Please extend the study area. What about Pine Valley Drive from Teston to</p>

Category	Comment
	Rutherford? And why don't we have a full interchange at Weston Road for the new GTA West, can we pay somebody off to get this changed?
	Teston road needs to be look at to widen road as well. Not to mention a bike lane is a must on this road at least. This road is taken a lot by cyclist that are in group races, fundraisers, pleasure etc. So dangerous and so many people have been killed on that road also.
	Upzone surrounding lands within 1km of rail hub at Keele and Kirby section of this road widening as part of this process for sake of efficiency and maximization of use and early adoption.
	disappoint that your not connecting to bathurst street
	It is better to Extending Kirby Road to hwy 404 and 400
	I'd like to recommend you to have a new plan making an extension of kirby road from dufferin to bathurst. People can reach yonge street more conveniently and efficiently.
	I emailed you peopl last year with reference to the same issues of traffic etc for king Vaughan road from Bathurst to Keele. Some one from your office said it's not warranted given traffic patterns, when on certain days, just on that stretch which shouldn't be more than 5 mins people would wait 20 mins. Think it through king Vaughan is a busier street than Kirby.
	Open Teston Road between Keele and Dufferin
	please consider home owners property value. stop trying to cram condos and other high density housing into Vaughan. Stop putting so many bus routes in, waste of money they run empty most of the time
	Will you also be widening Teston Road between Kipling and Weston Road
	It seems that the expansion of Dufferin between Elgin Mills and King road should be a priority before anything is done with streets feeding into it like Kirby.
	we need proper travelling channel joining west of Vaughan to Richmond Hill. Major mac is too congested at Jane and 400.
	Your map shows Kirby extending west past Dufferin St. This is currently not the case. There is so much congestion on Major Mackenzie, many residents take Kirby as an alternate. Unfortunately, there aren't enough East/West options. This plan would only be worth the investment if it INCLUDED an extention of Kirby PAST Dufferin St and join with Gamble Rd. This will alleviate traffic between Maple and Richmond Hill.

Meeting Minutes

Project: DT-7112-14 Kirby Road Widening (Jane Street to Dufferin Street) Class EA

Subject: SHG Meeting #1

Date: Tuesday, April 14, 2020 (6:00PM to 7:45PM)

Location: WebEx Online Platform

Project Team	Hilda Esedebe, City of Vaughan (City PM)	Tara Erwin, HDR (Consultant PM)
Attendees :	Vince Musacchio, City of Vaughan	Michelle Mascarenhas, HDR
	Selma Hubjer, City of Vaughan	Jonathan Chai, HDR
	Marta Roias, City of Vaughan	Azadeh Heydari, HDR

Meeting Overview: The purpose of the first Stakeholder Group (SHG) meeting is to introduce and provide an update on the Kirby Road Widening (Jane Street to Dufferin Street) EA project, with a focus on existing conditions review (including Key Features and Challenges and TMP Recommendations), initial Alternative Design Concepts, Draft Evaluation Criteria, Study Schedule and Next Steps to obtain input. A question and answer period was held at the conclusion of the presentation with members of the project team available to address questions.

The list of stakeholders was developed based on respondents to the Notice of Commencement. An invitation to participate in SHG Meeting#1 was first sent on March 10, 2020 by email. Forty-four (44) stakeholders were invited to participate. SHG members were circulated the draft presentation slides and a detailed comment form in advance of the meeting to facilitate providing input on the materials to be presented.

Approximately 24 stakeholders participated at the SHG meeting and 7 comment forms / emails were submitted by April 30, 2020. The discussion from the meeting question and answer period, and summary of feedback received from the comment forms are summarized in these minutes.

Topic

1 Welcome and Introductions

- City Project Manager introduced the study and asked the project team to briefly introduce themselves.

2 SHG Presentation (attached)

- See attached file

3 Q & A

Evaluation Criteria

- *With regards to the draft evaluation criteria, how will the project team be conducting scores or assigning weights?*
 - The project team will be evaluating the criteria holistically. Although there would not necessarily be a weight assigned to the criteria, this meeting provides an opportunity for the stakeholders to identify and inform the team if any of the criteria that is of significance to them.
- *One of the Preliminary Evaluation Criteria under “Transportation Services” is to “Create a Pedestrian-Friendly Environment” – How will the team evaluate this criterion?*

- The project team will be looking at improving the pedestrian facility in the area compared to what is available today. Some of the aspects that will be analyzed includes better pedestrian connectivity, such as better access to trails. The analysis would provide qualitative comparison between alternatives and their ability to improve the pedestrian environment.

Barrie GO Rail Crossing at Kirby Road, and Kirby GO Station

- *With regards to the Barrie Go Rail Crossing at Kirby Road, you mentioned during the presentation that the overpass option presents more challenges and impacts – could you elaborate?*
 - The NVNCTMP recommended proceeding with the underpass option based on preliminary grading requirements and urban design benefits. The next stage of the Kirby Road Widening EA study will develop the grade separation options in further detail based on additional technical studies and field investigations. An evaluation of the alternatives will be prepared considering the evaluation criteria presented and impacts resulting from the options will be identified and presented at the next SHG meeting and upcoming Public Information Centre.
- *What is the status and timing of the future Kirby GO station and how will that affect the rail crossing alternatives?*
 - The timing of implementation for the Kirby GO station is under the jurisdiction of Metrolinx. The need for the grade separation is due to the future increase in the number of trains along the Barrie Rail GO Corridor at the Kirby Road crossing. The need for the grade separation is independent of the Kirby GO Station. The project team is working closely with Metrolinx to develop and evaluate the grade separation design options in accordance with Metrolinx's design standards. The grade separation design options will consider access to the future Kirby GO Station in consultation with Metrolinx.
- *A landowner within Block 27 is currently working with Metrolinx to evaluate the development of the GO Kirby station and in that regard, it is important that this EA process works with Metrolinx and the landowner to design a safe access to this station from Kirby Road when evaluating grade separation alternatives.*
 - Noted. The project team agrees and is working closely with all stakeholders including Metrolinx and developers.
- *Will a grade separation be needed even if the Kirby GO station is not approved? Will construction be undertaken simultaneously?*
 - The need for the grade separation is based on future increases in the number of trains along the Barrie Rail GO Corridor at the Kirby Road crossing. The need for the grade separation is independent of the Kirby GO Station. The Kirby GO Station is under the jurisdiction of Metrolinx. The timing for construction of Kirby Road improvements and the Kirby GO Station is not confirmed. The City will consult with Metrolinx regarding timing of construction; however, both projects may not necessarily occur simultaneously.
- *With respect to the Kirby GO Station, the individual landowners are coordinating the matter with Metrolinx. However, it is a bit premature as the transit hub study has not commenced yet and it is tied to the advancement of the Block 27 Block Plan study.*
 - Comment noted. The City's development engineering staff are working on the Block 27 study and are collaborating with Kirby Road Widening EA team; however, the plan is to maintain the current schedule for the Kirby Road Widening EA.

Active Transportation Facilities

- *With regards to the AT options, what are the advantages and disadvantages of a Multi-Use path (MUP) versus a sidewalk?*
 - In terms of pedestrian facilities, both facilities provide adequate space for pedestrians, however, a MUP is designated shared space with cyclists which may or may not be aggressive. The project team will analyze the alternatives within the context of the study area.

Goods Movement

- *You mentioned that the Regional TMP identified Kirby Road as a strategic goods movement, what does that imply? Will vehicle load restrictions be shown in residential neighborhoods?*
 - As the section of Kirby Road within the study is a candidate for upload to a to the Region in the future, and the Region has identified the corridor as a strategic goods movement corridor to maximize the efficiency of goods movement to, from and within the Region. This is based on improvements that may not be immediate and ensures efficient access to the 400 series highways. With regards to load restrictions, this can be done through the City or the Region depending on the road jurisdiction at the time.

Jog Elimination at Jane Street

- *With regards to the jog elimination alternatives at Kirby Road/ Jane Street, what are some of the advantages/ disadvantages of the three alternatives shown?*
 - The south alignment option (red) maintains the south intersection, while the north alignment option (green) maintains the north intersection. The central alignment option (Option 2) provides a new intersection in between. The figure shown is conceptual. In the next stage of the project the project team will develop the options in more detail and evaluate each option based on the evaluation criteria presented. Some considerations include improving traffic operations and minimizing adverse impacts to properties, adjacent watercourse crossings and the natural environment.
- *Which jog elimination alternative was selected for the Teston Road EA study completed few years ago?*
 - The Teston Road EA study (Highway 400 and easterly) was a Regional EA study and the area had its unique challenges which may not be applicable to this study. Improvements to the Kirby Road / Jane Street intersection will consider the constraints and challenges in this study area.
- *Is a roundabout being considered for the Jane Street jog?*
 - At this point no, however, we are still in the early stages of the process and the roundabout alternative is not yet off the table.

Traffic Control

- *Will this study consider signaling the intersections east of Keele Street on Kirby Road?*
 - Signal warrant analysis will be conducted for all unsignalized intersections and if warranted, traffic signal installation will be recommended.
- *Will dedicated left turns be considered in this study?*
 - Yes.

Timing of Improvements

- *If Kirby Road becomes a Regional Road, will it change the anticipated completion date to align with the Regional TMP?*
 - At this point the corridor is under the jurisdiction of City of Vaughan. If the Region decides to upload the corridor to a Regional Road, it would be up to the region to decide at that point.
- *What is the timing for the Kirby Road construction?*
 - The Environmental Assessment (EA) study is the planning study which will develop a 30% preliminary design. Following completion of the EA study, the Detailed Design will commence followed by construction. The timing for construction is at least 5 years away but not confirmed at this time.

Other Questions

- *Will a recording of the presentation be provided to the stakeholder group?*

- No, however, you may contact the team at any time for further clarifications and/or questions. Meeting minutes will be circulated to document the discussion.
- *Will additional questions asked at a later time be added to the meeting minutes?*
 - Questions received by April 24th from the attendees will be added to the minutes.

Post Meeting Questions:

- *Which of the grade separation alternatives is preferred either through this process to date or through the Transportation Master Plans?*
 - Within the North Vaughan and New Communities Transportation Master Plan (<http://www.nvnctmp.ca/>), the identified preferred alternative for the grade separation is the underpass (Kirby Road below the rail line); however, the Kirby Widening EA will develop the grade separation options (overpass and underpass) based on additional technical studies and current information and re-evaluate the options to identify a recommended design at the crossing.
- *Was the Kirby Road Extension EA between Dufferin and Bathurst reviewed with input received from the MOECC (MECP), TRCA, or MNR?*
 - Yes. For questions regarding the approved Kirby Road Extension (Dufferin to Bathurst) EA Study please send an email to Marta.Roias@Vaughan.ca
- *Comments regarding how the evaluation will consider / measure various indicators and criteria and how the evaluation will be conducted.*
 - Evaluation methodology, approach and evaluation of alternatives will be developed and confirmed in the next stage of the project and will be shared with the SHG at the next SHG meeting prior to the Public Information Centre.
- *Comments regarding the grade separation alternatives presented to date and how they will be considered / assessed based on various impacts to pedestrians / cyclists, Kirby GO Station, access, and property, etc.*
 - To clarify, the grade separation options shared at the SHG meeting #1 were based on the work completed from the NVNCTMP. The Kirby Road Widening EA will develop the options based on additional technical studies and current information and assess the impacts with respect to the identified evaluation criteria. The options and preliminary findings will be shared with the SHG at the next SHG meeting prior to the Public Information Centre.

Comment Forms:

The following summarizes the feedback received from the SHG members. It is based on 7 comment forms submitted to the project team by April 24, 2020. This input will be considered in the next stage of the study as the project team develops and evaluates alternative designs.

Key Features and Challenges

1. **Do you have comments on the key features and challenges identified? Are there any other features and challenges related to Kirby Road (Jane Street to Dufferin Street) you would like us to know about?**
 - *This is a make work project. Traffic issues due to north-south travel not east-west.*
 - *Plan for the future and ensure changes are significant enough for the long-term planning horizon.*
 - *Implementation of roundabouts should be considered at Jane and Kirby. Consideration of traffic signals to replace stop signs on Kirby between Keele and Dufferin Street. We fought to have these implemented and require them. Consider turning lanes into residential streets and turning lanes south and north at Keele Street.*

- *West of Keele, north side of Kirby, existing land uses and 3 driveway considerations are not shown/ identified on Transportation Master Plan and Barrie GO Rail Crossing alternatives – These land uses and driveways needs to be shown and considered.*
- *At this time there are no challenges or features we foresee. We appreciate the work done already and look forward to the next phase of this project.*
- *Need to accommodate future access from the Block 27 lands onto Kirby Road.*

2. What are your top concerns with walking along Kirby Road between Jane Street and Dufferin Street?

- 5 *Lack of Sidewalks*
- 3 *Unsafe crossings at intersections / driveway entrances*
- 3 *Risk of collision with vehicles along Kirby Road*
- 3 *Not enough Illumination at night*
- 2 *Visibility of pedestrian crossings at intersections*
- 2 *No connection to transit*
- 2 *Not enough trees, rest areas (benches), pleasant landscaping*
- 2 *No physical separation from vehicles*
- 2 *No access to adjacent lands*
- 1 *Lack of Crosswalks*
- 1 *Crossing time at intersections (too short / too long)*
- 1 *No trail Connections*
- 1 *I do walk on Kirby Rd and have no concerns.*
- 0 *Condition of existing sidewalk (too narrow, trip hazards)*

Other Safety Concerns regarding walking:

- *Speed of drivers and noise produced is not conducive to pleasant walks. This will increase with a four lane road.*
- *Lack of physical separation from cycling traffic*
- *The existing pedestrian environment is hostile and is essentially non-existent.*

3. What are your top concerns with cycling along Kirby Road between Jane Street and Dufferin Street?

- 6 *No physical separation from vehicles*
- 5 *Aggressive Driving/Speeding*
- 4 *Risk of Collisions with vehicles along Kirby Road*
- 4 *Truck traffic*
- 4 *Lack of cycling facilities*
- 2 *No access to adjacent lands*
- 1 *Unsafe crossing at intersections or at driveway entrances*
- 1 *No trail Connections*
- 0 *No connection to transit*
- 0 *Not enough Illumination at night*
- 0 *I have no concerns with cycling on Kirby Rd*

Other Safety Concerns regarding cycling:

- *Kirby is used as a drag strip for drivers who rarely stop at stop signs between Dufferin and Keele. Rolling stops especially at rush hour.*
- *Future cycling facilities need to take into account future development associated with the Block 27 lands.*

4. What are your top concerns with taking transit along Kirby Road between Jane Street and Dufferin Street?

- 3 Connection to other transit routes
- 2 Lack of transit amenities
- 2 Access and location of transit stops
- 2 Frequency of Service
- 2 I do not have concerns with transit
- 1 Conditions of transit stops waiting area
- 1 Reliability of Service
- 1 Travel Time
- 1 Safety
- 0 Illumination

Comments regarding transit:

- How will transit connect to the future Kirby Road GO Station? Accommodating bus infrastructure at the future Kirby GO rail station needs to be considered.
Response: at such time, the City will work with York Region Transit and Metrolinx to ensure that the appropriate transit connections to the future Kirby GO station are in place.

5. What are your top concerns with driving along Kirby Road between Jane Street and Dufferin Street?

- 5 Jane Street / Kirby Road intersection (Delays, Traffic Operations)
- 4 Keele Street / Kirby Road intersection (Delays, Traffic Operations)
- 4 Traffic Lane Width
- 4 Rail crossing west of Keele Street
- 3 Aggressive Driving
- 3 Truck traffic
- 3 Visibility of driveway entrances / accesses
- 2 Condition of roadway (driving surface, potholes, cracks)
- 2 Grade (steepness) of roadway
- 2 Winter / icy conditions of the roadway
- 2 Dufferin Road / Kirby Road intersection (Delays, Traffic Operations)
- 2 Speeding
- 2 Illumination
- 1 Road signage (clear, visible, adequate)
- 1 Shoulder width and surface condition
- 1 Ponding / Flooding of roadway
- 1 Risk of Collision with Pedestrians/ Cyclists
- 0 Driver Safety
- 0 I do not have concerns with driving

Comments regarding driving:

- Future roadway design for Kirby Road needs to take into account access to future development planned for the south side of Kirby Road, and future access that is required for these lands.

Preferred Solution:

6. The York Region Transportation Master Plan (TMP) Update, 2016, City of Vaughan TMP, and the City's North Vaughan and New Communities TMP (NVNCTMP) established the needs and justification for improvements to Kirby Road between Jane Street and Dufferin Street. The Preferred Solution is to widen and urbanize Kirby Road from two to four lanes within a 36.0m right-of-way, grade separate the Barrie GO Rail crossing, eliminate the jog intersection at Jane Street and improve walking and cycling. Do you agree with this recommendation?

- No (1 respondent).
 - Aggressive driving will increase between Jane and Dufferin during rush hour as drivers will try to get ahead of each other knowing Dufferin is a single lane and dead-ends!

- Yes (6 respondents)
 - *The plan addresses the issues well and looks to be planning well into the future, rather than a band aid type of solution. Nice to see the larger roadway being considered. Not sure the justification for bicycle lanes is warranted. Are these being used by recreational cyclists or for people trying to get to work? If for recreational cyclists, then I'm not sure it warrants the expense.*
 - *It is very important to eliminate the jog at the intersection at Jane Street. I would hope that roundabouts will be implemented and the availability of pedestrian and cycling paths.*
 - *Provided no impact to the adjacent properties and existing uses/ driveways.*
 - *This recommendation also needs to include provisions for providing access to future lands located south of Kirby Road, located within Block 27.*

Alternative Design Concepts – Typical Section:

- 7. The recommendation is to improve walking and cycling along Kirby Road (Jane Street to Dufferin Street). Review the statements below and rank them from 1 through to 7 in terms of importance to you. Rank 1 as most important and Rank 7 as least important**

The following were the top three selected statements:

- *Maximize separation of pedestrians and cyclists from traffic lanes*
- *Allow pedestrians on both sides of the road*
- *Maximize area for street trees in the boulevard*
- *Separate pedestrians from cyclists in their own designated space*
- *Maximize width of pedestrian and cyclist facilities*

Comments:

- *Only feel that there should be separation for pedestrian and cyclists from traffic. The remainder of the recommendations are all equally not that important. Trees are a maintenance nightmare and are difficult to grow on roadways where they obstruct views and limit light. A definite no. The other recommendations are of minimum importance.*
- *It would be important to have both pedestrian and cycling facilities away from traffic, so not on the roadway and with landscaping*
- *The grade-separated crossing as depicted on slides #36 and #37 indicate that the proposed slope is 7% for both options; the preferred maximum slope for pedestrians/cyclists is 5%. How will the 7% slope improve the walking and cycling environment proposed on Kirby Road? How can you accommodate pedestrians of all abilities with such a steep grade proposed?*
Response: *What was included in the slides came from the NVNCTMP which showed the design at a high level. The profiles for the grade separation will be reviewed in greater details during the preliminary design phase of this study.*

- 8. What is your top preference for pedestrian and cycling facilities along the study corridor?**

- *(1 respondent) Alternative 1: Cycle Tracks (in boulevard) and Sidewalks, Both Sides*
- *(3 respondents) Alternative 3: Multi-Use Path, on one side, Sidewalk on one side*
- *(3 respondents) Alternative 2: Multi-Use Paths, Both Sides -*

Comments:

- *What type of cycling demand is predicted for this stretch of roadway?*
- *Alternative 2 would be similar to the multi-use path on McNaughton Road. It would be nice to have trees that are beside the road, so that there is separation of pedestrians and cyclists from traffic*
- *For Alternative 3 suggests MUP on North side, S/W on South side.*
- *Kirby road is a popular biking route for amateur cyclists, there is a concern of pedestrian safety with respect to high speed bike traffic adjacent to the pedestrians in Alternative No. 1 & No. 2. High speed cycling is expected at the steep slope between Ravineview Dr & Dufferin St. As the residential area is on the south side of the road, pedestrian will naturally walk on the south sidewalk. Therefore,*

it is suggested to separate the pedestrian and cycling traffic by locating the bike lane on the north side of the road as shown in Alternative No.3.

9. What is your preference for streetscaping along the study?

- *(3 respondents) Alternative 1A (Boulevard Landscaping/Street Trees closer to the roadway curb)*
- *(2 respondents) Alternative 1B. (Boulevard Landscaping/Street Trees closer to the property line)*
- *(1 respondent) Alternative 1A and 1B*
- *(1 respondent) Alternative 2 (Median Landscaping/Street Trees)*

Comments:

- *Trees could help to minimize noise from traffic.*
- *Boulevard trees make no sense. They are costly, dangerous to maintain, dangerous for drivers. Absolute no to that. The trees should be as far from the road way as possible*
- *Alternative 2 would be my recommended preference with the maximum landscaping. It would be nice to finally see some additional landscaping on roadways to create avenues that make the environment more beneficial. Alternative 1A would be the alternative choice in order to protect pedestrians and cyclists from traffic with landscaping closer to the road.*
- *Preference for Alternative 1 B as Alternative 1A may result in a high mortality rate of the street trees due to exposure to salt spray. In addition, Alternative 2 will also result in a high mortality rate of street trees since salt spray on that side of the roadway will become an issue as well.*

Alternative Design Concepts – Areas of Special Consideration:

10. The recommendation is to urbanize and widen Kirby Road (Jane Street to Dufferin Street) from two lanes (one in each direction) to four lanes (two in each direction). When we review options to widen the road (widening about the centreline, widening to the north, widening to the south), what considerations/ impacts are important to you in making this decision?

- *Sidewalks will be closer to hazards and noisy traffic.*
- *Widening to the north makes the most sense. There will be less impact on the houses already situated on the south side of Kirby. The north area is more viable for most of the route.*
- *The considerations that should be looked at are existing residential impact concerns. Widening the roadway to the north will have less of an impact on current residential housing in the Keele to Dufferin area. There are less impacts if you widen to the north and would allow a larger buffer to current residential considering the increase in truck traffic which is anticipated. Additional trees can be placed on the buffer piece to the south by making the road widening to the north and not in the centre.*
- *Integration with Blk 27, 34 and existing park to the south and providing less separation to the density and Kirby. Widening to the south is best and will transition to Kirby better (Alt 3) walkability.*
- *Overall visual aesthetic i.e. does the street look symmetrical - Distance to residential property*
- *Please select the option that makes the best use of the land available and would not hinder progress on the construction of the additional lanes*
- *Widening the road to the north is preferred as it will result in less potential property impacts to lands south of Kirby Road.*

11. The recommendation is to remove the existing jog at the Kirby Road intersection at Jane Street. Which of the three options do you prefer for the jog elimination at Jane Street? What considerations are important to you in making this decision?

- *(3respondents) Option 2 (Central Alignment)*
- *(2 respondents) Option 1 (Northern Alignment).*
- *(1 respondent) Option 3 (Southern Alignment)*
- *(1 respondents) – None - Roundabout*

Comments:

- *Central Alignment (Option 2) is the simplest option and lots of room available.*
- *Central Alignment (Option 2) has the least impact to the adjacent private land.*
- *Northern Alignment (option 1) presents the least amount of impact to lands located south east of Jane Street and Kirby Road.*
- *I think that a northern widening approach (Option 1) should be considered.*
- *None of the above! Should be a roundabout to keep traffic moving. Northbound traffic at rush hours is backed up to Teston Road.*

12. The recommendation is to separate Kirby Road from the Barrie GO Rail Line crossing so that Kirby Road would either go underneath the rail track (Underpass) or be raised over the rail tracks (Overpass). Which of the three options do you prefer to grade-separate Kirby Road? What considerations are important to you in making this decision?

- *(6 respondents) Alternative 2 (Underpass Crossing)*
- *(1 respondent) Alternative 3 (Overpass Crossing)*

Comments:

- *Not necessary at all, rarely are cars backed-up due to the train. Underpass for winter road safety freezing bridge issues.*
- *Bridges for traffic can be susceptible to icing, traffic issues, etc. Much safer to do the underpass for the traffic. The at grade is the most dangerous situation and also results in traffic back ups and uncertainties.*
- *Underpass Crossing less visible compared to overpass crossing and more appealing views. Access to north and south sides of Kirby is better. Consider raising Barrie Line up to minimize underpass grades and surrounding impacts to properties. Flatter future underpass grade west of Barrie GO rail crossing.*
- *Underpass Crossing - Road safety, grading impact*
- *Underpass Crossing will separate cars, pedestrians, and cyclists from the Barrie GO line, however, how will the future Kirby GO station connect to Kirby Road near Keele Street?*
- *Overpass crossing similar to the Keele street bridge over the rail crossing near Teston road.*

Evaluation Criteria:

13. Rank the Evaluation Criteria from 1 to 4, with Rank 1 as most important to Rank 4 as least important.

- *Natural Environment*
 - *1 respondent Ranked #1*
 - *1 respondent Ranked #2*
 - *2 respondents Ranked #3*
 - *3 respondents Ranked #4*
- *Social Environment*
 - *2 respondents Ranked #1*
 - *2 respondents Ranked #2*
 - *2 respondents Ranked #3*
 - *1 respondent Ranked #4*
- *Transportation Service*
 - *2 respondents Ranked #1*
 - *3 respondents Ranked #2*
 - *1 respondent Ranked #3*
 - *1 respondent Ranked #4*

- *Infrastructure Design and Economic Environment*
 - *2 respondents Ranked #1*
 - *1 respondent Ranked #2*
 - *1 respondent Ranked #3*
 - *3 respondent Ranked #4*

(1) Natural Environment, (2)Social Environment, (3)Transportation Service, (4)Infrastructure Design and Economic Environment

*(1)Transportation Service, (2)Infrastructure Design and Economic Environment, (4)Natural Environment, (4)Social Environment
(Respondent didn't use a #3 rank, as felt that both #4's should be ranked very low on the criteria list)*

(1)Social Environment, (2)Transportation Service, (3) Natural Environment, (4)Infrastructure Design and Economic Environment

(1) Infrastructure Design and Economic Environment, (2)Transportation Service, (3)Social Environment, (4)Natural Environment

(1)Social Environment, (2)Transportation Service, (3)Infrastructure Design and Economic Environment, (4) Natural Environment

(1)Transportation Service, (2)Natural Environment, (3)Social Environment (4)Infrastructure Design and Economic Environment

(1) Infrastructure Design and Economic Environment, (2)Social Environment, (3)Natural Environment, (4)Transportation Service -

Comments:

- *Interested in minimizing property impacts, and minimizing impacts to the natural environment.*
- *Ensure that residential lands are not impacted. Ensure the easy movement of pedestrians and cycling along Kirby Road. Maintain traffic calming measures with increase in truck traffic. Ensure least impact to the environment.*

14. What are your thoughts on the list of detailed evaluation criteria? Are there any additional evaluation criteria you would like considered?

- *Costs, Urban Design/ Visible impact of finished product*
- *No. It isn't clear how you will be conducting your evaluation*

General

- *This is an unnecessary tax payer project; until traffic North-South is addressed. It is a road to nowhere essentially. Teston is the better more efficient option.
Response: see [Q&As](#) on study website for a summary of other projects in the area.*
- *This is an excellent initiative. Would like to ensure that this is done in consultation/consideration with the new Kirby GO station. This is very important to the area, and should be planned for along with the initiative presented here.*
- *Very informative presentation. I hope that you will consider the current residential needs in the area. The widening of this roadway will bring increased truck traffic and noise to the area. Calming measures should be put in place especially considering Kirby is going through the oak ridges moraine. Make the road have a boulevard that will bring in more trees to assist the environment.*

- *Raise future rail – less impact by underpass to existing properties – underpass preferred*
- *There is currently a 5-tonne load restriction between Dufferin Rd and Keele St. Please maintain the status quo of the load restriction.
The steep section of Kirby Rd between Ravineview Dr. and Dufferin St. is also a major concern for road safety with respect to the potential hazard when truck travels downhill at high speed. The Kirby/Foot Hill intersection will be a high hazard intersection, and this is a key intersection used by the residential community. Please consider implementing truck restrictions to minimize adverse impact to the road and pedestrian safety in the residential area.
Noise and air pollution due to potential truck traffic is also a concern to a very quiet residential community. It is suggested that a truck traffic restriction between Dufferin Rd and Keele St. be implemented. Social and environmental impacts to the residential area should be kept to the very minimum with the road upgrade.
Please consider traffic impact due to the future Go Station in the traffic study and Kirby Rd design. i.e. consider designated left turn lane and traffic light to the Go Station parking lot in order to avoid traffic backing up to the Kirby/Keele intersection.*

If there are any errors or omissions in these notes, please contact **Azadeh Heydari** at azadeh.heydari@hdrinc.com within five business days.



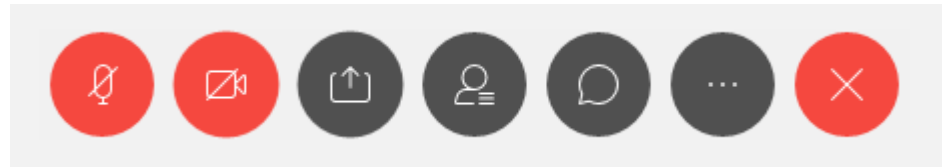
Kirby Road Widening Class Environmental Assessment (EA) Study (Jane Street to Dufferin Street)

Stakeholder Group (SHG) Meeting #1
April 14, 2020



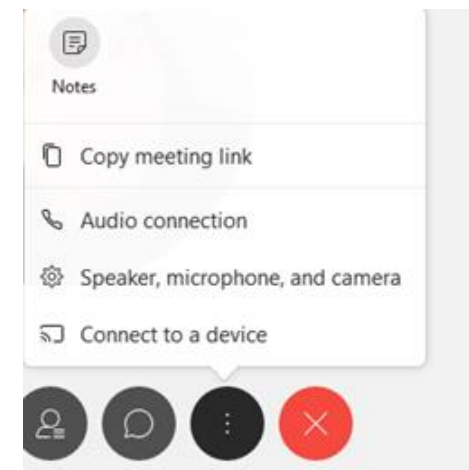
WebEx Online Meeting

Please make sure your microphone is set to mute and that your camera is turned off.



Please also ensure that your speaker volumes are turned up.

If you wish to adjust the settings, click on the icon with the 3 dots as shown below. Then click on “speaker, microphone, and Camera” to select your settings.

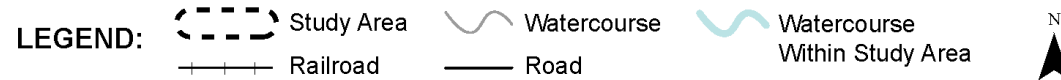
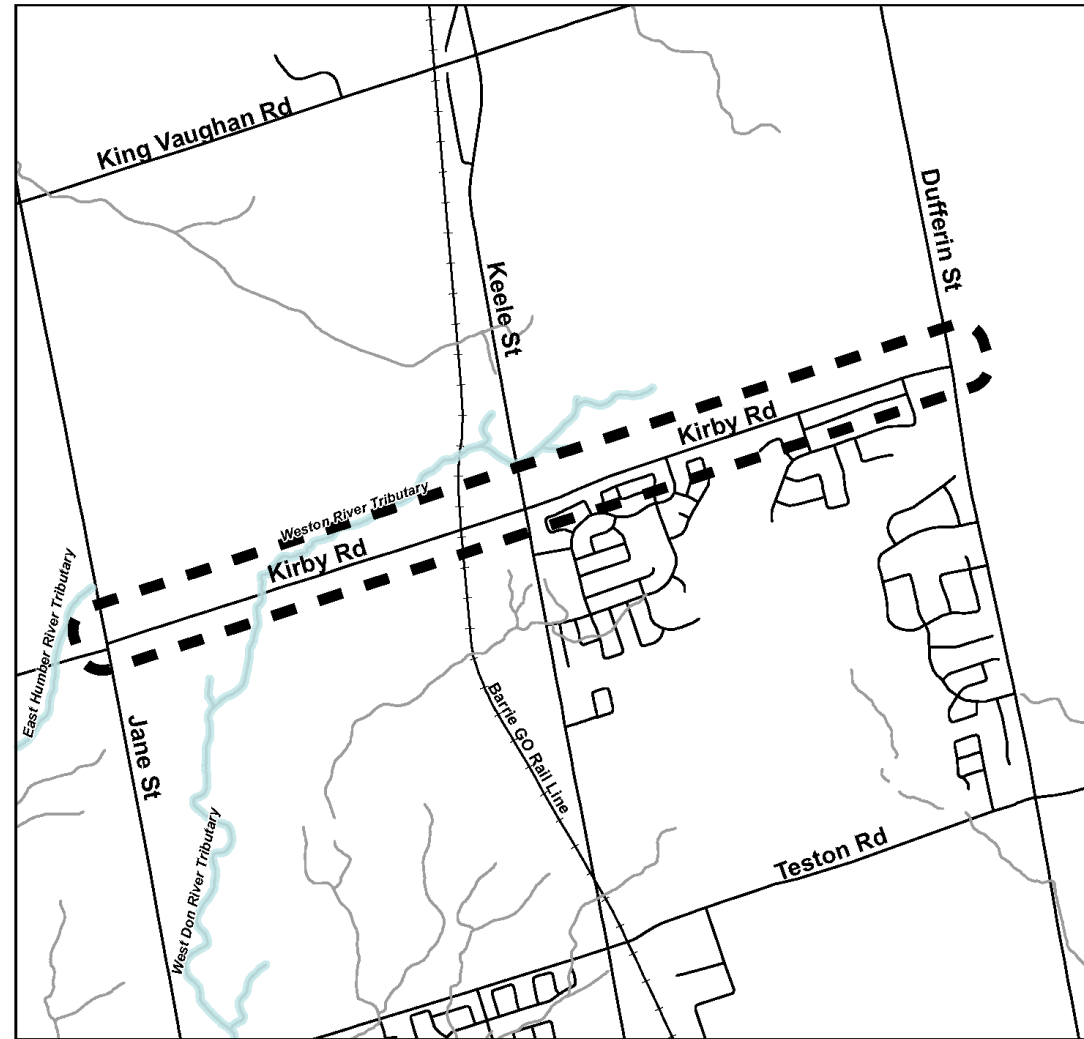


Outline

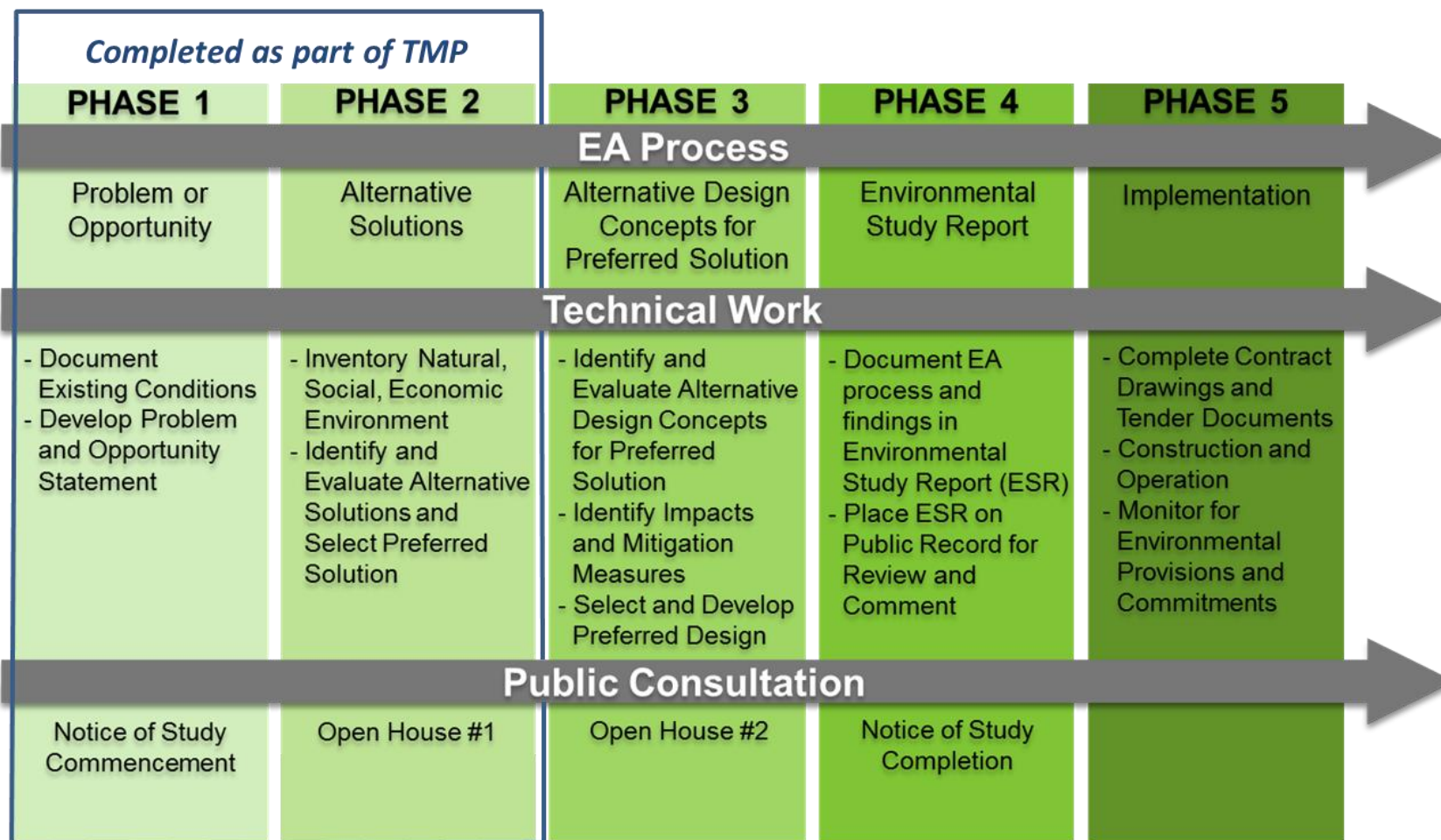
1. Study Area and Class EA Process
2. Study Organization and SHG Purpose
3. Key Features and Challenges
4. TMP Recommendations and the Preferred Solution
5. Alternative Design Concepts
 - Typical Cross-Section Development
 - Areas of Special Consideration
6. Technical Studies and Evaluation Criteria
7. Schedule and Next Steps



Study Area

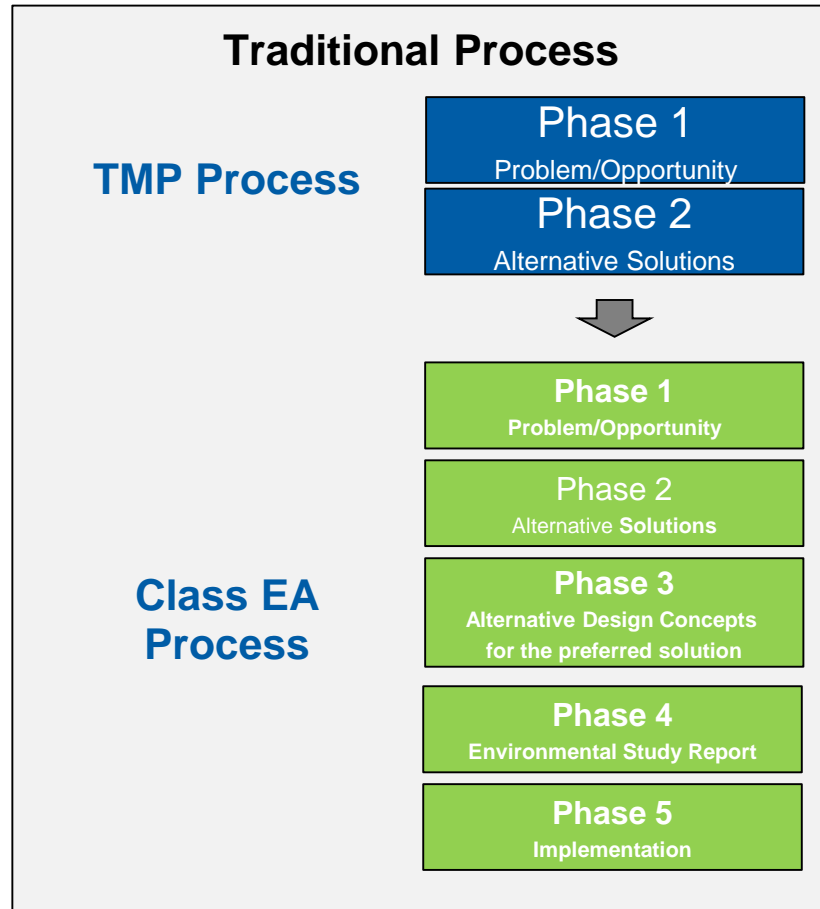


Class Environmental Assessment (EA) Process



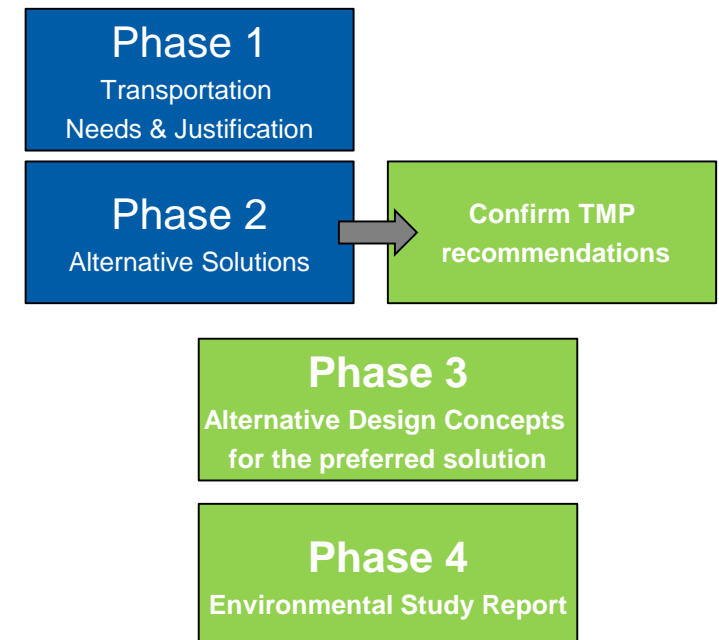
Class EA Process

Incorporating TMP Process and Recommendations



Class EA Process using TMP recommendations

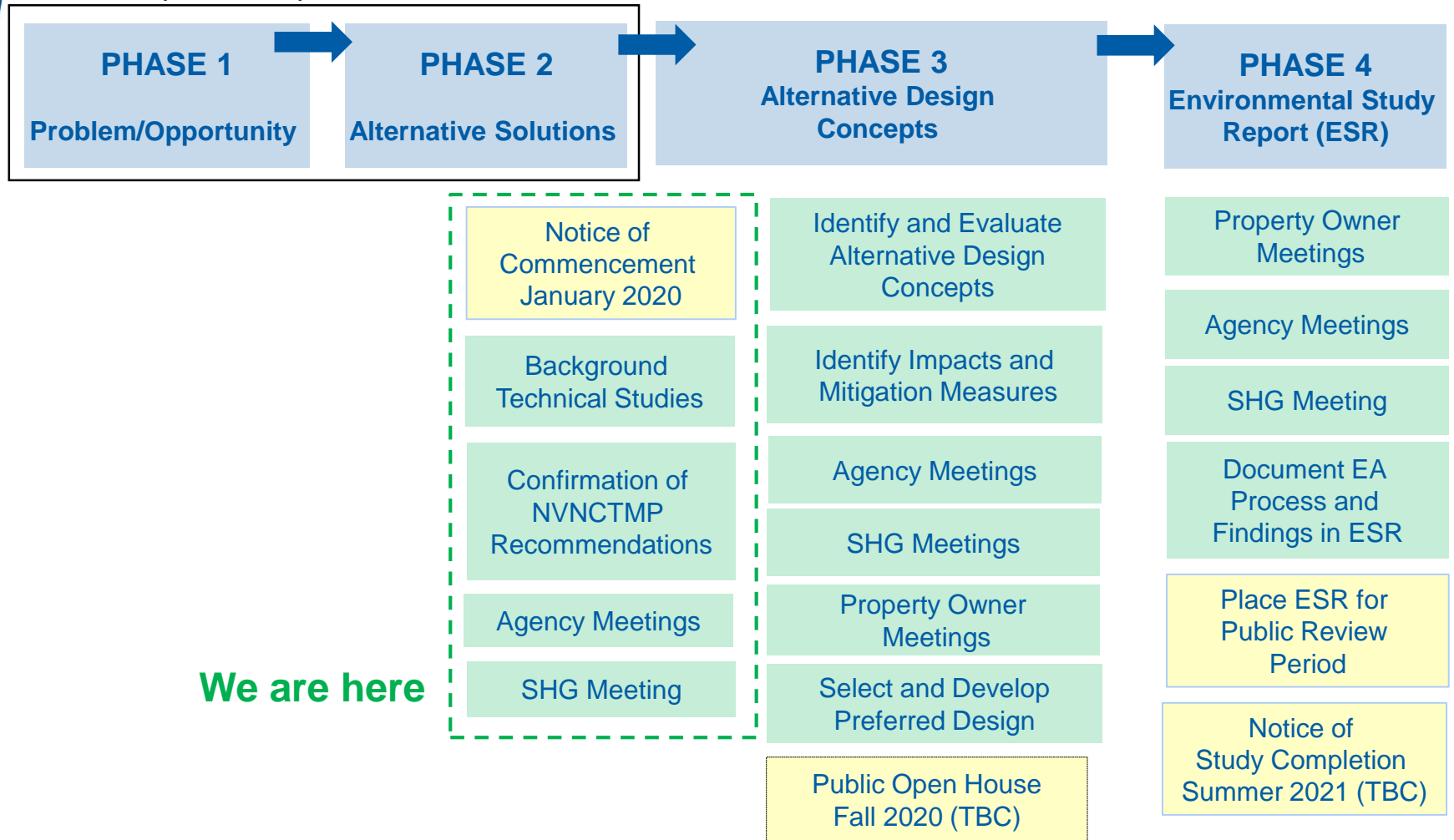
Kirby Road Widening EA



Class EA Process

Key Consultation Milestones

Completed as part of TMP



Study Organization

Who is Involved

City Project Team

Project Manager

Hilda Esedebe, P.Eng.
City of Vaughan

City of Vaughan Internal
Stakeholders

Consultants

Project Manager

Tara Erwin, P. Eng.
HDR

And a team of technical
expert and advisors

Public

- Residents
- Property Owners
- Businesses
- Commuters

Indigenous Communities

Key Agencies

- York Region
- MECP
- Metrolinx
- TRCA
- CN
- MTO

Stakeholders

- Schools
- Churches
- Business Groups
- Commercial Centres
- Environmental Organizations
- Utilities

Review Agencies

- Federal Agencies
- Provincial Agencies
- Municipal Agencies

Why have Stakeholder Group (SHG) Meetings?

Identify local transportation opportunities, needs, and issues specific to Kirby Road



Gain a better understanding about the project



Learn about how the decision-making processes work



Provide input on the design concepts, evaluation criteria, and the recommended design concept

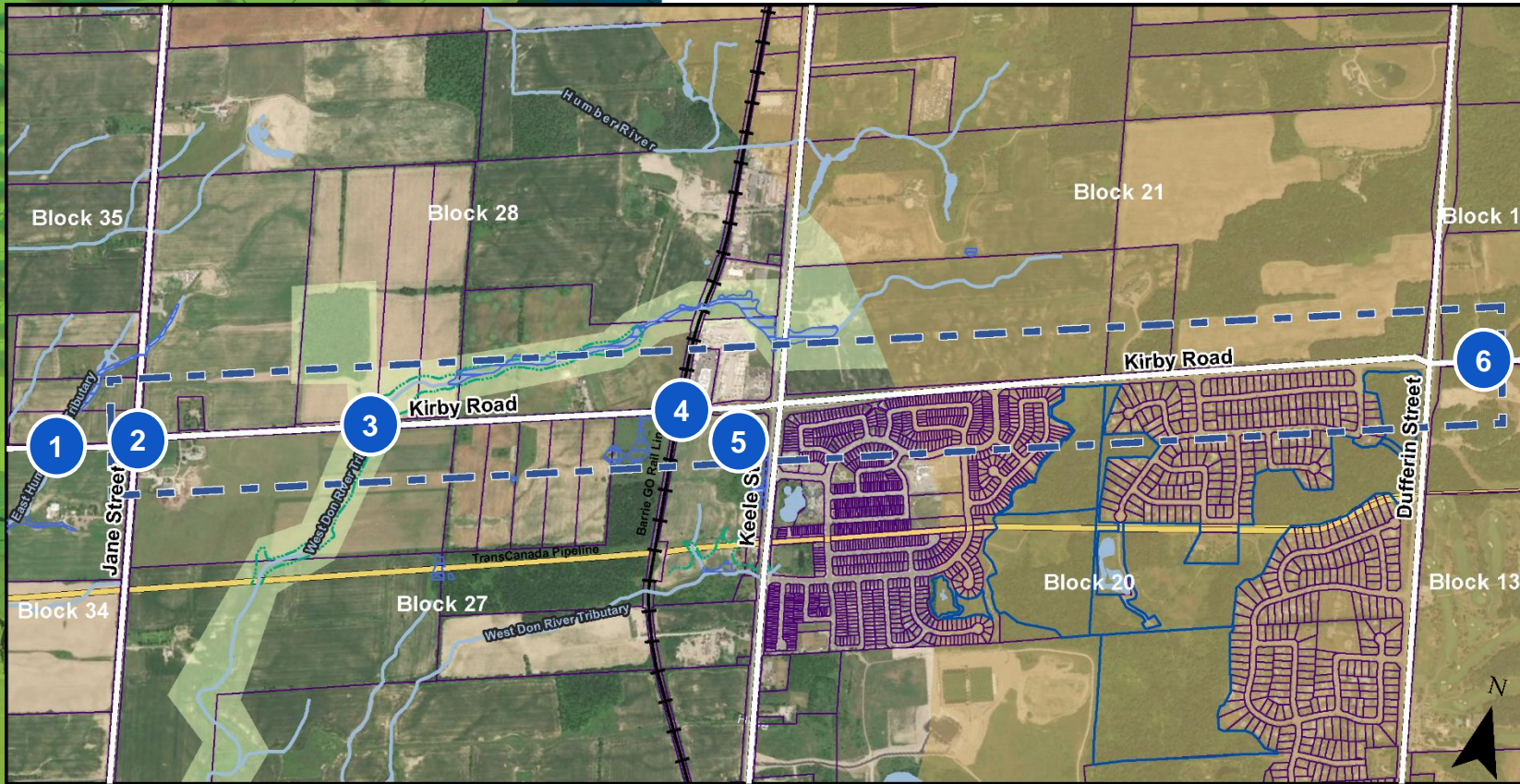


Key Features and Challenges

What we know...

Key Features and Challenges

Overview



- 1 Crossing of the East Humber River Tributary
- 2 Existing Jog at Jane St. Intersection
- 3 Crossing of the West Don River Tributary
- 4 Barrie GO Rail Corridor At-Grade Crossing of Kirby Road
- 5 Future Kirby GO Station
- 6 Future Kirby Road Ext.(Dufferin to Bathurst)

Existing Traffic Signals at Jane Street, Keele Street, and Dufferin Street

Two Lane Rural Road with limited pedestrian and bicycle facilities

Future Development
Existing Residential, Commercial and Agricultural Land Use

Greenbelt Protected Countryside
Oak Ridges Moraine

TRCA Floodplain

TCPL

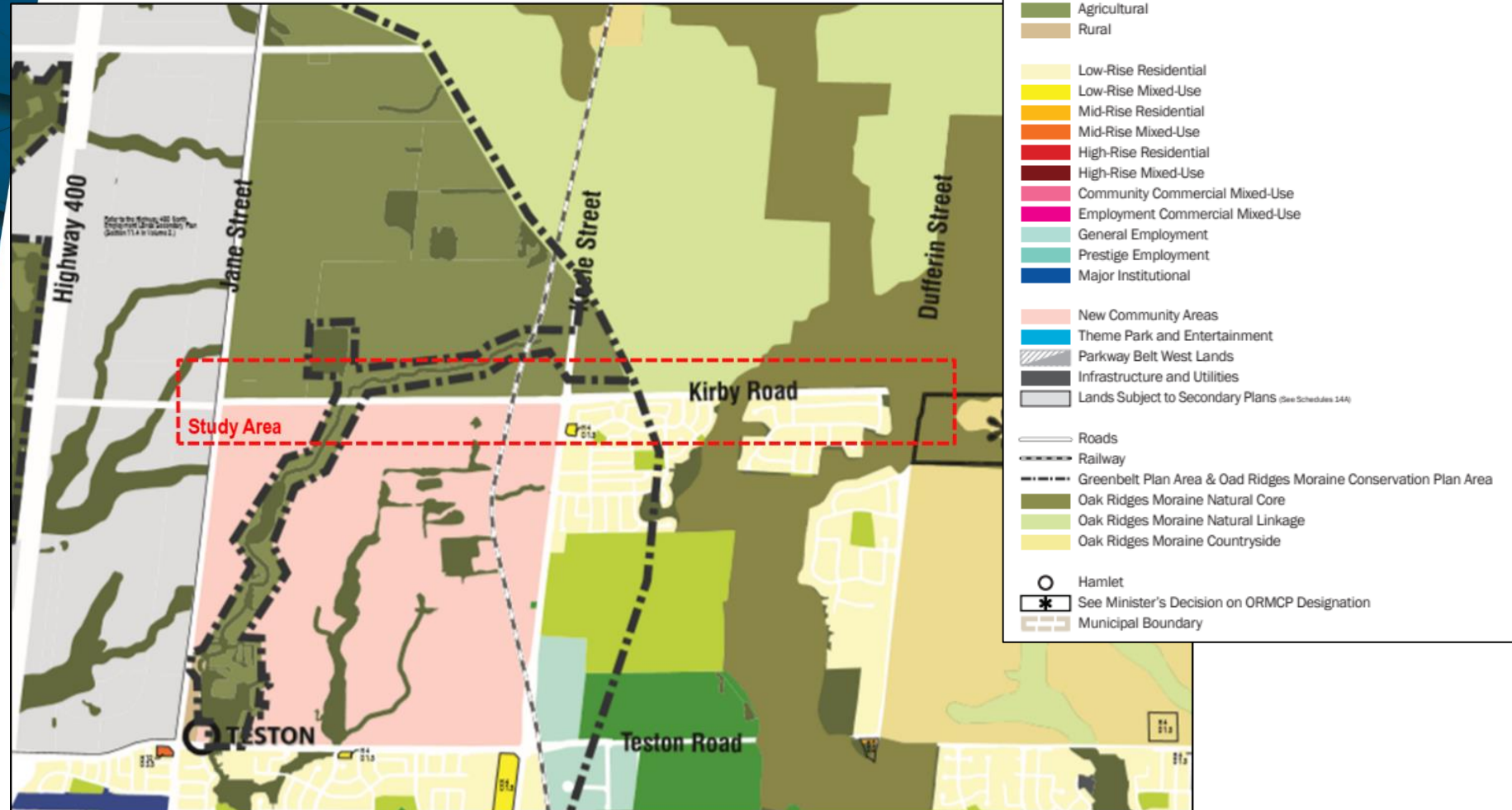
Existing ROW varies (20-55m)
Official Plan Arterial ROW 36.0m

Legend

 Kirby Study Area	 Water Body	 Oak Ridges Moraine
 Railway	 Water Course	 TRCA Property
 Parcel	 Wetlands	 TRCA Floodplain
 Block Plan Area	 Greenbelt Protected Countryside	 TCPL

Key Features and Challenges

Existing Land Use



Key Features and Challenges

Existing Cross-Section



Jane Street to Keele Street



Keele Street to Laurentian Boulevard



Laurentian Boulevard to Dufferin Street



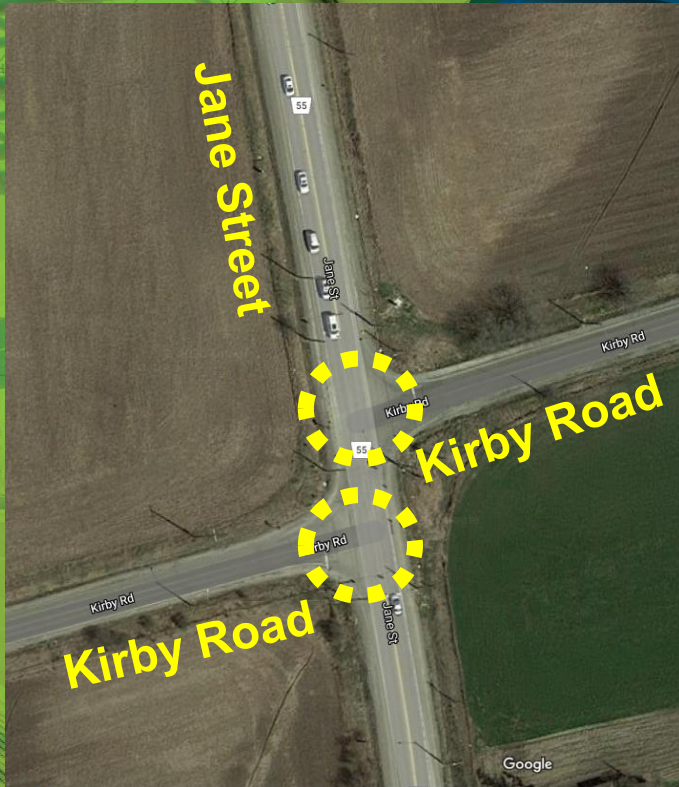
Key Features and Challenges

Existing Signalized Intersections

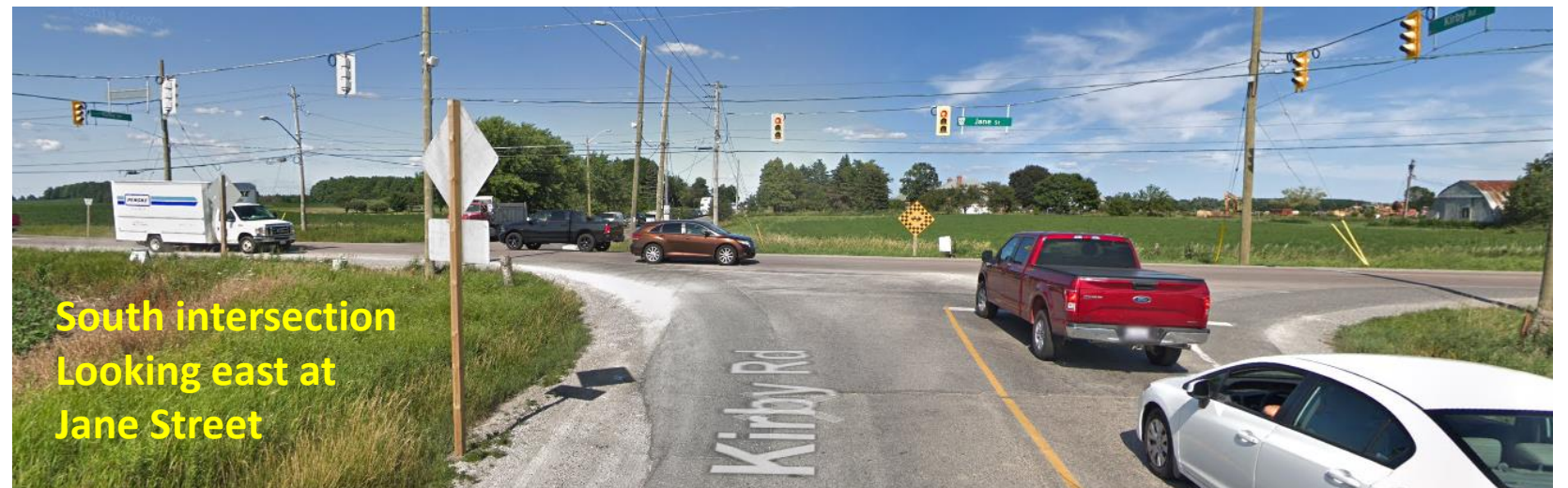


Key Features and Challenges

Existing Jog at Jane Street



North intersection
Looking west at
Jane Street



South intersection
Looking east at
Jane Street

Key Features and Challenges

Barrie GO Rail Corridor At-Grade Crossing at Kirby Road



Looking east at Barrie GO Rail Corridor At-Grade Crossing



Key Features and Challenges

Barrie GO Rail Crossing - Grade Separation



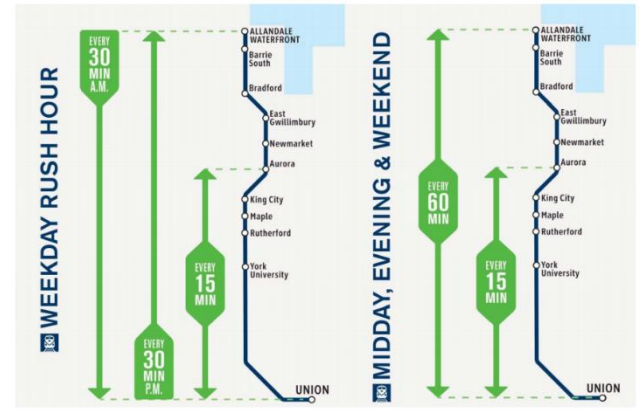
GO RER will reduce travel times and give people more ways to get where they want to go with:

- Trains up to every 15 minutes
- Service in both directions
- More all-day service
- Faster electric trains

Horizon Year	Trains per Day	AADT	Train Exposure Index*
Existing	12	4,600	55,200
2031	120 (RER)	27,900	3,348,000
2041	120 (RER)	31,800	3,816,000

* Exposure Index = Total Number of Trains per Day x Daily Traffic Crossing Railway
Source: NVNCTMP

GO Expansion Project's two-way all-day rail service of the Barrie GO line includes 15-minute service which will increase the number of trains from 12 today to 120 by 2031.



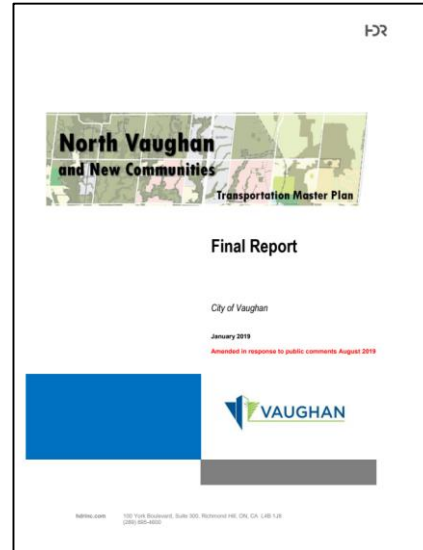
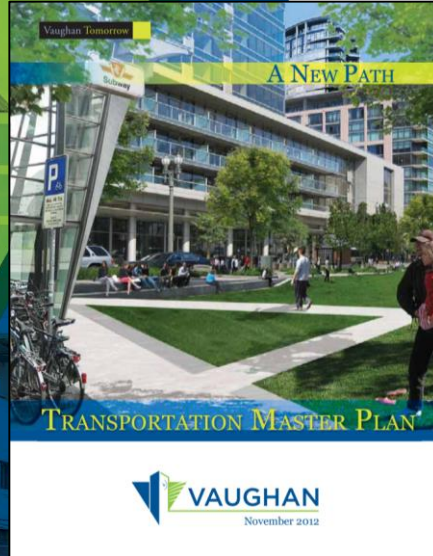
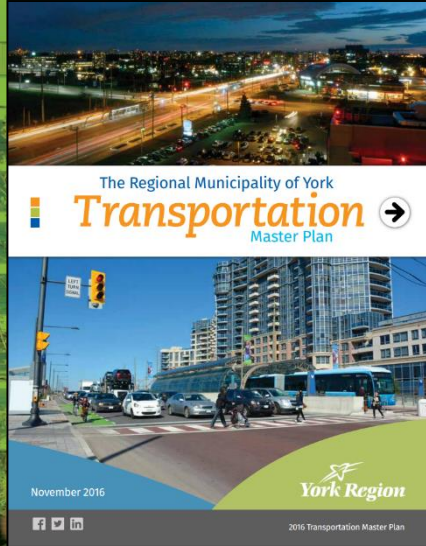


TMP Recommendations

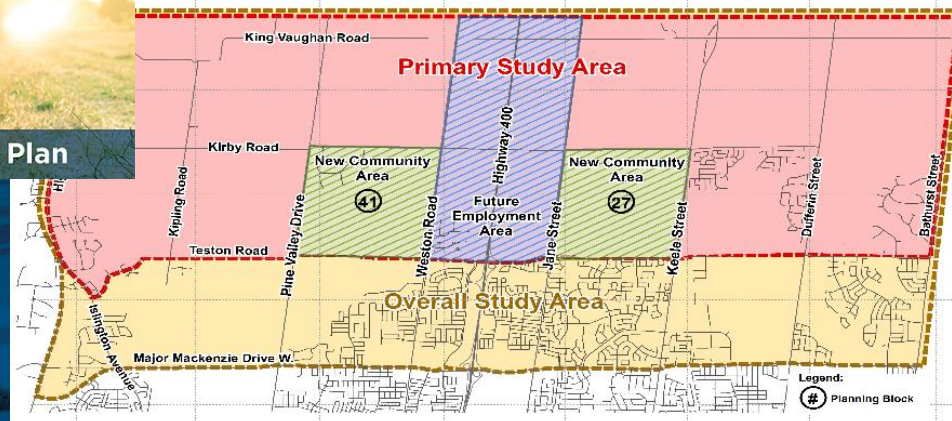
Preferred Solution

Transportation Master Plans

York Region TMP, City-wide TMP, NVNCTMP



- Identified the **Needs and Justification** to define the **Problem and Opportunity Statement**
- Developed and evaluated **Alternative Solutions**
- Selected a **Preferred Solution**
- **Incorporated feedback** from technical agencies, stakeholders and the public
- NVNCTMP satisfies **Phases 1 and 2 of the Class EA Process**
- The Pedestrian and Bicycle Master Plan update addresses **Phases 1 and 2 of the Class EA Process**



Transportation Master Plans

NVNCTMP Recommendations



Supporting growth in North Vaughan (Block 27, 41, 34 and 35)

- #1: Subject to outcome of GTA West EA Corridor EA Study
- #2 (this EA study): Widening from 2 to 4 lanes to a 36m ROW width to support Block 27, future Kirby GO Station
- #3: Approved EA (separate study)

Transportation Master Plans

Needs and Justification

Needs

- Capacity improvements to address **existing congestion and future travel demands**
- Corridor improvements to **support walking and cycling**
- Corridor improvements to **support transit**

Justification

- NVNCTMP 2019 outlines **existing and future traffic capacity deficiencies**
- Kirby Road at Jane Street experiences **congestion during peak periods**
- Existing **deficiencies with active transportation and transit network**

Transportation Master Plans

Problem and Opportunity Statement

Problem and Opportunity Statement

- Provide opportunities to maximize the person-carrying capacity of the Kirby Road corridor between Jane Street and Dufferin Street to accommodate the expansion of the Designated Urban Area and projected travel demands
- Improve pedestrian and cycling facilities and overall active transportation network
- Improve the efficiency and reliability of transit

Transportation Master Plans

Alternative Solutions Considered

1. **Do Nothing** - Does not address Problem and Opportunity Statement.
2. **Optimize existing facility with intersection improvements only** - Minor improvement for Kirby Road corridor traffic flow. Does not address overall traffic congestion.
3. **Urbanize Kirby Road but maintain 2-lane cross-section** - Does not address traffic congestion. Opportunity to improve walking and cycling facilities.
4. **Widen to 4 lanes, improvements to Kirby Road and construct to urban arterial standard** - Addresses travel demand. Opportunity to provide / improve walking and cycling facilities. Potential to improve east-west transit service and connectivity.
5. **Improvements to other roadways but not Kirby Road** - Will not benefit east-west travel demand generated by the New Communities and 400 North Employment Lands. No improvements to walking and cycling, or transit service along Kirby Road.

Transportation Master Plans

Regional Context / Recommendations for Kirby Road

Kirby Road (Albion Vaughan Road to Dufferin Street):

- Provide Regional **east-west connectivity** and **transportation capacity**
- **Widen Kirby Road** plus completion of **missing link**
- Construct **interchange at Highway 400 and Kirby Road**
- Designate as a **strategic goods movement corridor**
- Designate as a **Frequent Transit Network** corridor
- Cycling Facilities as a **local cycling route of regional significance**
- **Grade Separation** at the Barrie GO rail line at Kirby Road
- Kirby Road from Highway 27 to Bathurst Street as **candidate for Regional Road**

Transportation Master Plans

Preferred Solution

Preferred Solution for Kirby Road (Jane to Dufferin)

- Widen Kirby Road from two to four lanes and construct to urban arterial standard within a 36m right-of-way
- Grade separation at Barrie GO railway crossing
- Eliminate jogged intersection at Jane Street to improve traffic flow
- Improve walking and cycling facilities (active transportation)

Timing of improvements for Kirby Road corridor is dependent on timing of new development, the new Kirby GO Station and Metrolinx's two-day all-way service along the Barrie GO Rail Corridor.

Alternative Design Concepts Typical Cross-Section

Design Concepts for Consideration

Cross-Section Elements

Elements of a Roadway Cross-Section

- **Vehicular Elements**



Drive Lane



Curb Lane



Shoulder

- **Active Transportation (Pedestrians and Cyclists)**



Sidewalk



Multi-Use Path



Cycle Track

- **Other Elements**



Streetscaping / Boulevard



Curb & Gutter



Ditch



Utilities / Streetlighting



What is your preference of active transportation facility for the study corridor?

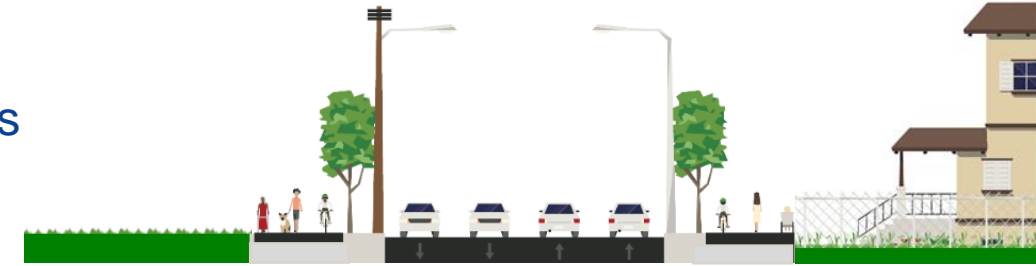
Alternative – AT facilities options

Alternative 1: Cycle Tracks and Sidewalks Both Sides

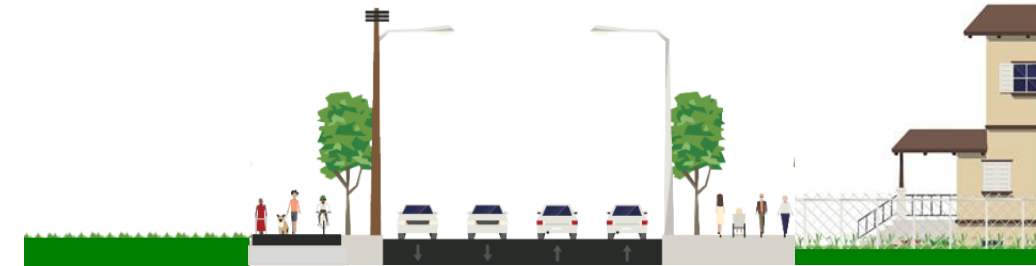
(Location of the sidewalk and cycle track within the boulevard to be determined)



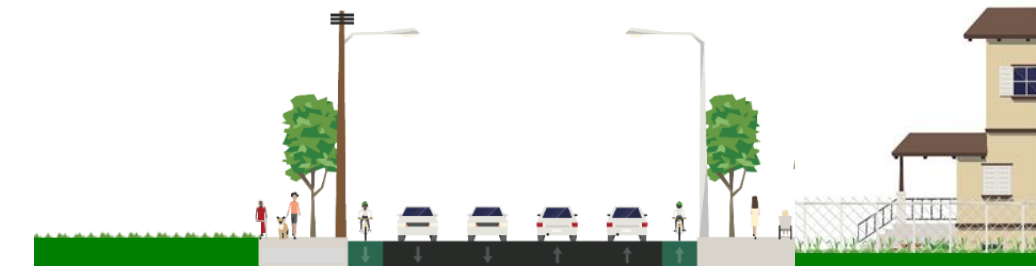
Alternative 2: Multi-Use Paths, Both Sides



*Alternative 3: Multi-Use Path One Side, Sidewalk One Side



*Alternative 4: Bike Lane and Sidewalks

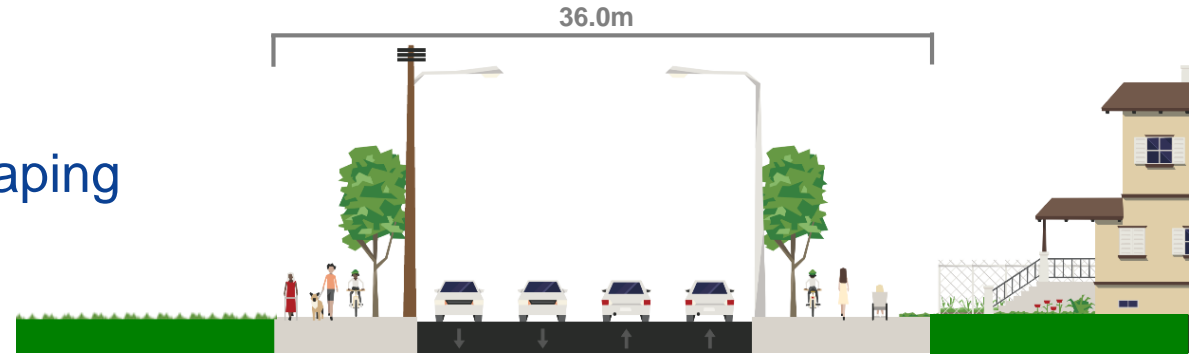


*Not supported/aligned with the Pedestrian and Bicycle Master Plan all ages and abilities framework

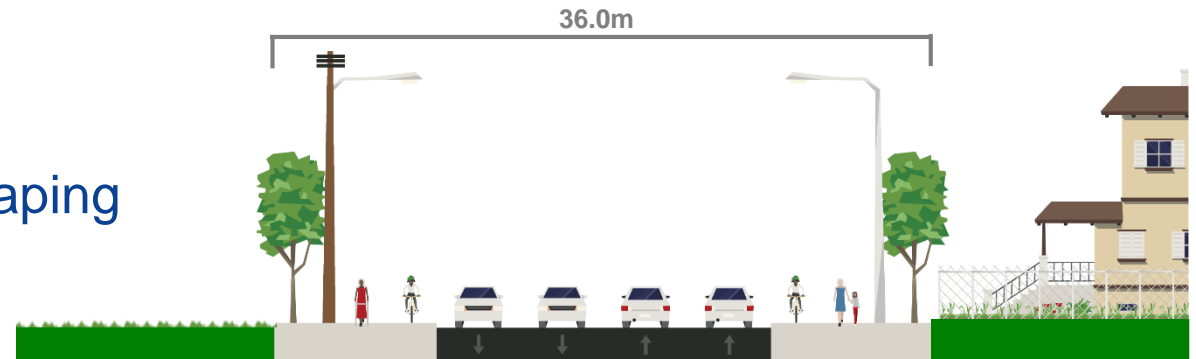
What is your preference for streetscaping along the study corridor?

Landscaping Options

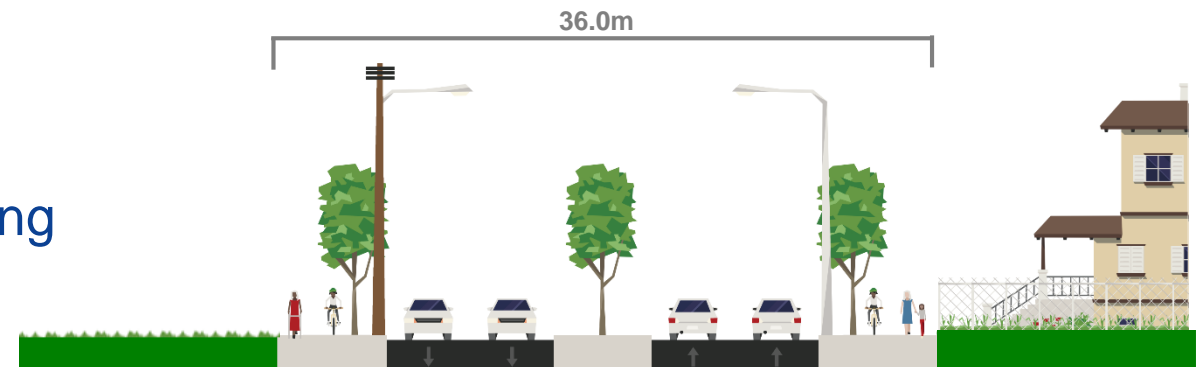
Alternative 1a:
Boulevard Landscaping
near curb



Alternative 1b:
Boulevard Landscaping
near ROW



Alternative 2:
Median Landscaping

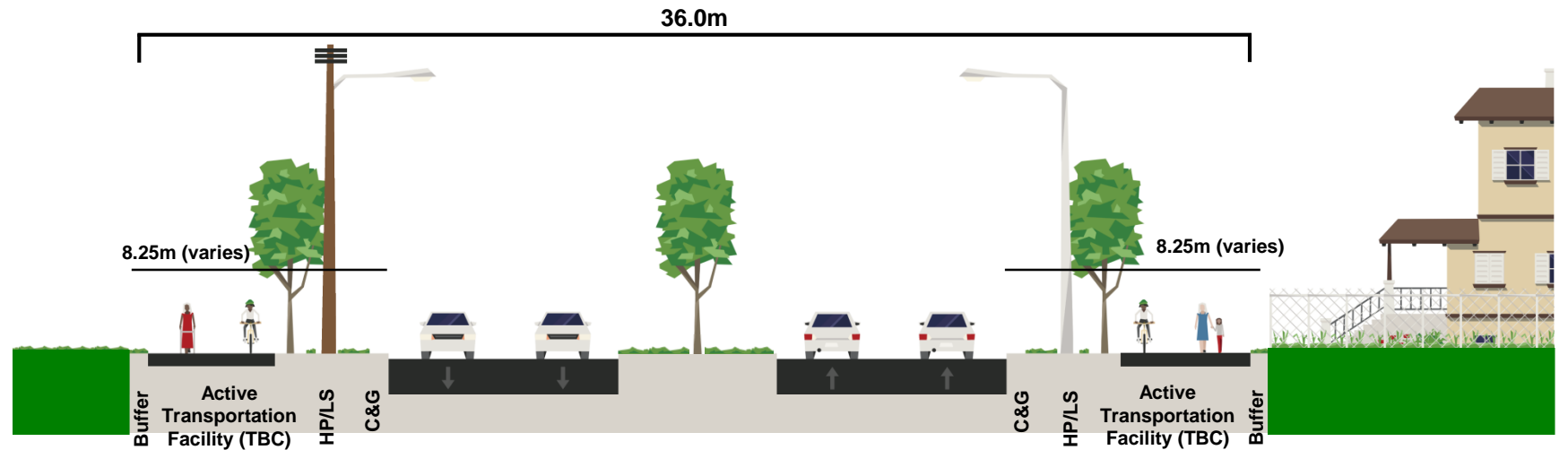
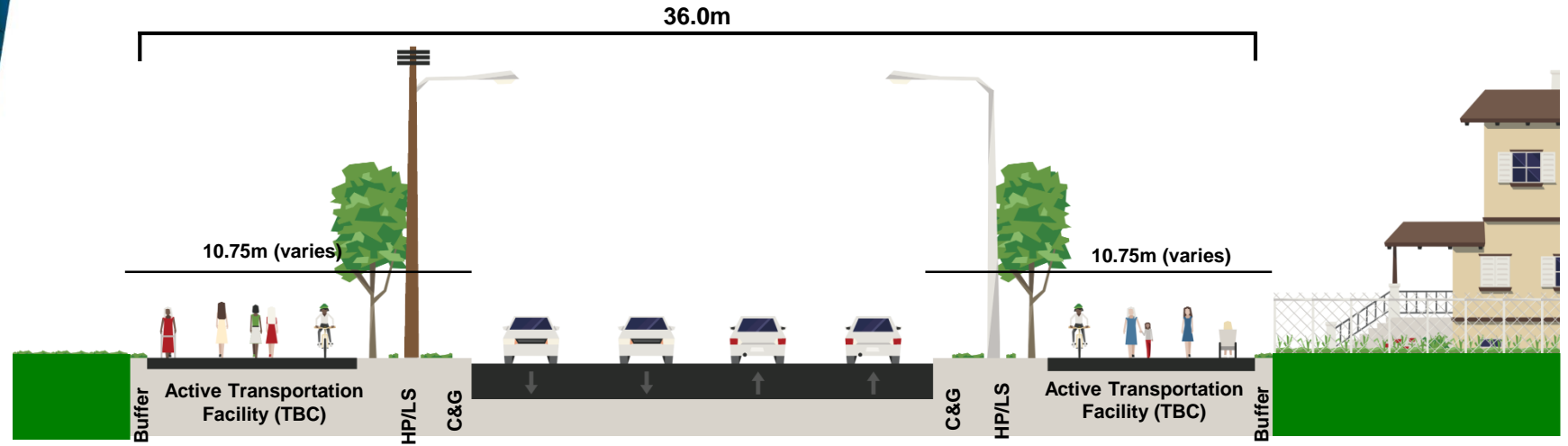


Notes:

- Additional landscaping may be considered between pedestrian and cycling facilities
- ROW width may vary at intersections

Typical Cross Sections

Alternatives to be developed for consideration



* ROW width may vary at intersections

Alternative – Widening Approach

Alternative 1: Widening About the Centreline

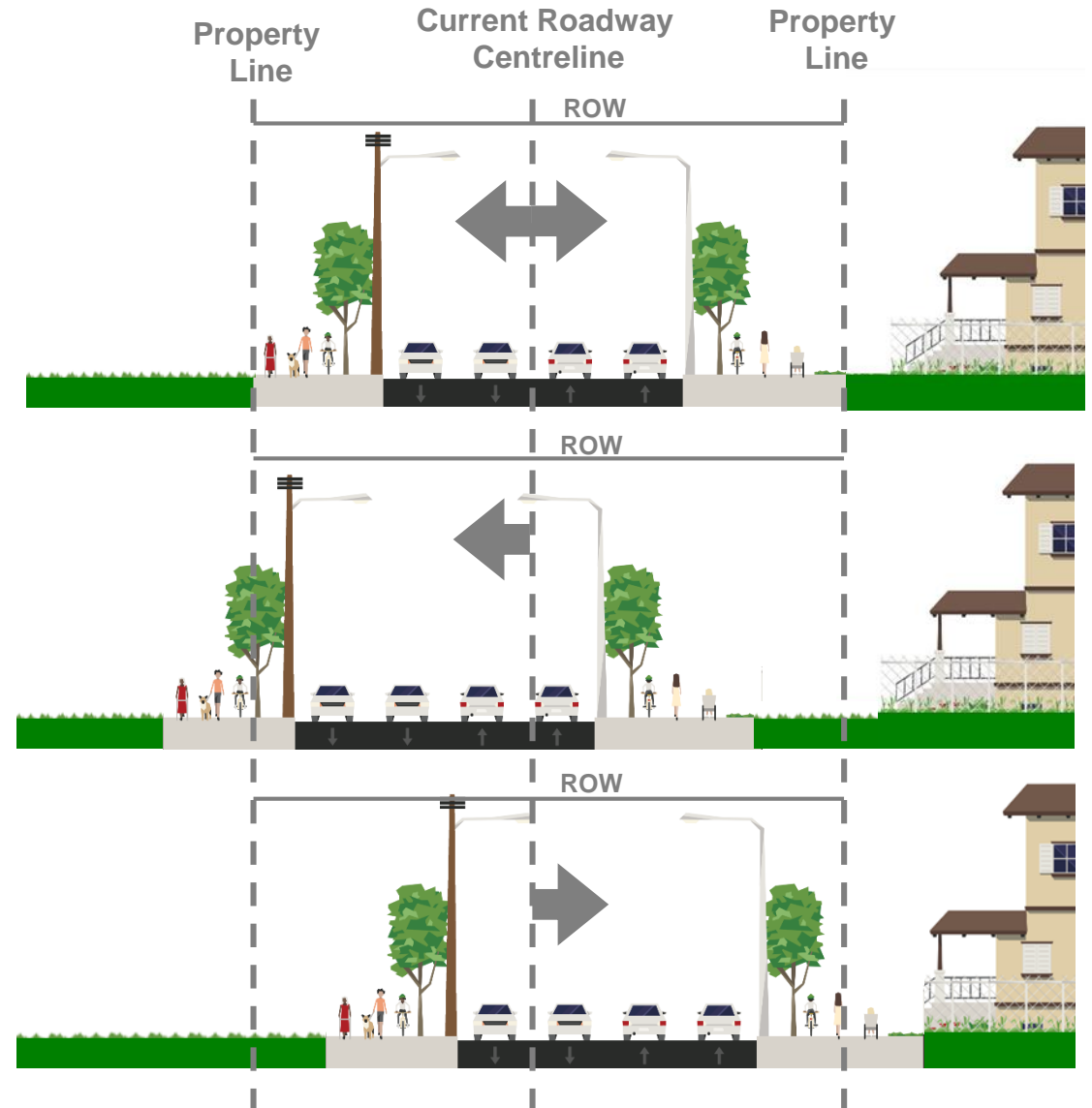
Provide additional lanes to both sides of the street to balance the impacts on both sides of Kirby Road

Alternative 2: Widening to the North

Shift road centreline so additional lanes and associated impacts occur on the north side of Kirby Road

Alternative 3: Widening to the South

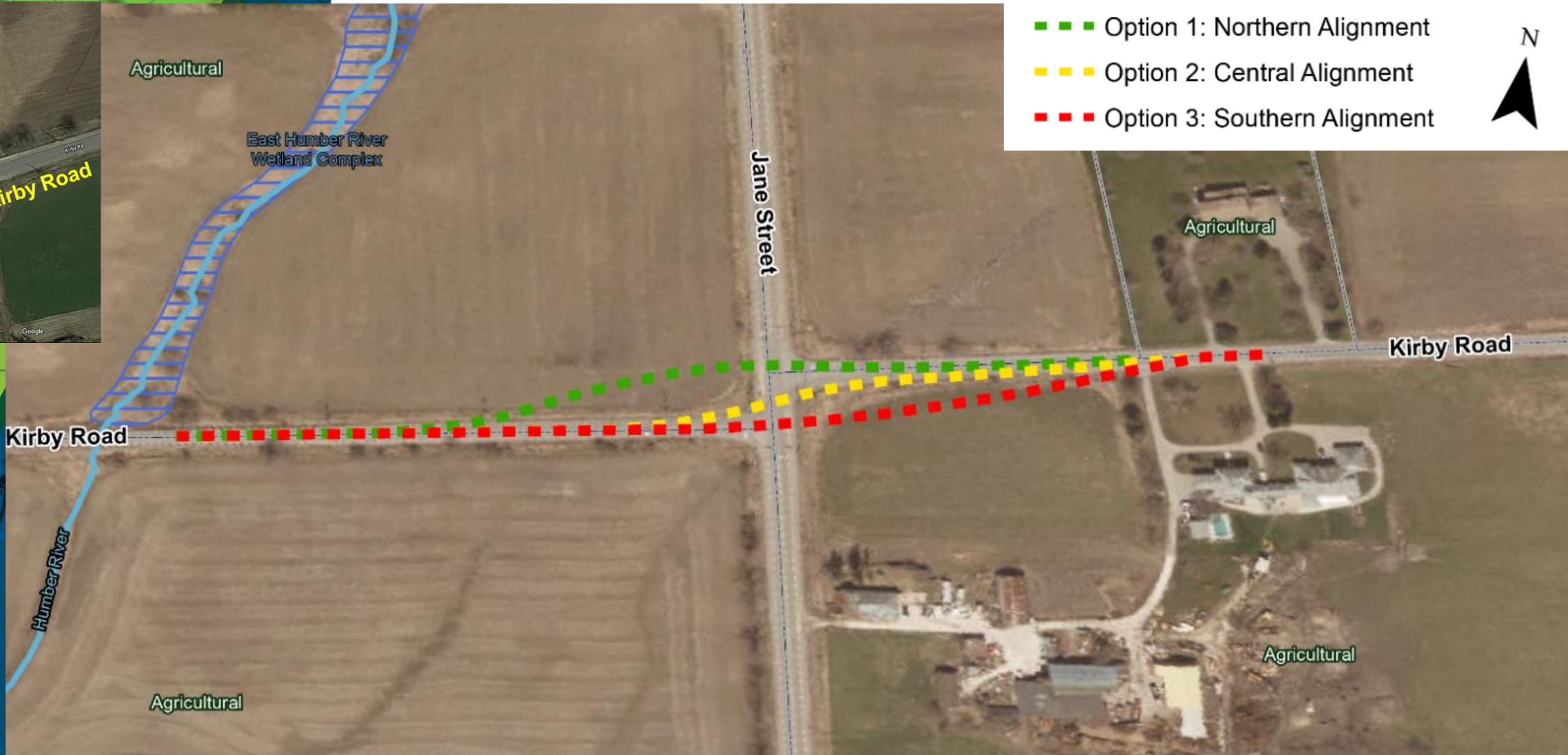
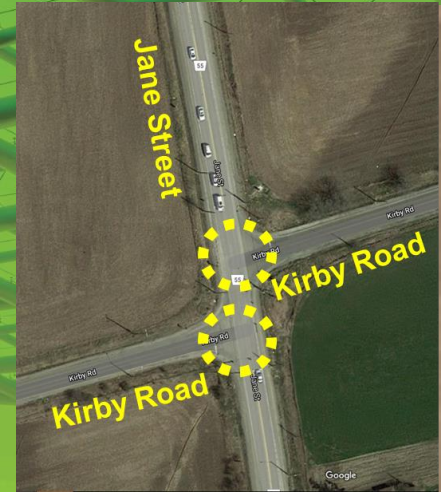
Shift road centreline so additional lanes and associated impacts occur on the south side of Kirby Road



Alternative Design Concepts Areas of Special Consideration

Jog Elimination at Jane Street

Alternatives



Barrie GO Rail Crossing

Grade Separation

City's Kirby GO Transit Hub Sub-Study, 2016

Identified a need for **grade separation** of Kirby Road at the Barrie GO Rail line and preliminary recommendations to accommodate a **GO station access at Kirby Road**.

Recommendations based off:



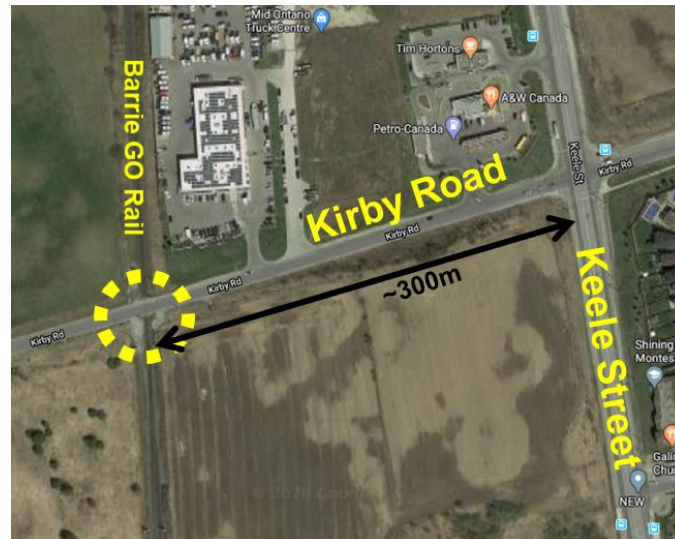
Safety



Traffic Delay Elimination



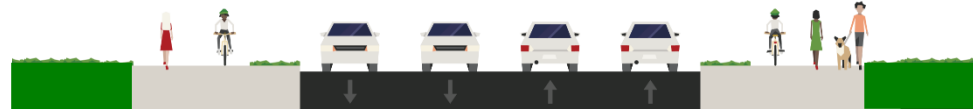
Increased Transit Frequency



Barrie GO Rail Crossing

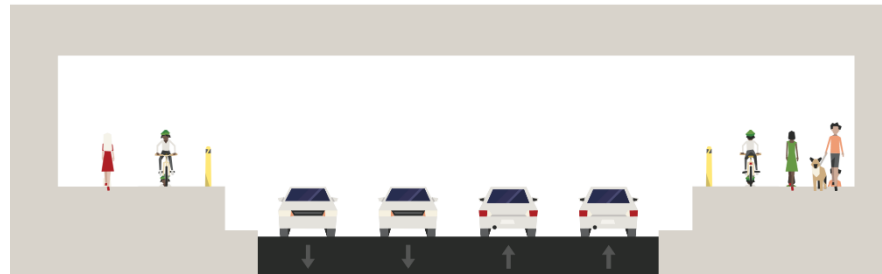
Grade Separation Alternatives

Alternative 1: At-Grade Crossing



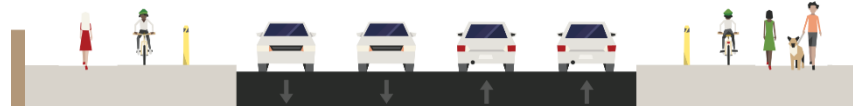
Existing at-grade Kirby Road crossing west of Keele Street

Alternative 2: Underpass (Rail over Road)



Underpass example on Major Mackenzie Drive east of Keele Street

Alternative 3: Overpass (Road over Rail)



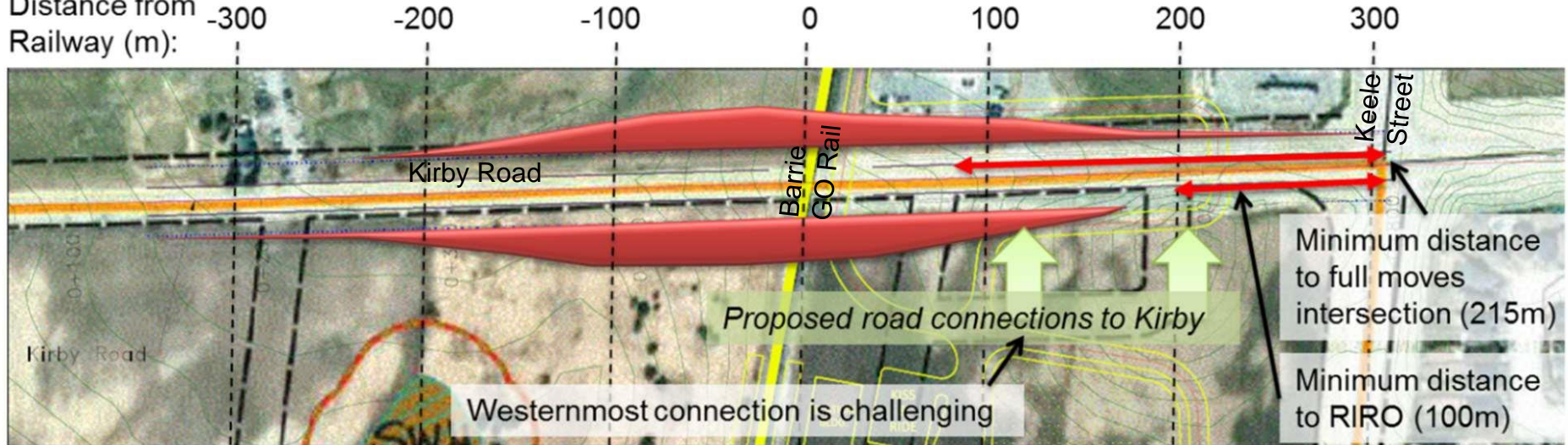
Overpass example on Bayview Avenue south of Highway 401

Barrie GO Rail Crossing

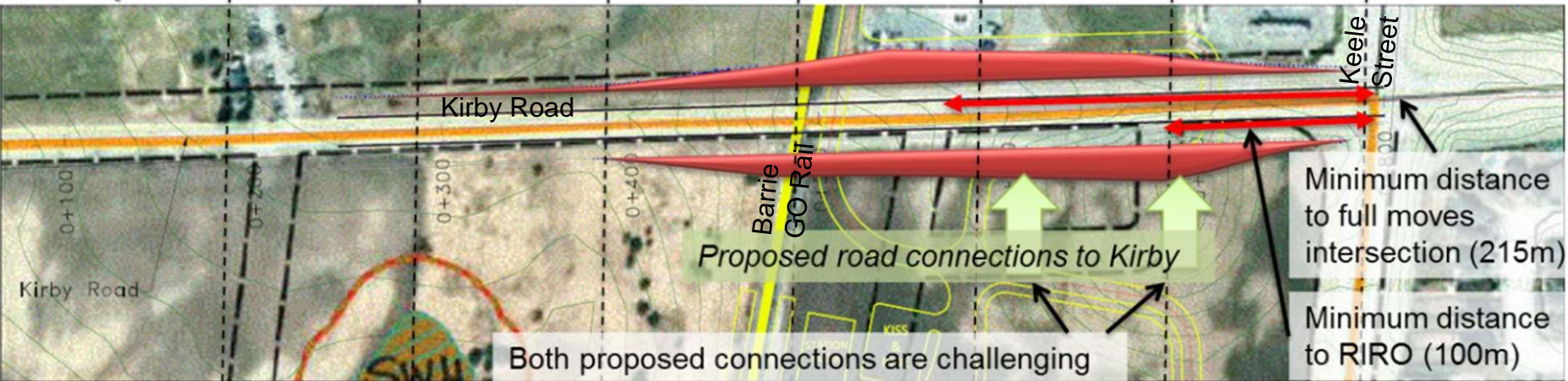
Grade Separation Alternatives (NVNCTMP)

Overpass

Distance from
Railway (m):



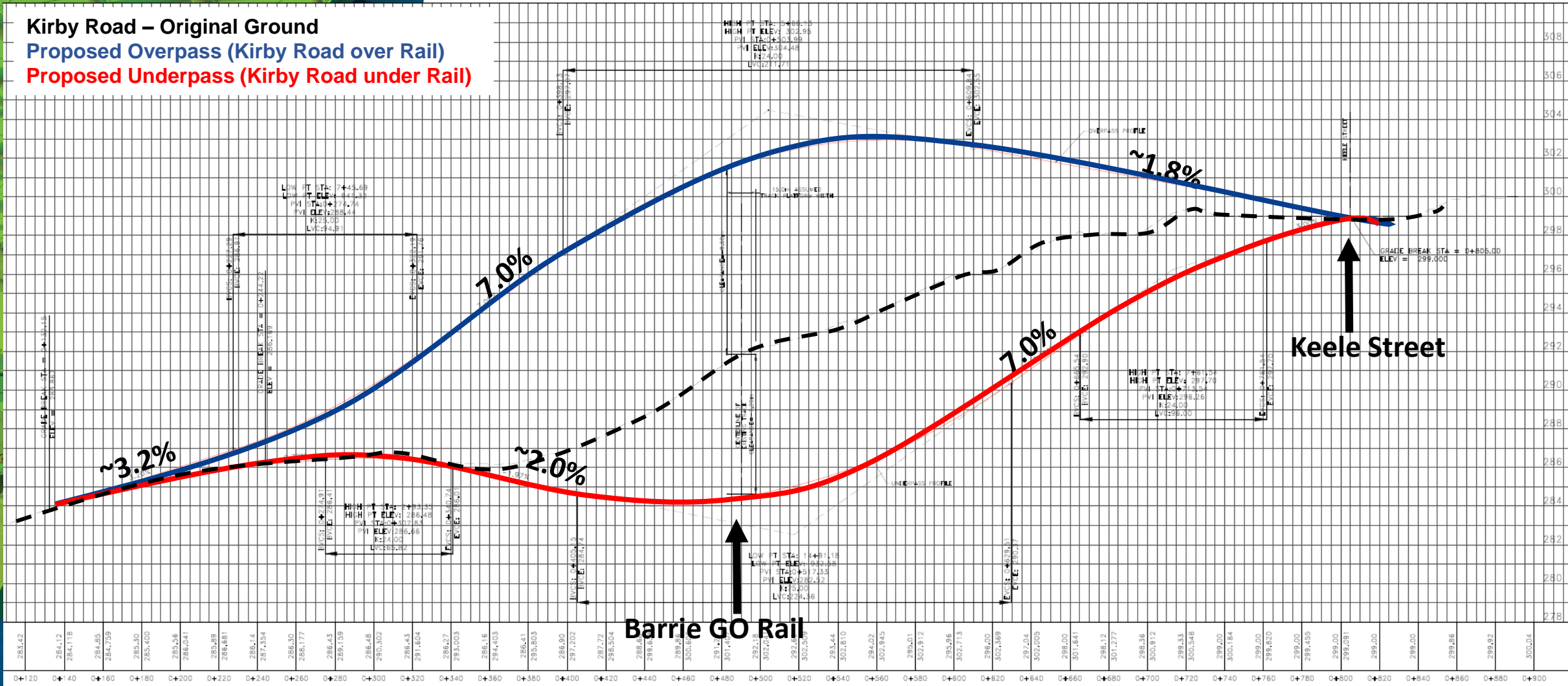
Underpass



Barrie GO Rail Crossing

Grade Separation Alternatives (NVNCTMP)

Kirby Road – Original Ground
 Proposed Overpass (Kirby Road over Rail)
 Proposed Underpass (Kirby Road under Rail)



What is your preference for the areas of special consideration?

Technical Studies



Transportation & Traffic Analysis



Natural Heritage



Fluvial Geomorphology



Agricultural Impact Assessment



Archaeological Assessment



Cultural & Built Heritage



Contamination Overview



Safety Assessment



Air Quality



Noise Impact



Drainage & Stormwater Management



Geotechnical & Hydrogeological Investigations



Climate Change Assessment



Arborist/Tree Inventory



Crossing Assessment



Socio-economic Assessment



Hydrology/Hydraulics Analysis

Preliminary Evaluation Criteria

Transportation Service

- Improve Public Transit Service
- Reduce Traffic Congestion and Delays
- Create a Pedestrian-Friendly Environment
- Create a Cyclist-Friendly Environment
- Improve Safety for all Travel Modes
- Improve Mode Choice
- Accommodate Emergency Services

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 impacts to Active Agricultural Lands
- Minimize Traffic Noise
- Preserve Archaeological and Cultural Heritage Features
- Improve Visual Aesthetics

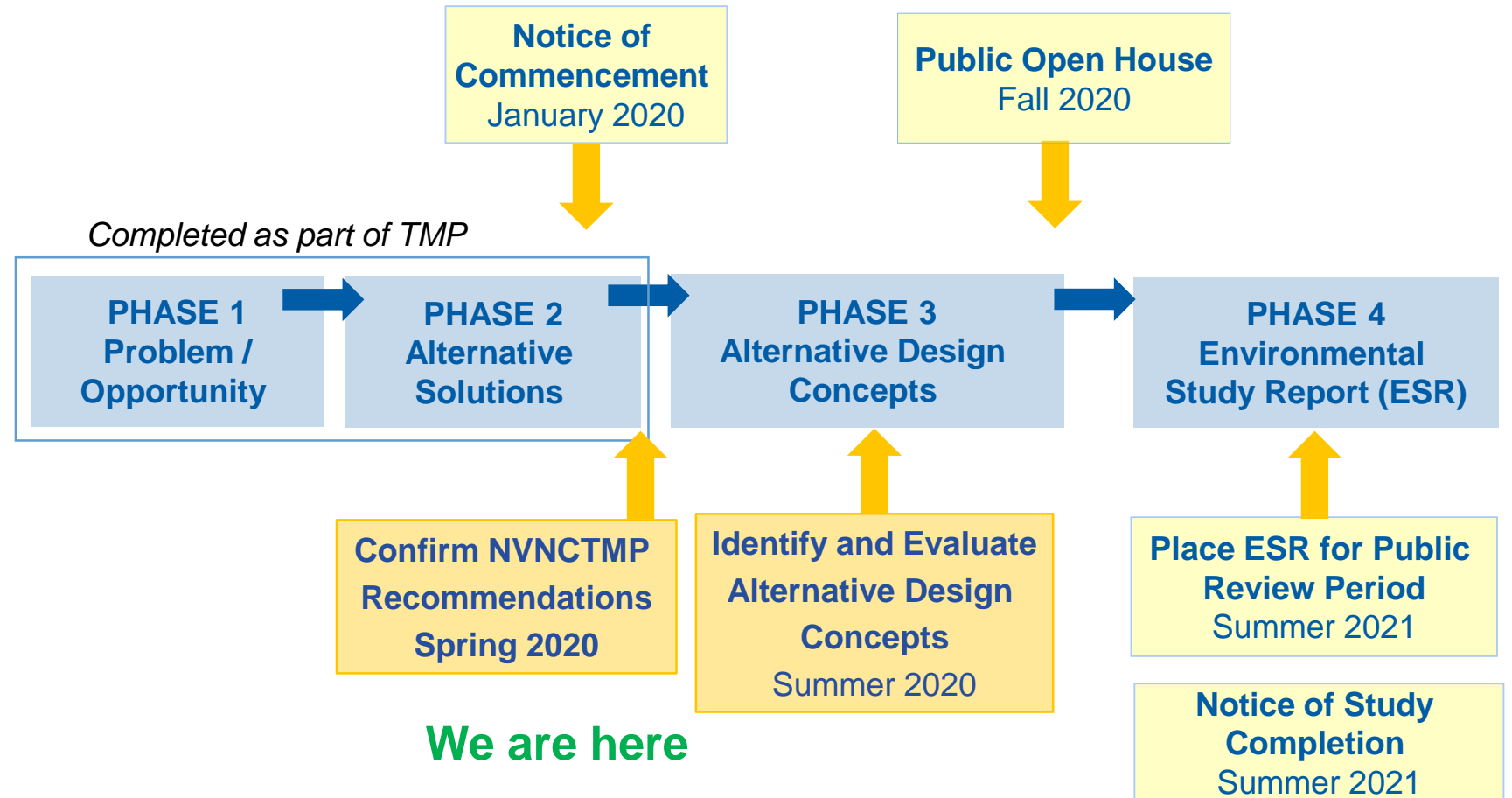
Infrastructure Design & Economic Environment

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



What are your thoughts on the evaluation criteria?

Study Schedule



Next Steps

- Incorporation of Stakeholder and Agency feedback into Development of Typical Section and Alternative Design Concepts and Evaluation Criteria
- Completion of Technical Studies
- Evaluation of Alternative Design Concepts
- Identification of the Technically Preferred Design
- Consultation with Agencies and Stakeholders
- Public Open House Meeting in Fall 2020 (TBC)



How to Stay in Touch

Contact our team anytime to provide comments or ask questions

Hilda Esedebe,
Project Manager
Transportation Planning
City of Vaughan

Phone: 1-905-832-8585 ext. 8484

Email: Hilda.Esedebe@vaughan.ca



Check our study website:
www.vaughan.ca/KirbyWidening

Frequently Asked Questions

Check our study website:

www.vaughan.ca/KirbyWidening



About → Frequently Asked Questions

Information on Kirby Road Widening EA regarding:

- What is an EA Study
- Why are we studying Kirby Road
- Purpose of this study
- Who is consulted
- How you can stay informed
- Timing of improvements

Links to other studies in the surrounding area:

- Kirby Road Extension EA (City of Vaughan, complete)
- Teston Road Improvements IEA Study (York Region, in progress)
- Dufferin Street EA (York Region, complete)
- York Region Transportation Master Plan (York Region, complete)
- Improvements to Highway 400 (MTO, in progress)
- Kirby GO Station (Metrolinx, TBD)



Thank You.





Meeting Minutes

Project:	DT-7112-14 Kirby Road Widening (Jane Street to Dufferin Street) Class EA	
Subject:	SHG Meeting #2	
Date:	Monday, December 14, 2020 (6:00PM to 7:30PM)	
Location:	Microsoft Teams Online Platform	
Project Team Attendees:	Hilda Esedebe, City of Vaughan (City PM) Selma Hubjer, City of Vaughan Stakeholder Group (14 attendees, see pg. 4)	Tara Erwin, HDR (Consultant PM) Michelle Mascarenhas, HDR Azadeh Heydari, HDR

Meeting Overview: The purpose of the meeting is to provide an update on the Kirby Road Widening EA (Jane Street to Dufferin Street), with a focus on Phase 3 of the Environmental Assessment process to obtain the Stakeholder’s group comments. The presentation includes alternatives design concepts, draft evaluations and the preliminary technical recommendations. The feedback from this meeting will be considered along with feedback from external review agencies to update and finalize the evaluations and recommendations, and to inform the development of the preferred design.

The list of stakeholders was developed based on respondents to the Notice of Commencement. An invitation to participate in SHG Meeting#2 was first sent on November 18, 2020 by email. Fifty (50) stakeholders were invited to participate. SHG members were circulated the draft presentation slides in advance of the meeting to facilitate providing input on the materials presented.

Approximately 14 stakeholders attended this SHG meeting (see list on page 4). The discussion from the meeting’s question and answer period are summarized in these minutes.

	Topic	Action
1	Welcome and Introductions <ul style="list-style-type: none"> City Project Manager introduced the study and asked the project team to briefly introduce themselves. 	<i>Information Only</i>
2	SHG Presentation (attached) <ul style="list-style-type: none"> See attached file 	<i>Information Only</i>
3	Q & A <ul style="list-style-type: none"> <i>How are the protected natural features identified? Are these maps available to public?</i> <ul style="list-style-type: none"> The study team consists of technical specialists who undertake various assessments, including one that completed site inventories, surveys and assessment of natural features. Their assessment is presented in a Natural Heritage Report, which is reviewed by the City and review agencies including the Toronto and Region Conservation Authority (TRCA). Once the reports are finalized, they will be included in the Environmental Study Report 	

(ESR) which will be shared with the public at the end of the project.

- *How are the extra lands acquired?*
 - The EA study will identify the properties required to support the preferred design. The project team will consult with impacted landowners during the EA to review the requirements and impacts as needed. After completion of the EA study, landowners will be contacted during the Detailed Design stage, before the construction stage. The City's Detailed Design project team will include a representative of the City's Realty group who will work with impacted landowners to confirm the identified property requirements and subsequent negotiations and agreements to formalize property acquisitions.

- *Question related to need for improvements. Most people who would be using the road from Dufferin to Jane would be likely to access the 400 – this would cause a bottleneck at Jane to turn left.*
 - Noted. The need for the road widening from two to four lanes and consolidation of the Jane Street intersection will improve traffic flow across the corridor. Intersection improvements, including requirements to accommodate auxiliary turn lanes (left-turn and right-turn lanes) are based on recommendations from a Transportation Assessment study undertaken for the project.

- *Question related to need for improvements. The GO station has not been approved and may not even be built.*
 - The planned increased number of trains to accommodate the increase of train service along the Barrie GO Rail Line at the crossing will result in additional delays to Kirby Road traffic to accommodate the rail crossing arm raised and lowered for each train that passes. The requirement for the grade separation is independent of the future GO Station but based on increased train volumes identified in the future that will cross Kirby Road.

- *Question related to need for improvements. There is very little need for extra sidewalks as people do not use the area for walking. The issue is there is nowhere to walk to on either side – no stores, restaurants, etc.*
 - Along Kirby Road there are only sidewalks in the section from Keele Street to Dufferin Street. Improvements to Kirby Road will include urbanizing the corridor, adding streetlights, continuous space for pedestrians and cyclists and street trees. Some lands adjacent to Kirby Road will be developed in the future, including the future Kirby GO Station. Pedestrians access on Kirby Road also provides connections to transit.

- *Will stakeholders receive notification for the Environmental Study Report?*
 - Yes, all stakeholders will get a notification (Notice of Study Completion) once the Environmental Study Report (ESR) is finalized at the end of the study. Stakeholders will also be notified of the 30 day review period for the draft ESR.

- *Just to confirm, the proposed ROW is not consistently 36m along Kirby road?*
 - The City's Official Plan Right-of-Way (ROW) designates 36.0m for Kirby Road. In select areas we have reduced the width of the boulevards to minimize impacts, including impacts to natural features. Beyond the boulevards there are additional property needs to accommodate grading. The project will protect for improvements within the Official Plan 36.0m ROW.
- *Was it considered to widen King-Vaughan road instead?*
 - Improvements to Kirby Road are required in addition to improvements to other road corridors in the area. King-Vaughan Road falls under the Region's jurisdiction.
- *Have you considered bus traffic accessing the future GO station with the below grade option?*
 - Access to Kirby Road within the underpass to adjacent lands (including the future GO Station) will be reviewed and further assessed in the next stage of the study as we confirm the recommendations and develop the preferred design in more detail.

If there are any errors or omissions in these notes, please contact **Azadeh Heydari** at azadeh.heydari@hdrinc.com within five business days.



Meeting Minutes

Project:	DT-7112-14 Kirby Road Widening (Jane Street to Dufferin Street) Class EA	
Subject:	SHG Meeting #2	
Date:	Monday, December 14, 2020 (6:00PM to 7:30PM)	
Location:	Microsoft Teams Online Platform	
Project Team Attendees:	Hilda Esedebe, City of Vaughan (City PM) Selma Hubjer, City of Vaughan Stakeholder Group (14 attendees, see pg. 4)	Tara Erwin, HDR (Consultant PM) Michelle Mascarenhas, HDR Azadeh Heydari, HDR

Meeting Overview: The purpose of the meeting is to provide an update on the Kirby Road Widening EA (Jane Street to Dufferin Street), with a focus on Phase 3 of the Environmental Assessment process to obtain the Stakeholder’s group comments. The presentation includes alternatives design concepts, draft evaluations and the preliminary technical recommendations. The feedback from this meeting will be considered along with feedback from external review agencies to update and finalize the evaluations and recommendations, and to inform the development of the preferred design.

The list of stakeholders was developed based on respondents to the Notice of Commencement. An invitation to participate in SHG Meeting#2 was first sent on November 18, 2020 by email. Fifty (50) stakeholders were invited to participate. SHG members were circulated the draft presentation slides in advance of the meeting to facilitate providing input on the materials presented.

Approximately 14 stakeholders attended this SHG meeting (see list on page 4). The discussion from the meeting’s question and answer period are summarized in these minutes.

	Topic	Action
1	Welcome and Introductions <ul style="list-style-type: none"> City Project Manager introduced the study and asked the project team to briefly introduce themselves. 	<i>Information Only</i>
2	SHG Presentation (attached) <ul style="list-style-type: none"> See attached file 	<i>Information Only</i>
3	Q & A <ul style="list-style-type: none"> <i>How are the protected natural features identified? Are these maps available to public?</i> <ul style="list-style-type: none"> The study team consists of technical specialists who undertake various assessments, including one that completed site inventories, surveys and assessment of natural features. Their assessment is presented in a Natural Heritage Report, which is reviewed by the City and review agencies including the Toronto and Region Conservation Authority (TRCA). Once the reports are finalized, they will be included in the Environmental Study Report 	

(ESR) which will be shared with the public at the end of the project.

- *How are the extra lands acquired?*
 - The EA study will identify the properties required to support the preferred design. The project team will consult with impacted landowners during the EA to review the requirements and impacts as needed. After completion of the EA study, landowners will be contacted during the Detailed Design stage, before the construction stage. The City's Detailed Design project team will include a representative of the City's Realty group who will work with impacted landowners to confirm the identified property requirements and subsequent negotiations and agreements to formalize property acquisitions.

- *Question related to need for improvements. Most people who would be using the road from Dufferin to Jane would be likely to access the 400 – this would cause a bottleneck at Jane to turn left.*
 - Noted. The need for the road widening from two to four lanes and consolidation of the Jane Street intersection will improve traffic flow across the corridor. Intersection improvements, including requirements to accommodate auxiliary turn lanes (left-turn and right-turn lanes) are based on recommendations from a Transportation Assessment study undertaken for the project.

- *Question related to need for improvements. The GO station has not been approved and may not even be built.*
 - The planned increased number of trains to accommodate the increase of train service along the Barrie GO Rail Line at the crossing will result in additional delays to Kirby Road traffic to accommodate the rail crossing arm raised and lowered for each train that passes. The requirement for the grade separation is independent of the future GO Station but based on increased train volumes identified in the future that will cross Kirby Road.

- *Question related to need for improvements. There is very little need for extra sidewalks as people do not use the area for walking. The issue is there is nowhere to walk to on either side – no stores, restaurants, etc.*
 - Along Kirby Road there are only sidewalks in the section from Keele Street to Dufferin Street. Improvements to Kirby Road will include urbanizing the corridor, adding streetlights, continuous space for pedestrians and cyclists and street trees. Some lands adjacent to Kirby Road will be developed in the future, including the future Kirby GO Station. Pedestrians access on Kirby Road also provides connections to transit.

- *Will stakeholders receive notification for the Environmental Study Report?*
 - Yes, all stakeholders will get a notification (Notice of Study Completion) once the Environmental Study Report (ESR) is finalized at the end of the study. Stakeholders will also be notified of the 30 day review period for the draft ESR.

- *Just to confirm, the proposed ROW is not consistently 36m along Kirby road?*
 - The City's Official Plan Right-of-Way (ROW) designates 36.0m for Kirby Road. In select areas we have reduced the width of the boulevards to minimize impacts, including impacts to natural features. Beyond the boulevards there are additional property needs to accommodate grading. The project will protect for improvements within the Official Plan 36.0m ROW.
- *Was it considered to widen King-Vaughan road instead?*
 - Improvements to Kirby Road are required in addition to improvements to other road corridors in the area. King-Vaughan Road falls under the Region's jurisdiction.
- *Have you considered bus traffic accessing the future GO station with the below grade option?*
 - Access to Kirby Road within the underpass to adjacent lands (including the future GO Station) will be reviewed and further assessed in the next stage of the study as we confirm the recommendations and develop the preferred design in more detail.

If there are any errors or omissions in these notes, please contact **Azadeh Heydari** at azadeh.heydari@hdrinc.com within five business days.



Kirby Road Widening Environmental Assessment Study

Jane Street to Dufferin Street

Public Information Centre (PIC) Summary Report

City of Vaughan

September 2021





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Appendices

Appendix A – Online PIC Slides and Survey

Appendix B – Communication Material



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1 Introduction

The City of Vaughan is undertaking an Environmental Assessment Study for Kirby Road Widening between Jane Street and Dufferin Street which includes widening from two to four lanes, eliminating the jog at Jane Street, and separating the grade at the Barrie Go rail line. This study confirmed the findings of the North Vaughan and New Communities Transportation Master Plan (TMP), which satisfied Phases 1 and 2 of the Municipal Class EA process, and will address current and future transportation needs and opportunities for pedestrians, cyclists, transit users and motorists in North Vaughan. This study continues on with Phases 3 and 4 of the MCEA process for the Kirby Road Widening between Jane and Dufferin Street.

The study is being carried out in accordance with the requirements of the Schedule 'C' Municipal Class Environmental Assessment (EA) process which is an approved process under the Environmental Assessment Act. Public input is an important part of the multi-step Kirby Road Widening Class EA process and a number of public and stakeholder consultation activities are being held to provide opportunities for engagement. One of these opportunities include an online Public Information Center (PIC) (**Appendix A**) which was made available on the study website (Vaughan.ca/kirbywidening) from June 7, 2021 to June 30, 2021.

2 Methods of Communication

Multiple methods of communication were used to inform the public about the Kirby Road Widening Class Environmental Assessment online PIC:

- Direct mail of PIC notification to 1,551 members of the public, including property owners and residents along the study corridor
- Direct mail of PIC notification and email to 47 agency representatives and 74 stakeholder group representatives
- Direct email of PIC notification to 17 Indigenous Community representatives from 5 different communities
- Email notification to 236 individuals on the project email list – developed through previous responses to project notifications
- Updates to project website, including the link to the online PIC on project website: <http://www.vaughan.ca/kirbywidening> on June 7, 2021
- Public Service Announcement on June 7, 2021 and June 29, 2021
- Online advertisements as follows:
 - YorkRegion.com – “Have your say on ‘alternative designs’ to widen Kirby Road in Vaughan” on June 12, 2021
- Social media updates: City of Vaughan Facebook, Twitter, Instagram, and LinkedIn posts on June 7, 2021, June 14, 2021, June 21, 2021 and June 25, 2021
- Newspaper Postings (Vaughan Citizen and Thornhill Liberal) on June 3, 2021 and June 17, 2021

The communication materials are included in **Appendix B**.

3 Summary of Feedback Received

Two hundred and seven (207) users visited the online PIC website. Thirty-four (34) members of the public provided comments through the online survey during the commenting period (June 7, 2021 to June 30, 2021). Three (3) members of the public provided comments through email, one via phone call and additional comments were posted on the City’s Instagram post.

3.1 PIC Comment Form

The following sections provide the questions posed during the PIC, the public feedback shared and the project team responses.

3.1.1 Are there any additional Evaluation Criteria we should consider from the list we shared?

Based on a review of the feedback received no additional evaluation criteria were added. The project team responses clarify how the concerns raised are addressed through either existing criteria, and / or the impact assessment and identification of mitigation measures which are underway following the PIC.

The comments received and project team’s responses are summarized as follows.

Category	Comments	Project Team’s Response
Need for Improvements	Impact to other highways and congestion.	Evaluation criteria to address the integration of proposed improvements to Kirby Road (Jane Street to Dufferin Street) into the broader City and Regional road network are: <ul style="list-style-type: none"> • Transportation Service criteria including Reduce Traffic Congestion and Delays • Accommodate Planned Development and Growth
Timing of Construction	Think for the future	
Improve Other Corridors	Alternative options are paper tigers, just derivatives of the same road widening.	
Overall Road Network	Should consider as an option not widening road through existing residential from Kirby to Dufferin, especially if not 413 and GO Train stop still not approved or operational for another 10 years	
Kirby GO Station	Other roads such as Jane will not be widened to accommodate additional traffic coming west. There is no	
		The Kirby Widening EA study plans for a longer-term horizon year (2031) and not just the needs of today. The need for Kirby Road improvements, including widening to four lanes, was identified in the City’s Transportation Master Plan (TMP), City’s North Vaughan and New Communities (NVNC) TMP and York Region’s TMP. These recommendations were reconfirmed in the Transportation and Traffic Study completed as part of this EA study.
		In addition to the Kirby Road Widening EA there are other planning studies in the surrounding area, either on-going or completed, that identify improvements to other corridors. The City of Vaughan and York Region are working together through these studies to proactively plan ahead.

Category	Comments	Project Team’s Response
	<p>planned 400 entrance from Kirby.</p> <p>There are streets with much more traffic that need widening before Kirby</p> <p>Road widening on Jane St and Kirby extension to Bathurst should be done first. Dead ending at Dufferin currently causes backed up traffic due to only single lane north access on Dufferin St to huge number of new residential sites in/off King City/King Street!!!! This is the auto problem spot!!!</p> <p>The overall need for the project should be re-evaluated since there will not be a GO station at Kirby & Keele.</p>	<p>Timing of construction for improvements along Kirby Road and other road corridors is beyond the scope of an EA study. Construction timing is addressed through City and Regional Capital Plan and Construction Programs, which review the City and Regional priorities and identify funding. These plans are reviewed on an annual basis and subject to Council approval.</p> <p>Jane Street is under the jurisdiction of York Region. Improvements to Jane Street would be subject to a separate EA Study completed by the Region. The Kirby Widening EA project team is in consultation with the Region to coordinate and plan improvements at the intersection of Kirby Road and Jane Street.</p> <p>A separate EA study for the Kirby Road Extension (Dufferin to Bathurst) was completed in Fall 2019. The study recommended extending Kirby Road from Bathurst Street to Dufferin Street to establish a new multi-modal arterial road with four lanes (two in each direction) and dedicated facilities for pedestrians and cyclists. The Kirby Road Extension EA study is approved and currently in the Detail Design (DD) stage. Construction of the extension is anticipated to start in 2022. The Kirby Road Widening EA project team is in consultation with the Kirby Road Extension DD project team to coordinate improvements at the intersection of Kirby Road and Dufferin Street.</p> <p>The Kirby GO Station is under the jurisdiction of Metrolinx. Timing for the Kirby GO Station is not within the City’s control; however, improvements are still needed to Kirby Road between Jane Street and Dufferin Street (including widening, grade separation of the Barrie GO Rail line and elimination of the jog intersection at Jane Street) not only to support the initiatives noted above, but to support the City’s growth overall.</p>
<p>Intersections</p>	<p>Reconsidering the approach to intersections and whether 6-lane, signalized intersections are an appropriate choice.</p>	<p>A Transportation and Traffic study was undertaken as part of the EA study. The analysis was used to inform the recommendations at the intersections and identify and protect future needs required in the corridor to the year 2031, including the need to widen Kirby Road to 4 lanes as well as auxiliary turn lane requirements at signalized intersections.</p>

Category	Comments	Project Team's Response
Property Impacts	Impact on the existing neighbourhoods on the south side of Kirby between Dufferin and Keele.	<p>Minimizing adverse impacts to existing neighborhoods has been considered as part of the evaluation under the following criteria:</p> <ul style="list-style-type: none"> • Minimize impacts and approve access to residential, institutional and recreational dwellings / properties • Minimize property acquisition • Improve air quality • Minimize traffic noise • Improve visual aesthetics • Minimize disruption due to construction
Noise	<p>Impact of noise level on residents living on the south side of Kirby- will a concrete noise barrier wall be constructed?</p> <p>Substantial attention to sound barriers to eliminate the noise pollution created by 120 trains per day. The area is quiet. Increased traffic will produce significant noise pollution without the addition of 120 trains per day!</p>	<p>A Noise Impact Assessment is underway to review and identify potential impacts as a result of the proposed improvements to Kirby Road and requirement for mitigation measures (noise barriers) where technically and economically feasible. The findings and recommendations of the Noise Impact Study will be made available for the public's review as part of the Environmental Study Report (ESR) at the completion of the study.</p> <p>Mitigation for noise impacts from increased rail service is beyond the scope of this study.</p>
Natural Environment	<p>Will the 100 year old trees be saved on the north side of Kirby?</p> <p>Please include info on mitigation of impact on a) existing wildlife habitat b) air quality c) pollution/waste spillover and noise pollution with increase in truck traffic from Keele to Dufferin. For an ESA info is surprisingly vacant on potential environmental impact of this expanded roadway including impact on addressing commitments to address climate change.</p>	<p>The proposed design has been developed to minimize impacts, including reviewing opportunities to minimize vegetation removals.</p> <p>There are several trees between the roadside hedgerow opposite Foothills Rd and the woodland approaching Dufferin St that are anticipated to be impacted and may require removal to accommodate roadside grading. However, during Detail Design opportunities to reduce grading impacts and review mitigation measures and construction best management practices to retain as many of the good quality/ mature trees as possible will be reviewed. For trees that will be retained, preservation measures such as installation of tree protection fencing during construction will be developed and documented in a Tree Preservation Plan. Where tree removals are unavoidable, tree compensation plantings will be developed in consultation with the conservation authority.</p>

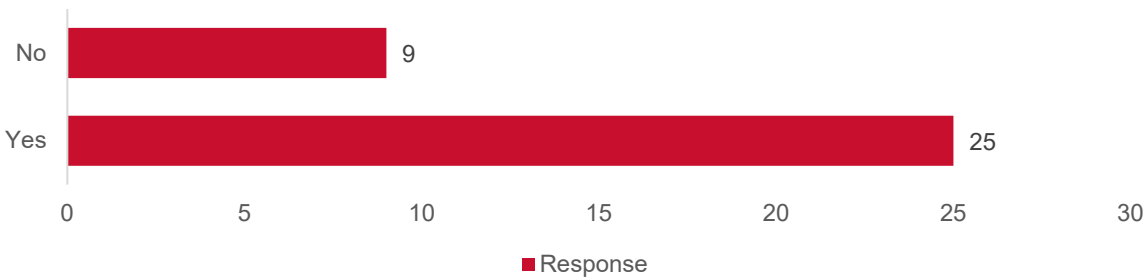
Category	Comments	Project Team's Response
	<p>Impact on natural habitat (deer, foxes, migrating birds will be terrible) as well as water quality on North Maple Park with increase oil and other toxins spilling into ravine.</p>	<p>Following the PIC, the Recommended Design will be reviewed against the comments received, refined as required and identified as the Preferred Design. Impacts and mitigation measures will be identified including to the natural environment (to address impacts to vegetation, wildlife, aquatic features, etc.), air quality impacts, climate change, noise impacts, drainage and stormwater management, contamination, socio-economic and cultural heritage impacts, etc. The identified impacts and mitigation measures for the Preferred Design will be documented in the respective technical studies and circulated to technical review agencies for comment. This includes the Toronto and Region Conservation Authority (TRCA), Ministry of Environment Conservation and Parks (MECP), and Ministry of Natural Resources and Forestry (MNR). The impact and mitigation measures and future commitments will be documented in the study's Environmental Study Report (ESR) which will be made available for public review at the completion of the study. Where impacts cannot be avoided, mitigation measures and compensation will be finalized during the Detailed Design stage in consultation with technical review agencies.</p>
<p>Speed</p>	<p>Speed limit-will it go down since cars and trucks will certainly speed causing potential crashes through fences</p>	<p>The speed limit is selected by looking at multiple criteria such as regional and city speed limit policy, traffic conditions and roadway geometry. Kirby Road is currently under the jurisdiction of the City of Vaughan; however, it has been identified as a candidate road for future upload to York Region. The regional speed limit policy recommends speed limits of 60 km/h for urban areas, towns and villages and 80 km/h for rural areas. As such the City has not identified a reduction in the posted speed limit for Kirby Road from Jane Street to Dufferin Street.</p> <p>The proposed design will introduce urbanization (curb and gutter) of the corridor, grade separation at the rail crossing, street trees, illumination, facilities for pedestrians and cyclists and pavement markings in the corridor. Speed enforcement is required.</p>
<p>Truck Restrictions and Noise</p>	<p>Will there be a restriction of heavy trucks since they cause major noise pollution as is</p>	<p>Kirby Road is currently under the jurisdiction of the City of Vaughan; however, it has been identified as a candidate road for future upload to York Region. The Region's Transportation Master Plan designates Kirby Road as a preferred truck corridor (Primary Arterial Goods Movement Corridor) as part of the Strategic Goods Movement Network. Load</p>

Category	Comments	Project Team's Response
		<p>restrictions and adherence to noise by-laws would follow the requirements of the City and / or Region depending on the road jurisdiction at the time.</p>
<p>Consultation</p>	<p>I think you should have consulted with the residents first before even talking about designing anything. I highly doubt the residents who live in the stretch from duff - Keele are welcoming this plan - it's going to make the area more busy, and essentially ruin it. It's nice and quiet as is and does the job. Why are you changing it? I doubt the people of Vaughan want this massive growth and population you're planning to bring in. Its busy enough everywhere as is. Is our greenspace not sacred anymore? Why are condos going up everywhere? Vaughan and Maple have been permanently changed forever. As residents of Vaughan yourselves, do you not see this? It was nice while it lasted.</p>	<p>The City of Vaughan is growing and transportation improvements are needed to support this growth. The EA study plans for a longer-term horizon year (2031) and not just the needs of today. The proposed improvements are being planned with consideration to protect the natural environment and minimize adverse impacts in consultation with the applicable regulatory and review agencies.</p> <p>The need for the improvements to the Kirby Road corridor were first identified in City and Regional Transportation Master Plan (TMP) studies which reviewed and assessed regional and city wide network needs. This includes the City's TMP, City's North Vaughan and New Communities TMP and York Region's TMP. Each of these previous TMP studies included a comprehensive consultation program where the findings and recommendations were shared with the public at key milestones throughout the studies to seek input.</p> <p>The Kirby Road Widening EA study was initiated in January 2020 and a Stakeholder Group (SHG) was established based on members of the public that expressed a greater level of interest to participate in the study. The project team has consulted with the SHG throughout the study to obtain input and feedback on the study findings and recommendations. In addition, an Online Survey was advertised to the public from July 2020 to August 2020 to collect input on how residents and those interested in the project use the corridor and their feedback on options being considered.</p> <p>A project website was also created and has been updated throughout the study containing background information, frequently asked questions, and contact information to reach the project team to provide an opportunity to collect information and inquire about the study.</p>
<p>Pedestrian and Cyclists</p>	<p>Need to ensure pedestrians and cyclist are separated and that the cycle track is not interrupted by driveway</p>	<p>The proposed improvements recommend separated cycle track adjacent to a sidewalk in each boulevard. Pedestrian and cyclist crossings at driveways, entrances, and signalized and unsignalized</p>

Category	Comments	Project Team’s Response
	undulations. If you do not, the avid cyclist will use the road.	intersections are being planned in accordance with applicable design standards.
Drainage and Safety	the road surface due to being raised, freezes quickly in winter due to wind across fields, there are always multiple accidents and cars pulled from ditches along this stretch. A wind break might be useful or something to combat this.	The proposed improvements include urbanization of the Kirby Road Widening with curb and gutter. A Drainage and Stormwater Management Study is underway as part of the EA study and will be reviewed by the Ministry of Environment, Conservation and Parks (MECP) and the Toronto and Region Conservation Authority (TRCA).

3.1.2 Do you agree with the recommendation for Active Transportation facilities to accommodate pedestrians and cyclists, which consists of separated cycle tracks and sidewalks located in the boulevard on both sides of Kirby Road?

The majority of the respondents indicated their support (74%) for the recommended active transportation facilities of cycle tracks and sidewalks on both sides of Kirby Road.



The comments received and project team’s responses are summarized as follows.

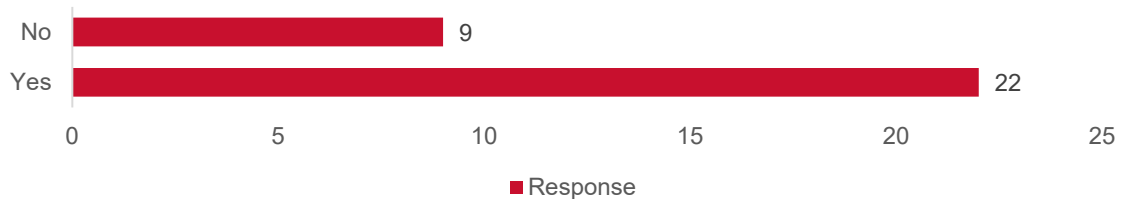
Category	Comment	Project Team Response
Not supportive	No need - cyclists already use the road with no issues. This project does not need to happen. The widening of the road will increase car speeds and put pedestrians and cyclists at risk.	<p>The recommended facilities for pedestrians and cyclists (cycle track and sidewalk) are proposed in the boulevard to be physically separated from vehicular traffic.</p> <p>The posted speed is not proposed to change as part of this study. The proposed design will</p>

Category	Comment	Project Team Response
	<p>NO if it is safe, cars always speed on this street</p> <p>no need for sidewalks or bike lanes, no one walks these areas, and bikers already monopolize Keele and Jane. The more lanes you provide the more bikers we have running intersections instead of obeying traffic laws.</p>	<p>introduce urbanization (curb and gutter) of the corridor, grade separation at the rail crossing, street trees, illumination, facilities for pedestrians and cyclists and pavement markings in the corridor. Speed enforcement is required.</p> <p>These off-road designated facilities will create a more comfortable environment for pedestrians and cyclists to travel along the corridor. The facilities are being planned in accordance with applicable design standards.</p>
Supportive	<p>This is definitely my preference. It allows safety for cyclists and pedestrians.</p> <p>I agree with the plan. It is absolutely important to separate the cyclists tracks from the pedestrians tracks for the sake of safety. Excellent decision!</p> <p>100% agree that bike lanes and sidewalks be included in the plan. There are many cyclist's in this area.</p>	<p>Noted.</p>
Connectivity	<p>There are no sidewalks to connect to north/south on either Dufferin or Keele; forcing pedestrians to walk on road shoulders. There will be no Go station at Keele for pedestrians to access.</p> <p>Sidewalks will not be used - they are also not likely to be used recreationally because of the steep slope.</p>	<p>In addition to the Kirby Road Widening EA (Jane to Dufferin) there are planning studies in the surrounding area, either on-going or completed, that identify improvements to other corridors. For example, a multi-use path is proposed along the east side of Keele Street between Teston Road to Kirby Road that is currently in the Detail Design stage and planned for construction in 2022.</p> <p>Improvements for pedestrian and cyclists along the Kirby Road corridor will also provide access to adjacent lands, some of which are identified for future development. The pedestrian and cyclist improvements do not preclude connections to the future Kirby GO Station proposed at the west side of Keele Street at Kirby Road. Opportunities to minimize the steepness of the existing slopes are being considered as part of the EA study.</p>
Crossings	<p>Need to ensure pedestrians and cyclist are separated and that</p>	<p>The proposed improvements recommend separated cycle track adjacent to a sidewalk in</p>

Category	Comment	Project Team Response
	the cycle track is not interrupted by driveway undulations. If you do not, the avid cyclist will use the road	each boulevard. Pedestrian and cyclist crossings at driveways, entrances, and signalized and unsignalized intersections are being planned in accordance with applicable design standards.

3.1.3 Do you agree with the recommendation for Widening of Kirby Road, which consists of widening about the centreline following a best-fit approach to minimize impacts?

The majority of the respondents indicated their support (71%) for widening Kirby Road about the centreline following a best-fit approach to minimize impacts.



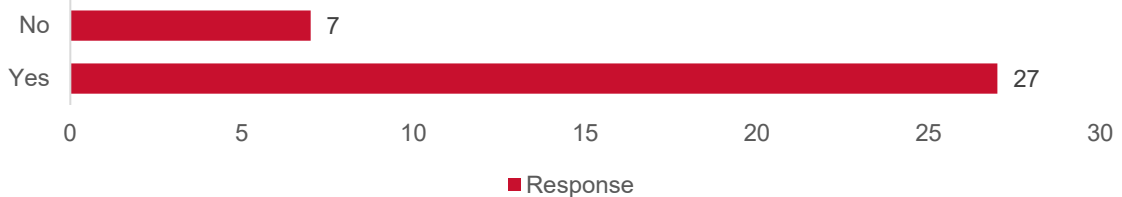
The comments received and project team’s responses are summarized as follows.

Category	Comment	Project Team’s Response
Need for Improvements	Its fine as is.	The EA plans for a longer-term horizon year (2031) and not just the needs of today.
	Improve Other Corridors Kirby can be extended as 2 lanes from Dufferin to Bathurst. Most of the traffic congestion is on Dufferin going north/south. Teston Rd should be opened to give travelers better access to the GO station as well as direct access to the 400.	The need to widen Kirby Road to four lanes was identified in the City’s Transportation Master Plan, City’s North Vaughan and New Communities (NVNC) TMP, York Region’s TMP, and reconfirmed in the Transportation and Traffic Study completed as part of this Kirby Road Widening EA study.
	King/Vaughan Rd could be extended to 2 lanes, is already open to Bathurst and gives access to the Go station at King. Keele widening serves no purpose and is a waste of tax dollars and hugely detrimental to the environment and residents in the area.	Impacts and mitigation measures of the proposed improvements to Kirby Road will be identified and reviewed in consultation with the respective regulatory and review agencies to minimize adverse impacts.
	Yes, I realize that we cannot ignore progress, I get it.	In addition to the Kirby Road Widening EA (Jane to Dufferin) there are planning studies in the surrounding area, either on-going or completed, that identify improvements to other corridors. The City of Vaughan and York Region are working together through these

Category	Comment	Project Team’s Response
	However the current infrastructure on Dufferin does not support additional traffic. The intersection at Kirby and Dufferin will be chaotic.	studies to proactively plan ahead. Refer to the Frequently Asked Questions posted on the project website for more information.
Speed	Will need to control the speeding in the area and the volume of traffic. There is a lot of vehicles that travel down Kirby to Dufferin and speeding is a great concern.	The posted speed is not proposed to change. The proposed design will introduce urbanization (curb and gutter) of the corridor, grade separation at the rail crossing, street trees, illumination, facilities for pedestrians and cyclists and pavement markings in the corridor. Speed enforcement is required.

3.1.4 Do you agree with the recommendation to Re-Align Kirby Road about a central alignment to eliminate the jog at Jane Street?

The majority of the respondents indicated their support (79%) for the recommended re-alignment of Kirby Road about a central alignment to eliminate the jog at Jane Street.



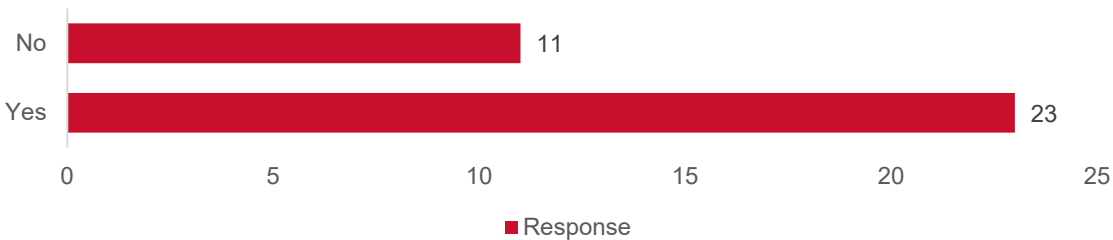
The comments received and project team’s responses are summarized as follows.

Category	Comment	Project Team’s Response
Safety	WILL BE SAFER TO CROSS Unless there is an entrance to the 400 there is no need and is hugely detrimental to the environment.	Comment noted. The EA plans for a longer-term horizon year (2031) and not just the needs of today. The need to widen Kirby Road to four lanes was identified in the City’s Transportation Master Plan, City’s North Vaughan and New Communities (NVNC) TMP, York Region’s TMP, and reconfirmed in the Transportation and Traffic Study completed as part of this Kirby Road Widening EA study.
Traffic Control - Roundabouts	I agree that the current alignment plan would be ideal, but as mentioned in the prior survey, I believe the use of a roundabout would allow for smoother traffic flow over traffic signals. This applies for	A roundabout screening was undertaken by the study team at all intersections along the study corridor. The findings indicated that roundabouts will not be carried forward as the recommended treatment for intersection improvements due to spacing consideration, anticipation of future pedestrian demand as a

Category	Comment	Project Team’s Response
	intersections such as Foot Hills and Ravineview as well	result of future Kirby GO station, and future grade separation at the Barrie GO Rail crossing of Kirby Road.
Construction Safety	During the construction of central alignment process, it is also recommended to explore additional safety measures, e.g.: temporary traffic signs, workers on site, etc., when diverting traffic as the road shifts, especially during weekday rush hour periods.	Noted. Construction protocol and safety plans will be developed during the Detail Design and construction stages of the project in accordance with applicable guidelines and standards.

3.1.5 Do you agree with the recommendation for the Barrie GO Rail Crossing at Kirby Road, which consists of an Underpass (rail over the road)?

The majority of the respondents indicated their support (67%) for the recommended Underpass (rail over road) at the Barrie GO Rail Crossing at Kirby Road.



The comments received and project team’s responses are summarized as follows.

Category	Comment	Project Team’s Response
Need for Improvements	No GO TRAINS ONLY TAKE 15 SECONDS TO PASS...PUT IT ON ELGIN MILLS EAST OF YOUNG WHERE FREIGHT TRAINS TAKE 15 MINUTES	Metrolinx’s GO Expansion Project will offer two-day 15-minute rail service along the Barrie GO Railway Corridor. Rail Crossing Arms are required to be lowered and raised for each passing train. This will result in increased delays to travellers along Kirby Road as the increased number of passing trains is expected to increase from 12 trains today, to up to 120 trains by 2031. Improvements to Kirby Road corridor to accommodate increased rail service does not negate the need for improvements along other corridors.

Category	Comment	Project Team's Response
Overpass	Prefer the overpass option.	Comment noted.
Supportive	For the reasons stated in the PIC	Noted.
Pedestrian Travel	Will be unsafe in winter for cars and unusable for pedestrians because of the huge slopes.	The proposed design considers opportunities to raise pedestrians and cyclists within the underpass to travel at less steep slopes than the vehicular traffic. However based on the existing topography and vertical clearance requirements at the rail crossing, there is a portion of the underpass closer to Keele Street that will require pedestrians and cyclists to travel along a 7% slope for approx. 100m. Opportunities to improve the pedestrian and cyclist environment will be reviewed during Detail Design.
Consultation	Whatever, my comment won't make a difference.	Public consultation is a vital part of the Class EA process. The City welcomes your input and invites you to get involved in planning the improvements for the Kirby Road Corridor.
Integration with Kirby GO Station	I recommend the City of Vaughan to also explore additional measures to safely integrate the new underpass together with the future Kirby GO station, either with new on street entrances, signage, and new street lights. minimal delays, not worth the money	The Kirby GO Station is under the jurisdiction of Metrolinx. Metrolinx is a key stakeholder for the Kirby Road Widening EA. The Project Team has been in consultation with Metrolinx to plan improvements along the Kirby Road Widening corridor, including the proposed underpass, to meet their requirements and incorporate future needs based on information available at the time of the EA study.

3.1.6 Please share any additional comments you may have related to the Kirby Road Widening EA Study:

The comments received and project team's responses are summarized as follows.

Category	Comment	Project Team's Response
Need for Improvements	NOT NEEDED, KIRBY DOES NOT NEED TO BE WIDEN AT THIS TIME	The Kirby Widening EA study plans for a longer-term horizon year (2031) and not just the needs of today. The need for Kirby Road improvements,

Category	Comment	Project Team's Response
	<p>Widening this road will provide no significant improvements for residents or commuters. Taxpayer dollars would be better spent widening Dufferin.</p>	<p>including widening to four lanes, was identified in the City's Transportation Master Plan (TMP), City's North Vaughan and New Communities (NVNC) TMP and York Region's TMP. These recommendations were reconfirmed in the Transportation and Traffic Study completed as part of this EA study.</p>
Supportive	<p>Fixing the jog at Jane is required. Even now this creates traffic queuing, and I don't feel safe making turns when cycling.</p> <ul style="list-style-type: none"> - The plan seems appropriate. It will improve the life and safety of many people. Currently, Kirby road is very risky for cyclists and drivers. - As a cyclist myself, and also for pedestrians, it will be very beneficial to minimize the grade (slope) of the cyclists and pedestrians tracks, as much as possible. 	<p>Noted.</p>
Improve Other Corridors	<p>Advocate widening Dufferin from Kirby to Major Mackenzie as it is heavily congested, and congestion will increase with widening of Kirby. I understand it may be a provincial matter - but should pursue.</p> <p>Has the additional traffic exiting from two lanes on Kirby to one lane on Dufferin been considered?</p> <p>The jog in the Jane/Kirby intersection is a traffic nightmare. I believe more emphasis should be put on widening Jane northbound to King as once Walmart distribution is receiving trucks it will be a massive traffic bottleneck.</p> <p>Waiting for Kirby road extension east of Dufferin</p>	<p>In addition to the Kirby Road Widening EA (Jane to Dufferin) there are planning studies in the surrounding area, either on-going or completed, that identify improvements to other corridors. The City of Vaughan and York Region are working together through these studies to proactively plan ahead.</p> <p>Jane Street and Dufferin Street are under the jurisdiction of York Region. Improvements to Regional Roads would be subject to separate studies completed by the Region.</p> <p>A Transportation and Traffic Study has been completed as part of this EA study to inform the recommendations.</p> <p>The Kirby Road Extension from Bathurst Street to Dufferin Street is currently in the Detailed Design phase with construction planned to start in 2022.</p>

Category	Comment	Project Team's Response
Speed	At the present time it is a "Race Track". No relief, even on weekends.	The proposed design will introduce urbanization (curb and gutter) of the corridor, grade separation at the rail crossing, street trees, illumination, facilities for pedestrians and cyclists and pavement markings in the corridor. Speed enforcement is required.
Noise	Has there been any consideration of the traffic noise that will affect the homes backing on to Kirby.	A Noise Impact Assessment is underway to review and identify potential impacts as a result of the proposed improvements to Kirby Road and requirement for mitigation measures (noise barriers) where technically and economically feasible. The findings and recommendations of the Noise Impact Study will be made available for the public's review as part of the Environmental Study Report (ESR) at the completion of the study.
Consultation	<p>You cite one survey that justifies why this project is being done. What's to say you don't manipulate this data? 379 responses received. So 379 people dictate what the city of Vaughan does? Nobody else has a say. Very frustrating.</p> <p>Overall this will increase traffic in the area and make it busier. Its terrible for homeowners in the area and people who actually live there. It's very sad that you took this long to reach out to residents in the area, when it looks like your plans are essentially finalized and ready to go. Why are you using one online survey to justify all this ????? Very frustrating.</p>	<p>The need for Kirby Road improvements was identified in the City's Transportation Master Plan (TMP), City's North Vaughan and New Communities (NVNC) TMP and York Region's TMP. These recommendations were reconfirmed in the Transportation and Traffic Study completed as part of this EA study.</p> <p>Consultation with the public, technical review agencies, stakeholders, Indigenous Communities, utilities, etc is a key component of the Municipal Class EA process. However the study findings and recommendations are based on the technically preferred solutions and evaluations that consider impacts and benefits to the natural environment, socio-economic environment, cultural environment and infrastructure design requirements. The project team is comprised of technical specialists in a range of fields to inform the study recommendations including road design, natural heritage, cultural heritage, archaeology, noise, air quality, transportation, geotechnical,</p>

Category	Comment	Project Team's Response
		<p>contamination etc. The technical study findings and recommendations are then informed through the EA consultation process.</p> <p>Please see additional response regarding the project's consultation process on page 5 and page 6 of this document.</p>
<p>Traffic Operations</p>	<p>I feel like the inclusion of a centre turn lane might offer better benefits in the future. For example, if a new intersection opens, there wouldn't be as big an impact as that left turn lane would already be there. If there is no need for a centre turn lane, having a "dead lane" in the middle might also help give vehicles a cushion between directions of travel.</p>	<p>The proposed improvements to Kirby Road have been developed to accommodate future traffic volumes for the horizon year 2031. Based on the Transportation and Traffic Study completed as part of this EA study, neither a centre left turn lane nor any new intersections are proposed based on current available information. However the design has been developed to accommodate future intersections, if identified through additional studies, while balancing impacts to the surrounding environment.</p>
<p>Jurisdiction of Kirby Road</p>	<p>Also, why is Vaughan pursuing this project? Why not upload this to York Region and let them pursue it, since after Kirby gets extended between Dufferin and Bathurst, I'm assuming Kirby would become a lot busier and therefore would probably be better off in the Region's hands.</p>	<p>Kirby Road is currently under the jurisdiction of the City of Vaughan; however, it has been identified as a candidate road for future upload to York Region. Although the timing is not confirmed, the proposed improvements have been planned in consultation with York Region and in accordance with York Region's design standards.</p>
<p>Kirby GO Station</p>	<p>I support the overall project for Kirby Road Widening. It would also be beneficial/useful if we can receive any new information or project updates regarding the future Kirby GO station, if possible.</p>	<p>The Kirby GO Station is under the jurisdiction of Metrolinx. At this time there are no additional updates to share regarding the proposed Kirby GO station along the Barrie GO Rail line. Timing for the Kirby GO Station is not within the City's control. The Kirby Road Widening project team is in consultation with Metrolinx to plan improvements along the Kirby Road Widening corridor at the rail crossing.</p>

3.2 Email and Social Media Public Feedback

Three (3) members of the public provided comments through email and public feedback was also posted on the City’s Instagram post. The project team also discussed public feedback via phone call. The comments received and project team’s responses are summarized as follows.

Comment Format	Comment	Project Team’s Response
Email	We are all in favor .	Comment noted.
Email	I agree with the plan and we should proceed as quickly as possible.	Comment noted.
Phone Call and Email	Inquiries from property owners regarding specific impacts to their subject property and opportunities to reduce impacts.	Follow-up meetings and discussions with impacted property owners and the project team have been held and are on-going to discuss site specific concerns and to review opportunities to reduce impacts where feasible.
City’s Social Media (Instagram)	Any plans to widen Kirby from Jane to Hwy 27 and possibly put an interchange to the 400? Also an extension to Bathurst in the works?	The North Vaughan and New Communities Transportation Master Plan recommends widening Kirby Road (two to four lanes) from Weston Road to Dufferin Street and reconstruction from Highway 27 to Weston Road by 2031, subject to the City undertaking the required Environmental Assessment studies, and completing the design and construction. The TMP also recommends an interchange at Highway 400 and Kirby Road; however, advancing that would depend on the location of the proposed GTA West Highway connection to Highway 400. The Environmental Assessment study for the four lane extension of Kirby Road from Dufferin to Bathurst was completed in 2019. The City is currently preparing the design with construction anticipated in 2026.

Public feedback posted to the City's Instagram

██████████ You are hell bent on ruining Kirby and the area. What exactly do you want to hear that you will eventually ignore for the sake of concrete /asphalt and yet more traffic!

1d 1 like Reply

██████████
██████████ ruining a street by widening it and allowing for better flow of traffic? You must have not been around while civilization progressed.



██████████
@allen_chapter2 we all know what's gonna happen dude. It's going to kill the area. I'm civilized. Perhaps you need a lesson

██████████ Any plans to widen Kirby from Jane to Hwy 27 and possibly put an interchange at the 400? Also an extension to Bathurst in the works?

██████████
██████████ no lesson needed. I live right there. We will benefit from wider roads, better planning, and junctions that don't want to kill you like Jane/Kirby. Believe me, nobody in that area shares your sentiment.

██████████ I've lived here 30 years plus dude. And I'm a car and bike guy as well

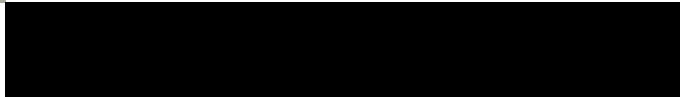
20h Reply

██████████ When you straighten that road. It becomes a drag strip. Speeds increase. Bikes and cyclist become at risk. It turns into a shit show. It's fine as it is. Development is killing farms , wildlife and greenspace. I know many who agree with me

20h Reply



Appendix A





Kirby Road Widening

Municipal Class Environmental Assessment (EA) Study
(Jane Street to Dufferin Street)

Public Information Centre (PIC) #1



Welcome!

Welcome to the Public Information Centre (PIC) for the Kirby Road Widening Environmental Assessment Study.

The commenting period for the PIC is from June 7, 2021 to June 25, 2021. **(Now extended to June 30, 2021)**

We look forward to hearing from you and receiving your input on this study.

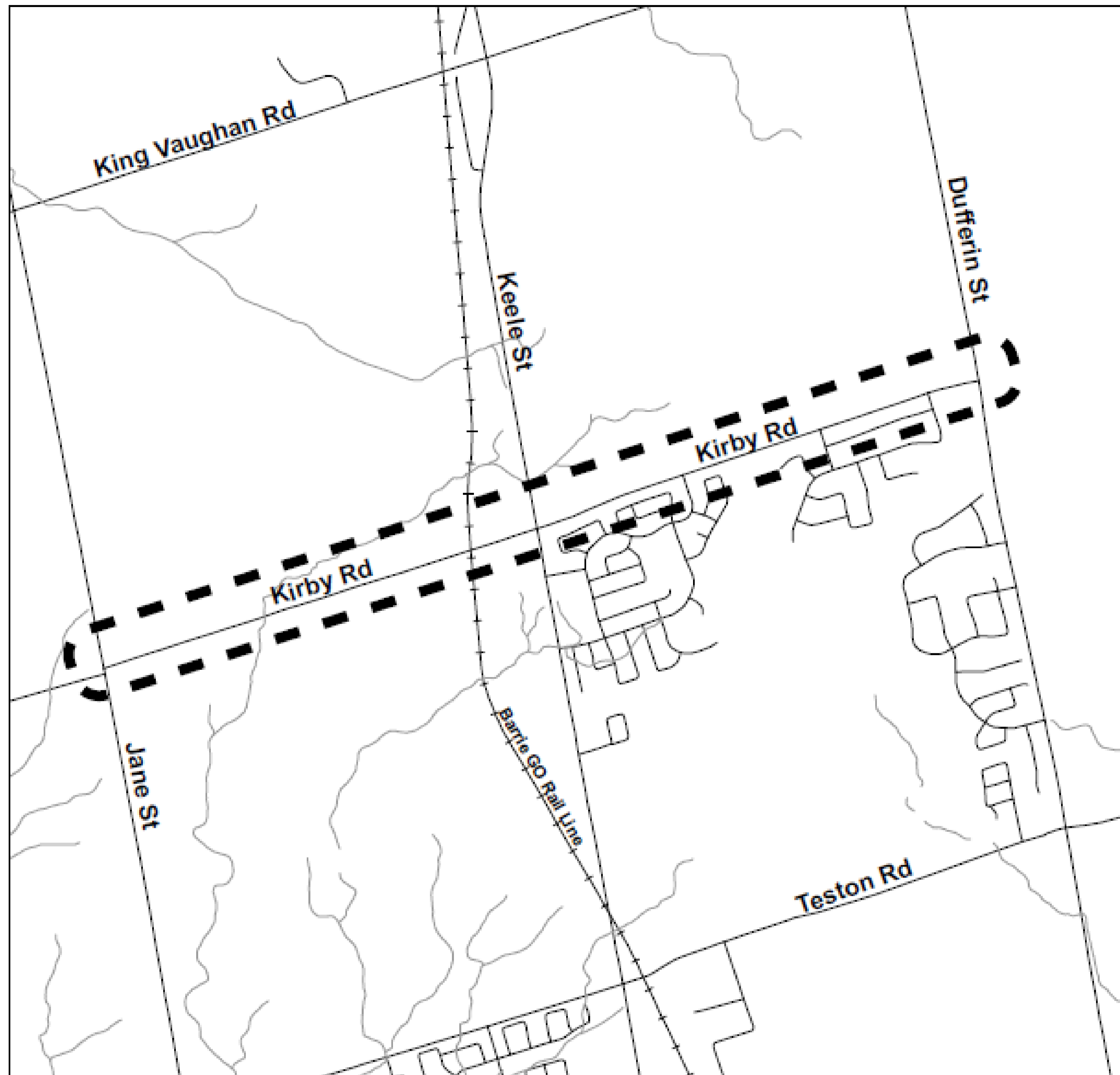
How to Navigate

- Click on the arrows on the bottom right side of your screen
- Click on the Play button (▶) located at the top right corner on each slide to play audio presentation of each slide

How to Participate

- Click on the 'Survey' tab on the left side of your screen to complete the online comment form. Once finished, please hit "Submit" to send your comments to the project team.
- Or email the project team with your comments at Hilda.Esedebe@vaughan.ca.

Study Area and Purpose



LEGEND: Study Area Watercourse
 Railroad Road

Study Area

- City of Vaughan initiated a transportation Environmental Assessment (EA) Study for Kirby Road **between Jane Street and Dufferin Street**
- Kirby Road is designated as an east-west minor arterial, under the jurisdiction of the City of Vaughan

Study Purpose

- Identify local transportation opportunities, needs, and issues specific to Kirby Road within the study limits
- Accommodate current and future transportation needs and improve operation and safety for all modes, including active transportation (pedestrian and cycling), along the Kirby Road corridor

Why have a Public Information Centre (PIC)?

Identify local transportation opportunities, needs, and issues specific to Kirby Road



Gain a better understanding about the project



Learn about how the decision-making processes work



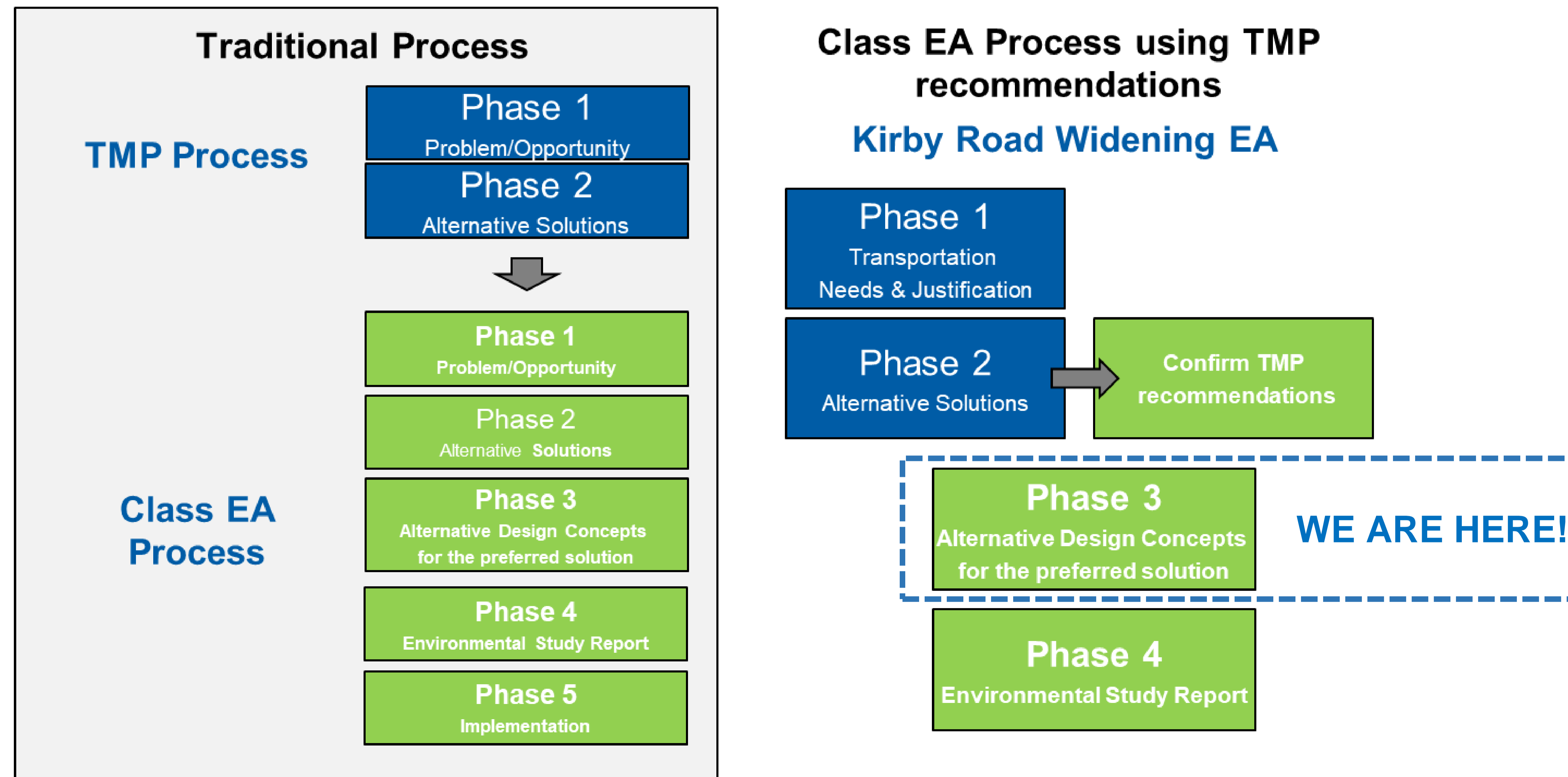
Provide input on the findings and the preferred Alternative



Municipal Class Environmental Assessment (EA) Process

An EA is a planning process for municipal infrastructure, legislated by the Ontario Environmental Assessment Act. This EA study is being conducted as a Schedule 'C' project under the Municipal Class EA document (October 2000, as amended in 2007, 2011 and 2015).

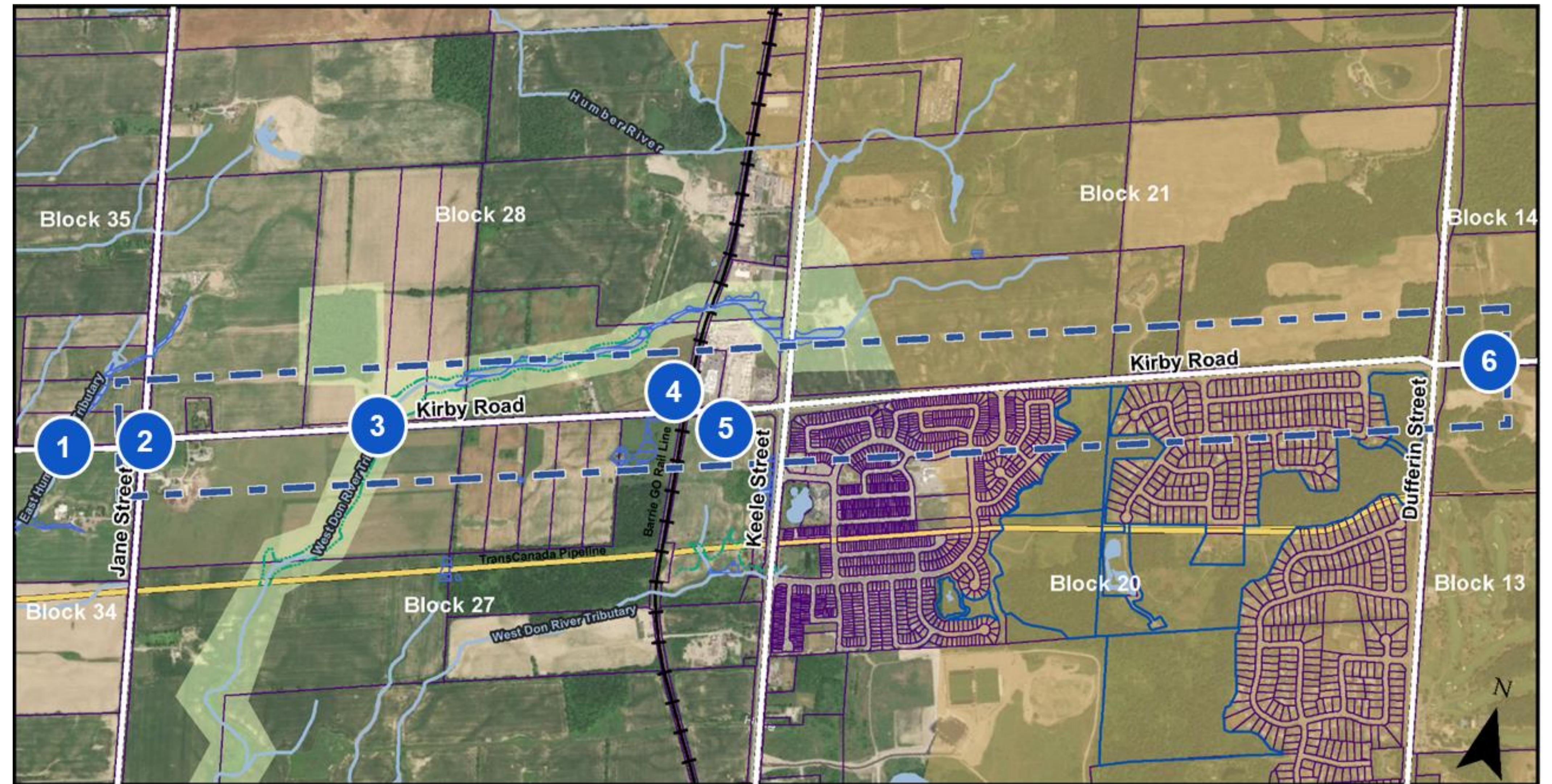
The Kirby Road Widening EA incorporates the Transportation Master Plan (TMP) process and recommendations which differs from the traditional Municipal Class EA process.



Study Area Context

Key features within / adjacent to the corridor include:

- 1 Crossing of the East Humber River Tributary
- 2 Existing Jog at Jane St. Intersection
- 3 Crossing of the West Don River Tributary
- 4 Barrie GO Rail Corridor At-Grade Crossing of Kirby Road
- 5 Future Kirby GO Station
- 6 Future Kirby Rd. Extension (Dufferin St. to Bathurst St.)
– *separate study*



Legend

Kirby Study Area	Water Body	Oak Ridges Moraine
Railway	Water Course	TRCA Property
Parcel	Wetlands	TRCA Floodplain
Block Plan Area	Greenbelt Protected Countryside	TCPL

Planning Policy Context

Key planning documents that set the framework for the study include:

Provincial

- PLACES TO GROW
- Growth Plan for the Greater Golden Horseshoe, 2006
- Greenbelt Plan (2017)
- Oak Ridges Moraine Conservation Plan (2017)
- 2014 Provincial Policy Statement

Regional

- The Regional Municipality of York Official Plan 2016 Office Consolidation
- The Regional Municipality of York Transportation Master Plan

Municipal

- City of Vaughan Official Plan 2010
- VAUGHAN TRANSPORTATION MASTER PLAN
- North Vaughan and New Communities Transportation Master Plan
- VAUGHAN Pedestrian and Bicycle Master Plan

Map Details: Study Area, Overall Study Area, Kirby Road, Teston Road, Major Mackenzie Drive W, Kipling Road, Pine Valley Drive, Weston Road, Highway 400, Jane Street, Keele Street, Dufferin Street, Bathurst Street, New Community Area (41), New Community Area (27), Future Employment Area, Planning Block.

The Transportation Master Plans (TMPs) informed and addressed Phases 1 and 2 of the EA Process for Kirby Road Widening EA, including the York Region TMP, Vaughan City-wide TMP, North Vaughan and New Communities TMP and Vaughan Pedestrian and Bicycle Master Plan.

Transportation Master Plans Recommendations

TMP – Phase 1: Problem and Opportunity Statement



Identified the **Needs and Justification** to define the **Problem and Opportunity Statement** for improvements to the Kirby Road Widening corridor

Network improvements to the Kirby Road Widening Corridor are needed to:

- Maximize the person-carrying capacity of Kirby Road
- Accommodate the expansion of the Designated Urban Area and projected travel demands
- Improve walking and cycling facilities and overall active transportation network
- Improve the efficiency and reliability of transit

TMP – Phase 2: Alternative Solutions



Developed and Evaluated **Alternative Solutions** to address the P&O Statement

1. Do Nothing
2. Optimize existing facility with intersection improvements only
3. Urbanize Kirby Road but maintain 2-lane cross-section
4. Widen to 4 lanes, improvements to Kirby Road and construct to urban arterial standard



Recommended because it:

- Addresses travel demand
- Provides opportunities to improve walking and cycling facilities
- Potential to improve east-west transit service and connectivity

5. Improvements to other roadways but not Kirby Road

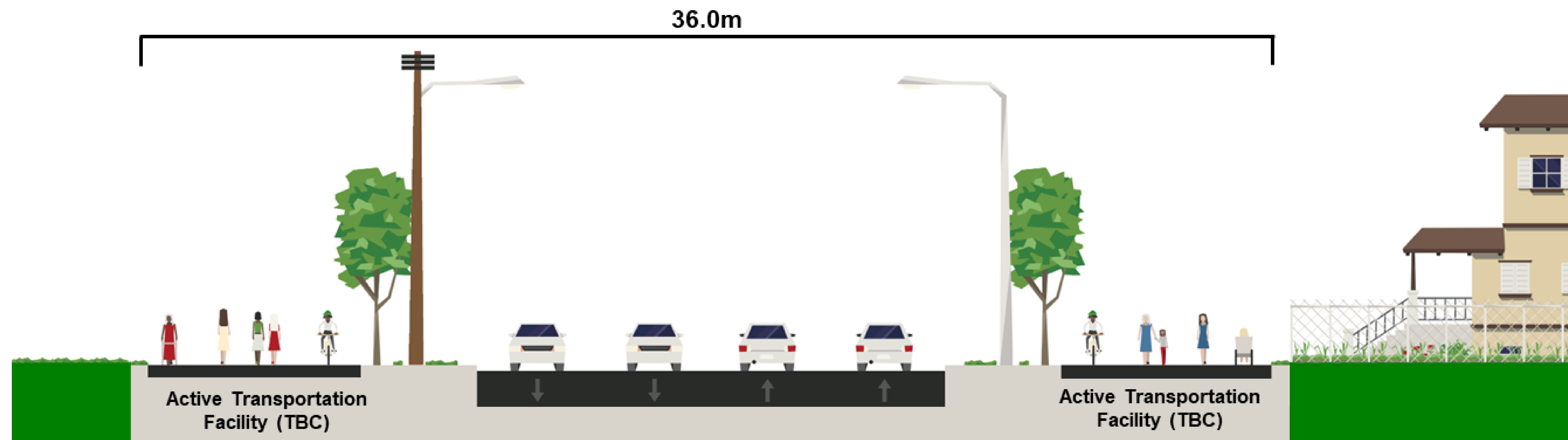
Transportation Master Plans Recommendations

TMP – Phase 2 Preferred Solution



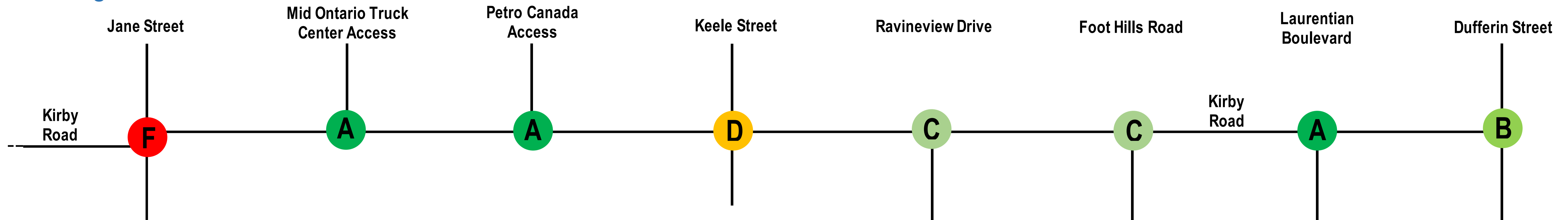
Selected a **Preferred Solution** for the Kirby Road Widening corridor

- Widen Kirby Road from two to four lanes and construct to urban arterial standard within a 36m right-of-way
- Grade separate Kirby Road at the Barrie GO railway crossing
- Eliminate jogged intersection at Jane Street to improve traffic flow
- Improve walking and cycling facilities (active transportation)

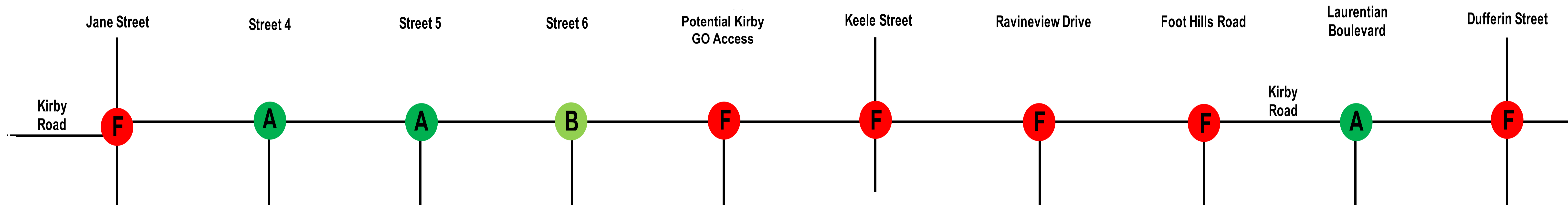


Transportation Findings and Recommendations

Existing 2019 Traffic Conditions*:



Future 2031 Conditions** Without Improvements - Maintain 2 lanes and existing jog at Jane with future travel demand:



Traffic congestion and delays are experienced at the Jane Street and Keele Street intersections. The existing two-lane road will be congested in the future. Re-aligning Kirby Road at Jane Street and providing four travel lanes (two in each direction) are proposed to serve the anticipated vehicular demand.



No new traffic signals are proposed; improvements to existing signalized intersections are recommended.



Sidewalks are discontinuous and there are no existing cycling facilities. There are opportunities to improve conditions throughout the corridor and at intersections.

Signalized Intersection Delay (s):

A: ≤ 10	B: > 10 to 20	C: > 20 to 35	D: > 35 to 55	E: > 55 to 80	F: > 80
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Non-signalized intersection Delay (s):

A: ≤ 10	B: > 10 to 15	C: > 15 to 25	D: > 25 to 35	E: > 35 to 50	F: > 50
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*Only major intersections were assessed as part of the study

**Street 4, Street 5, Street 6, GO station access are subject to separate study

**Future impacts of the grade separation to the Truck Center and Petro Canada entrances are under review

What We've Heard

- **Community Outreach**

- Direct mail notices
- Stakeholder Group
- City of Vaughan social media
- Postcard & Online Survey
- Newspaper notices
- Technical Review Agencies
- Project website (www.vaughan.ca/KirbyWidening)

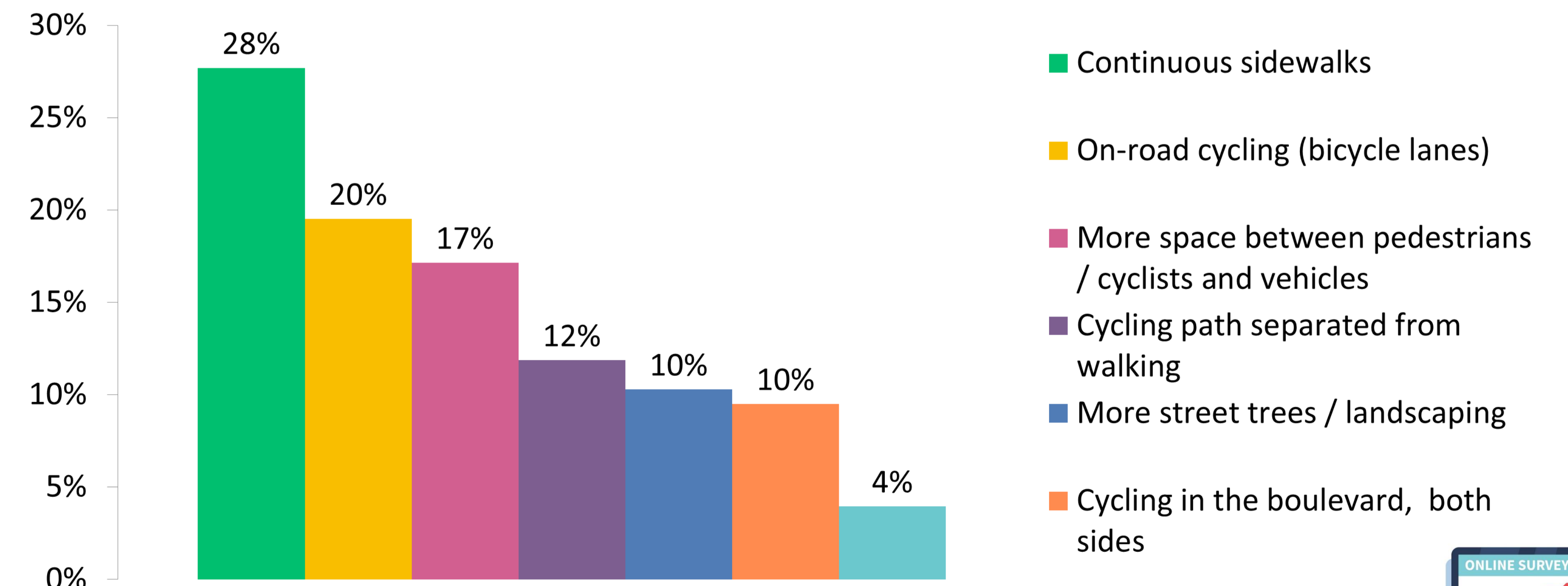
- **Online Survey#1**

379 responses received from July 28, 2020 to August 21, 2020

Key Feedback:

1. Support for separated cycling and pedestrian facilities
2. Concerns that road widening will increase congestion
3. Desire for traffic signals to replace stop signs
4. Concerns regarding speeding
5. Concern for steep slope along Kirby, west of Dufferin
6. Concerns regarding truck traffic

Participants' Priority No. 1



Online Survey Summary Report is available on the study website



How We've Addressed Concerns



Lack of Sidewalks/ Cycling Facilities

→ Continuous and dedicated pedestrian and cyclist facilities proposed along the corridor



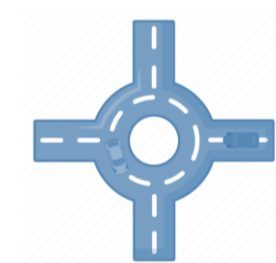
No physical separation from vehicles

→ Pedestrian and cyclist facilities are proposed closer to the property line, where feasible, to increase separation from vehicles



Aggressive Driving / Speeding

→ Urbanization (curb and gutter) of the corridor, grade separation at the rail crossing, street trees, illumination, facilities for pedestrians and cyclists and pavement markings are introduced in the proposed design. Enforcement is required.



Traffic Delays and Traffic Operations at Intersections

→ Intersection improvements include optimizing traffic signal timing for better coordination, addition of right and left turn lanes where required, and re-alignment of Kirby Road at Jane Street intersection (jog elimination)



Safety

→ Separated, dedicated and continuous pedestrian and cyclist facilities, full illumination, pavement markings to accommodate pedestrians and cyclist crossings at intersections, and minor reduction in steepness of Kirby Road (where feasible)

Key Technical Studies

The following studies inform the evaluations and impact assessments:

 Transportation & Traffic Analysis

 Natural Heritage

 Fluvial Geomorphology

 Agricultural Impact Assessment

 Archaeological Assessment

 Cultural & Built Heritage

 Contamination Overview

 Safety Assessment

 Noise Impact

 Drainage & Stormwater Management

 Geotechnical Assessment

 Climate Change Assessment

 Arborist/Tree Inventory

 Socio-economic Assessment

 Hydrogeological Assessment

 Air Quality

Evaluation Criteria

The following criteria are used to assess the alternatives:

Transportation Service

- Improve Public Transit Service
- Reduce Traffic Congestion and Delays
- Create a Pedestrian-Friendly Environment
- Create a Cyclist-Friendly Environment
- Improve Safety for all Travel Modes
- Improve Mode Choice
- Accommodate Emergency Services

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 impacts to Active Agricultural Lands
- 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 Impacts and Improve Access to Businesses
- Minimize Property Acquisition
- Maximize Construction Value
- Minimize Operating Costs
- Minimize Disruption due to Construction



Alternative Designs (Widening)

The following were considered to determine how best to widen Kirby Road.

Alternative 1: Widening About the Centreline

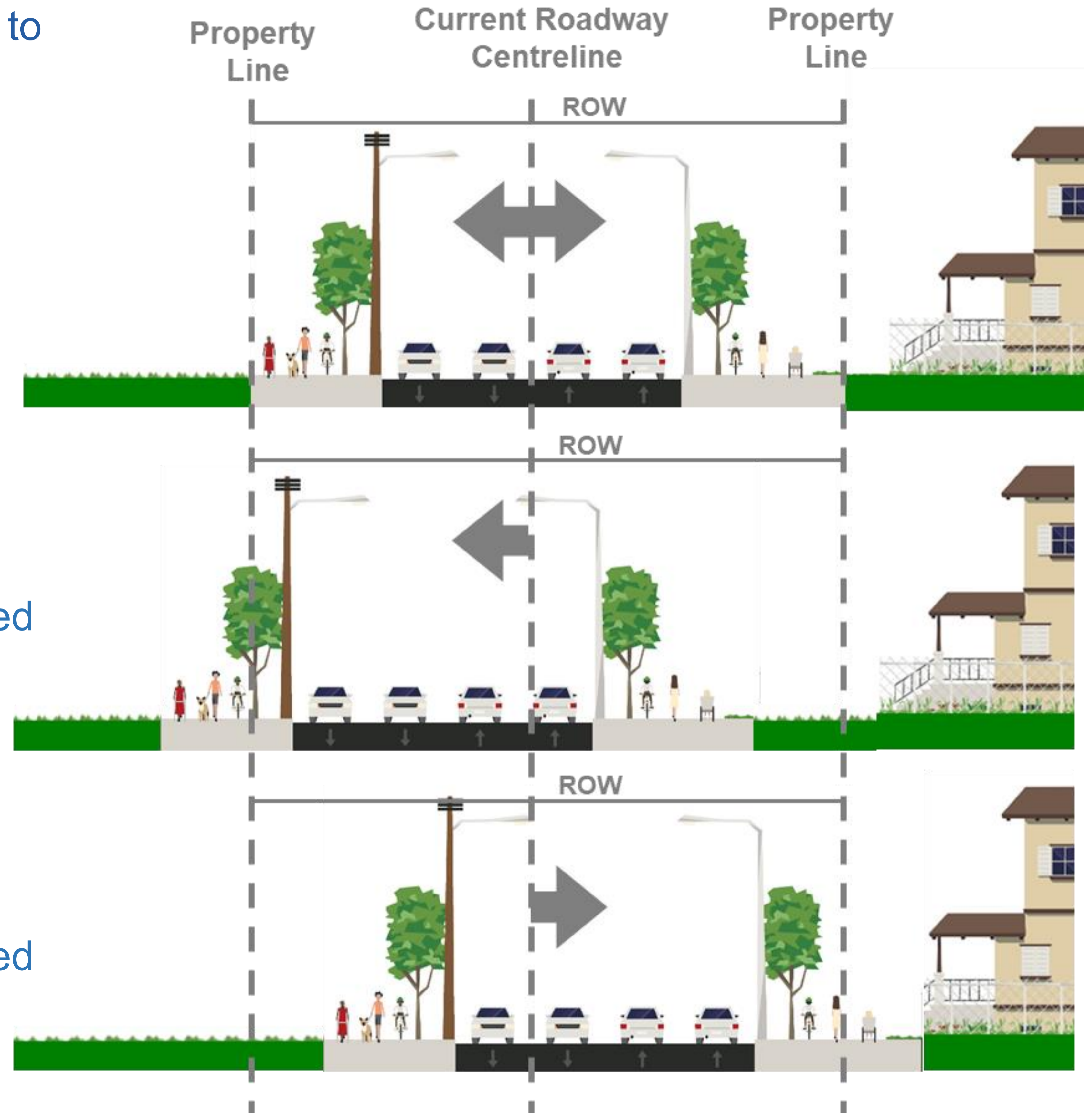
Provide additional lanes to both sides of the street to balance the impacts on both sides of Kirby Road

Alternative 2: Widening to the North

Shift road centreline so additional lanes and associated impacts occur on the north side of Kirby Road

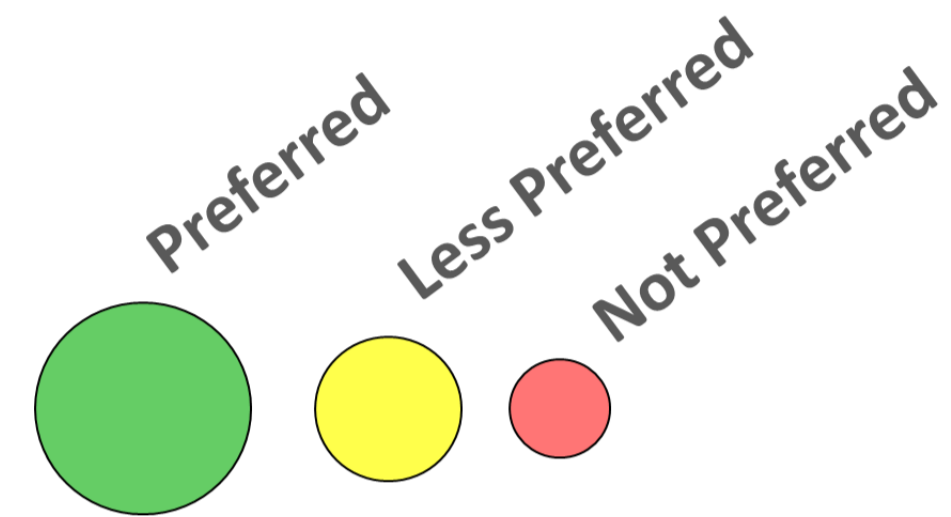
Alternative 3: Widening to the South

Shift road centreline so additional lanes and associated impacts occur on the south side of Kirby Road



Evaluation of Alternative Designs (Widening)

Legend



Transportation Service

Social Environment

Infrastructure Design and Economic Environment

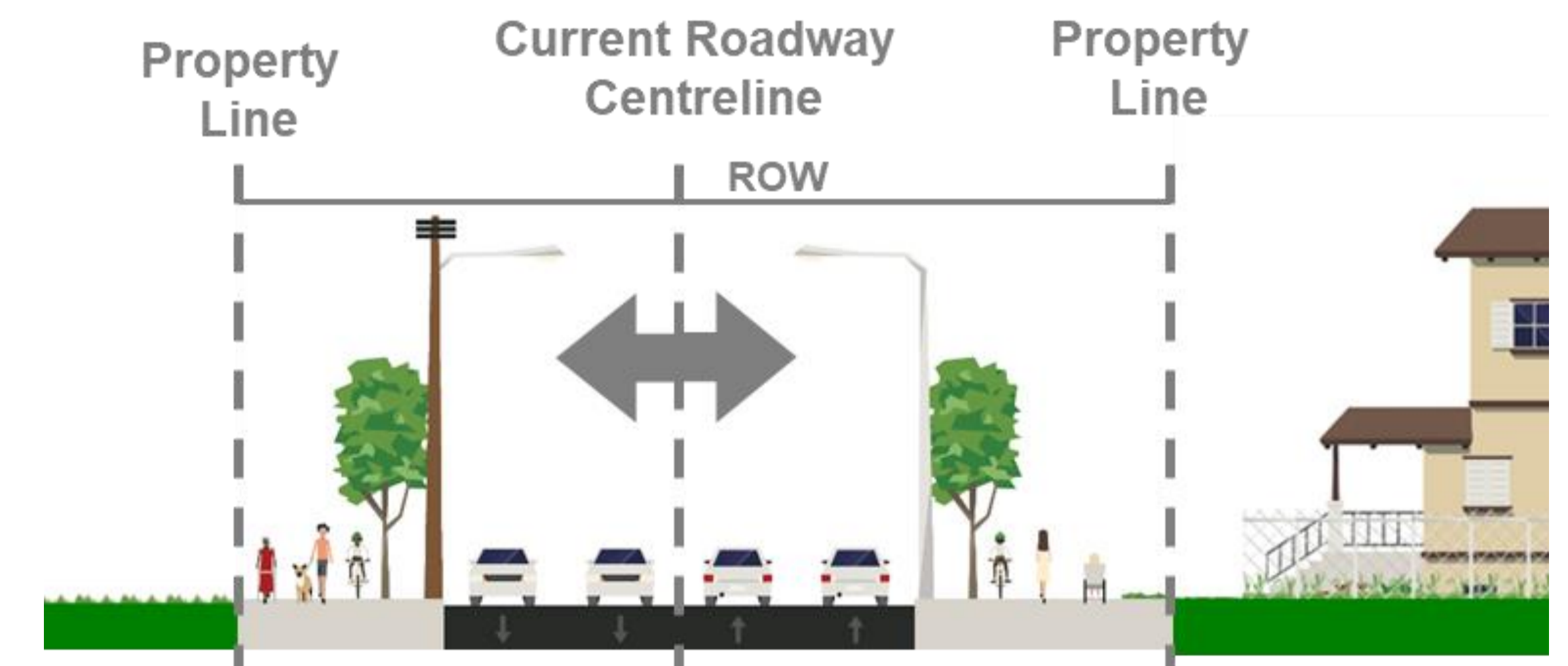
Natural Environment

Summary

	Alternative 1 Widening About the Centreline	Alternative 2 Widening to the North	Alternative 3 Widening to the South
Transportation Service	Green circle	Green circle	Green circle
Social Environment	Green circle	Yellow circle	Red circle
Infrastructure Design and Economic Environment	Green circle	Red circle	Red circle
Natural Environment	Green circle	Red circle	Yellow circle
Summary	Green checkmark	Red prohibition sign	Red prohibition sign

Widening about the Centreline is recommended because it:

- Maximizes the existing right-of-way and balances property impacts where additional property is required
- Provides opportunities to mitigate impacts following the best fit approach (varying boulevard widths and localized shifts in the road centreline) to minimize impacts to the natural environment and avoid residential displacement



Alternative Designs (Active Transportation)

The following were considered to determine how best to accommodate pedestrians and cyclists.

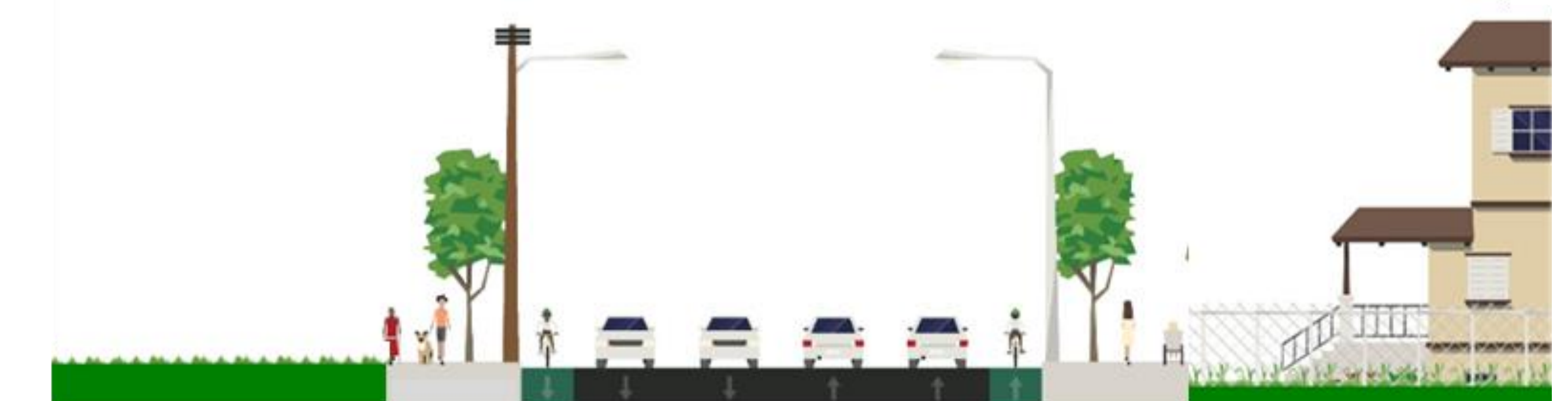
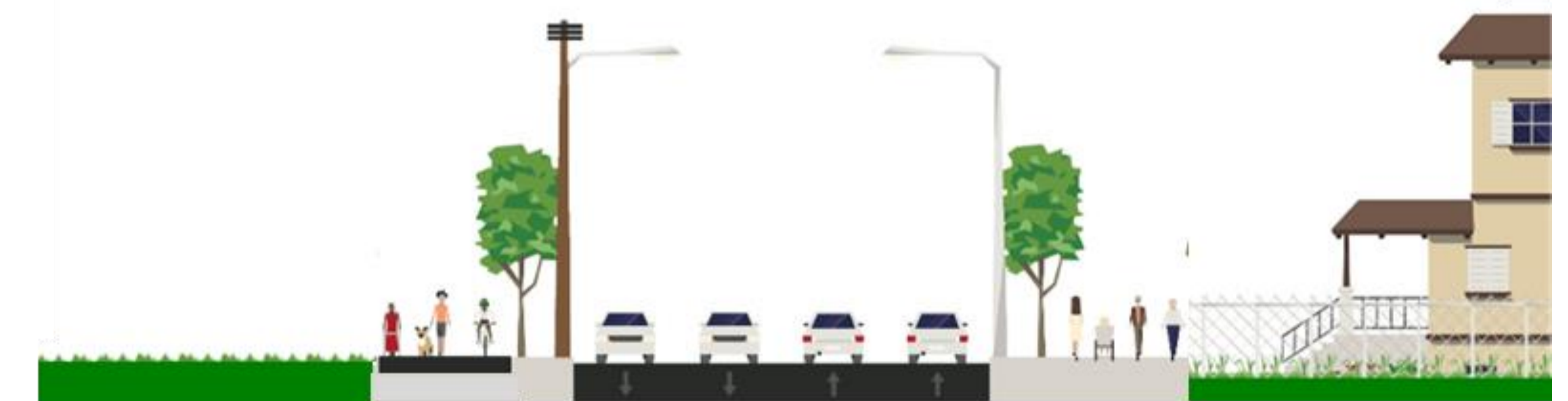
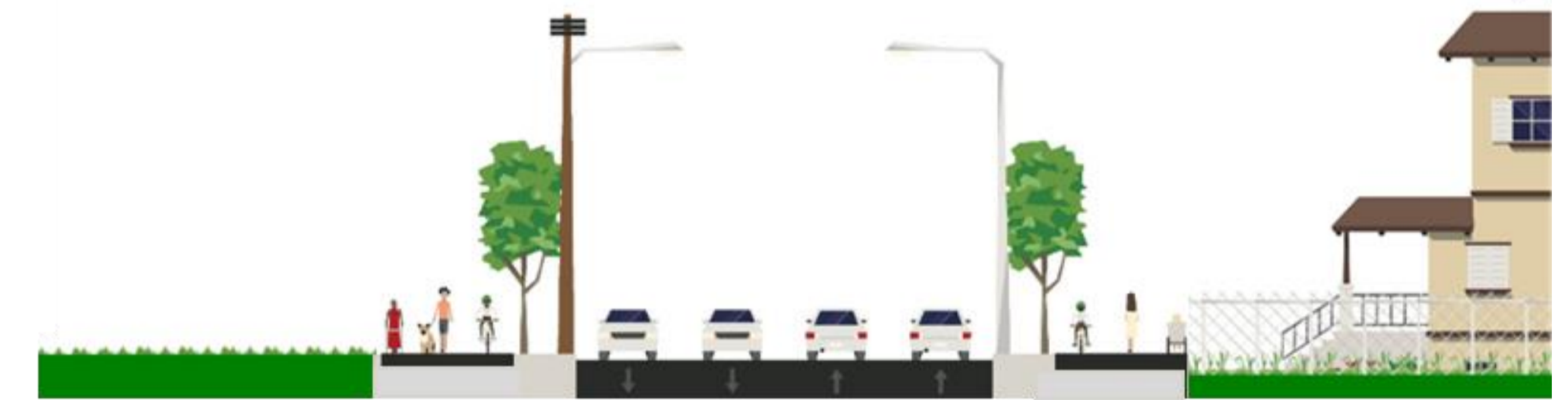
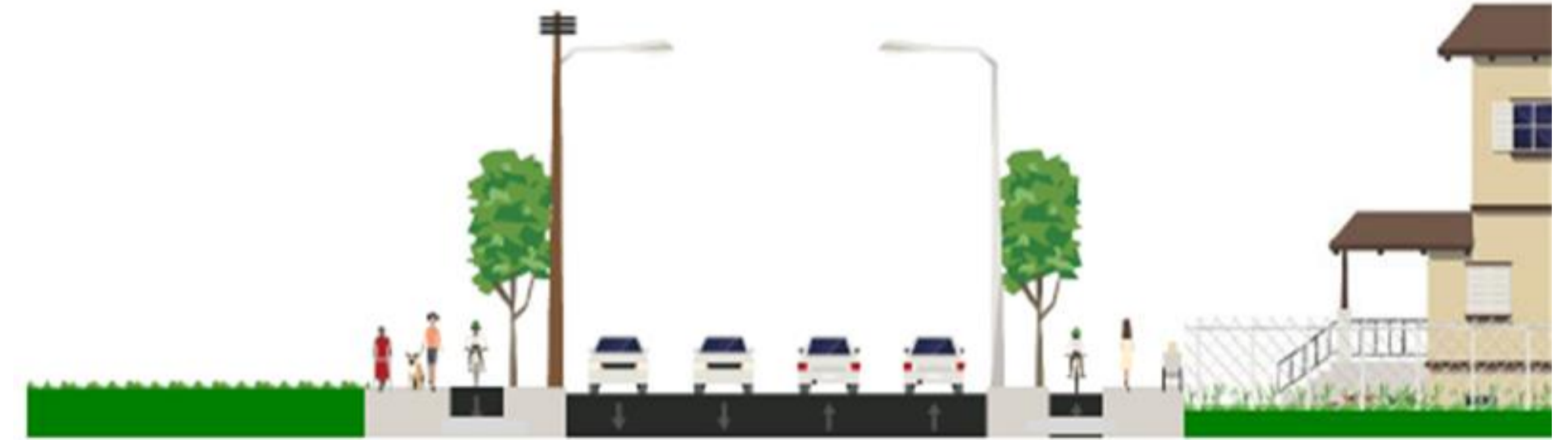
Carried Forward

Alternative 1:
Cycle Tracks and Sidewalks, Both Sides

Alternative 2:
Multi-Use Paths, Both Sides

***Alternative 3:**
Multi-Use Path One Side, Sidewalk One Side

***Alternative 4:**
Bike Lane and Sidewalks

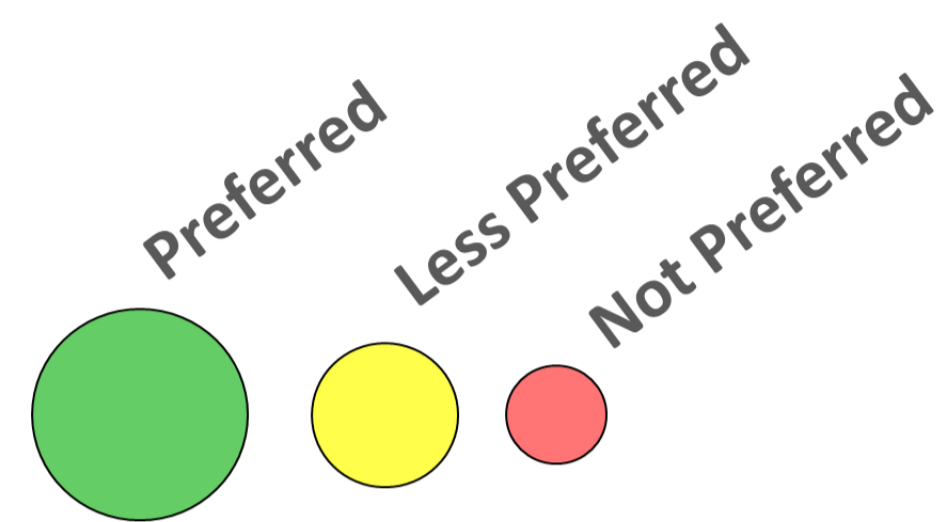


*Not supported/aligned with the Pedestrian and Bicycle Master Plan all ages and abilities framework

Evaluation of Alternative Designs

(Active Transportation)

Legend



Transportation Service

Social Environment

Infrastructure Design and Economic Environment

Natural Environment

Summary

	Alternative 1 Boulevard Cycle Tracks and Sidewalks, both sides	Alternative 2 Multi-use Path (two-way shared facility), both sides
Transportation Service		
Social Environment		
Infrastructure Design and Economic Environment		
Natural Environment		
Summary		

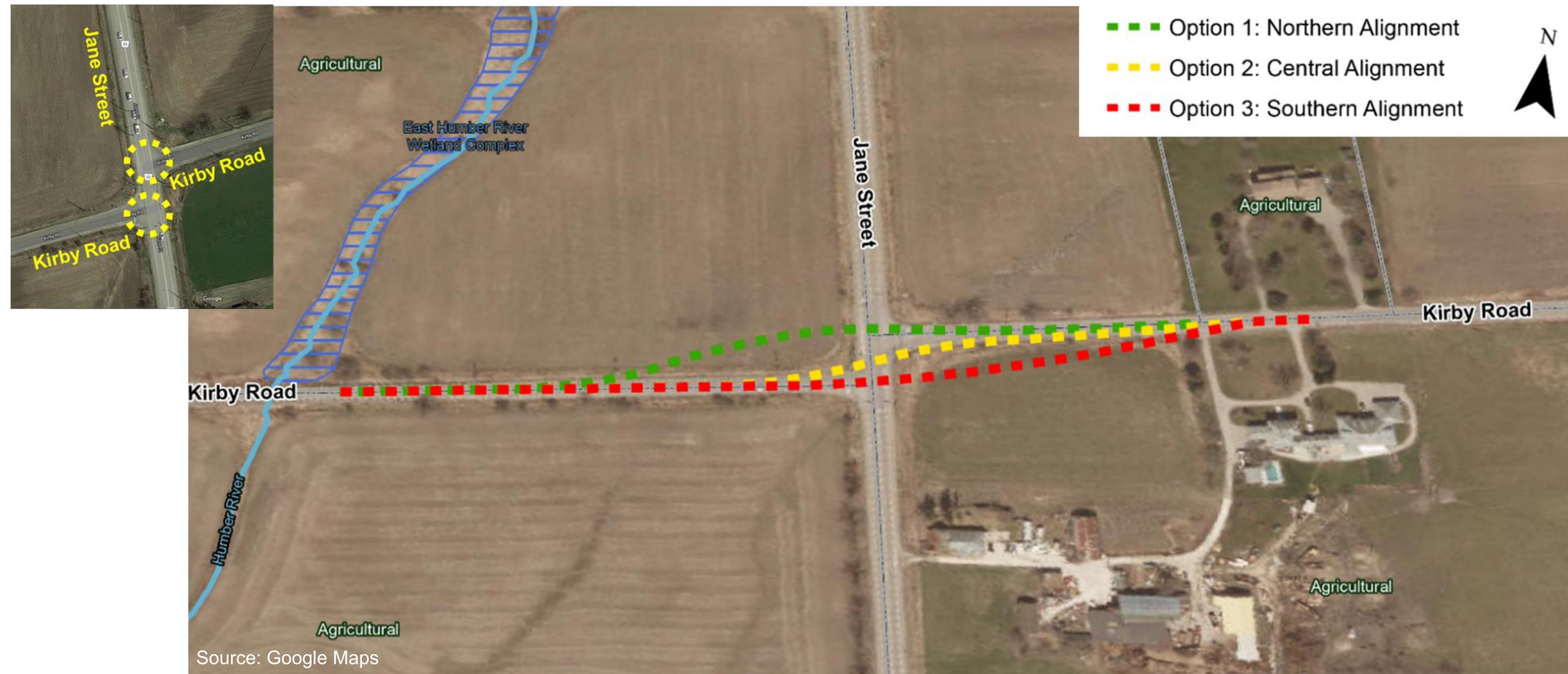
Boulevard Cycle Tracks and Sidewalks on Both Sides is recommended because it:

- Separates pedestrians and cyclists from vehicles
- Eliminates conflicts between pedestrians and cyclists with dedicated and separate facilities
- Provides pedestrians and cyclists with direct access to adjacent lands / destinations in both boulevards
- Minimizes potential conflicts at driveways and intersections with one-way cyclist travel



Alternative Designs

(Re-align Kirby Road at Jane Street)



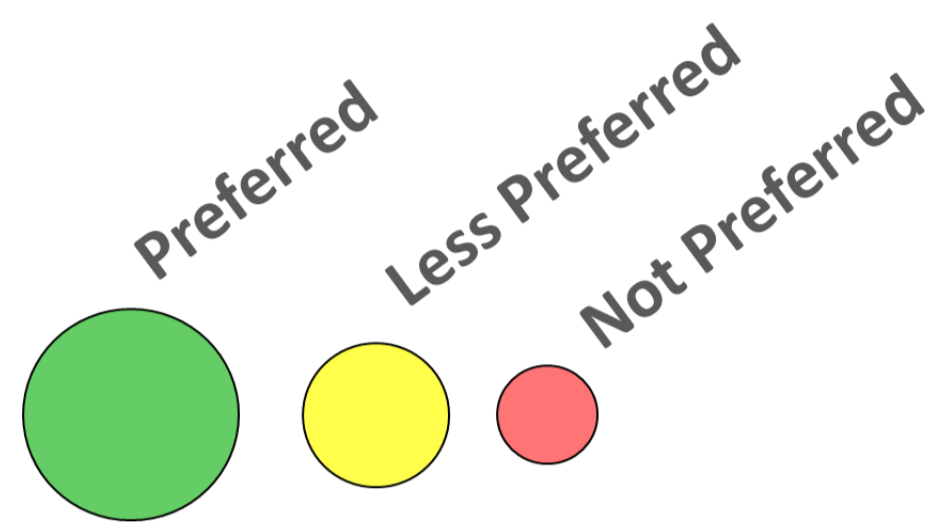
The existing jog at Kirby Road and Jane Street causes significant delay for drivers during the AM and PM peak hours. Re-aligning Kirby Road at Jane Street provides an opportunity to improve operations and accommodate other users such as pedestrians and cyclists.

Three alternatives were considered to re-align Kirby Road: a northern alignment (Alternative 1), about a new central alignment (Alternative 2), and a southern alignment (Alternative 3).

Evaluation of Alternative Designs

(Re-align Kirby Road at Jane Street)

Legend

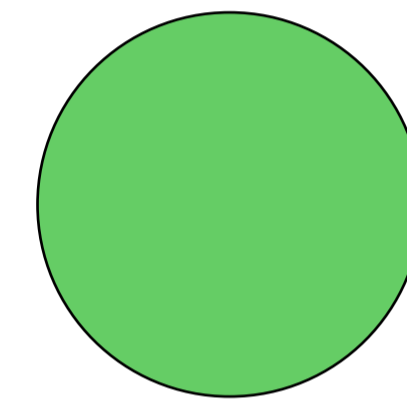
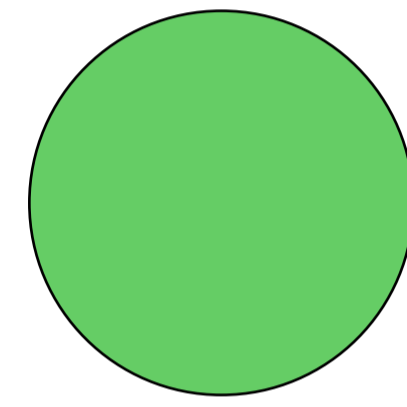
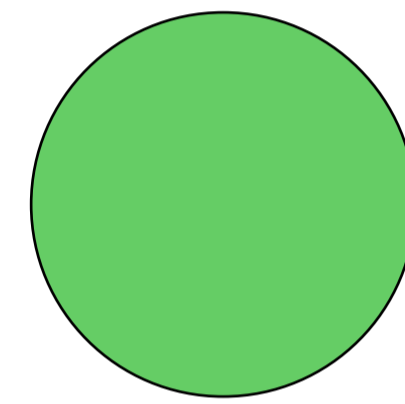


Alternative 1
Northern Alignment

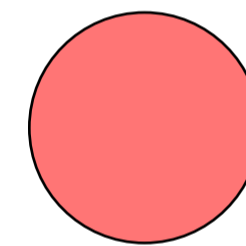
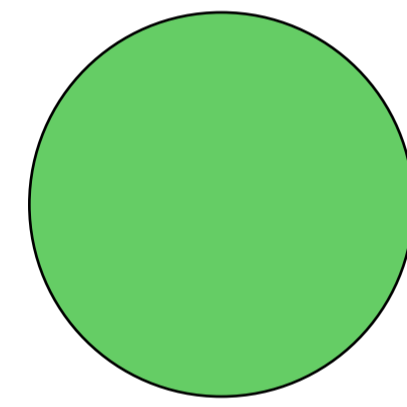
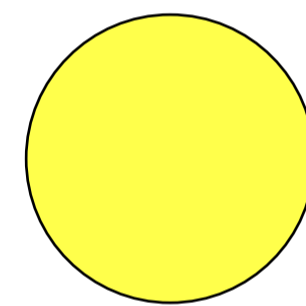
Alternative 2
Central Alignment

Alternative 3
Southern Alignment

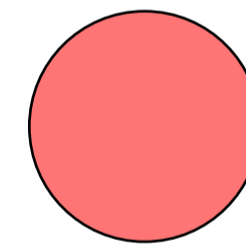
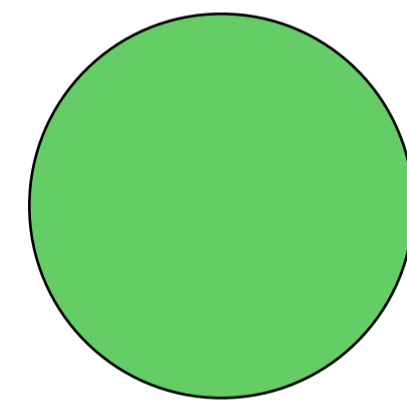
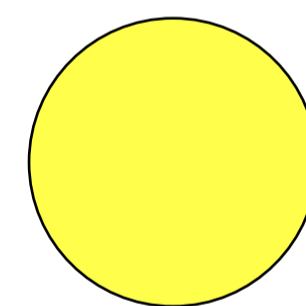
Transportation
Service



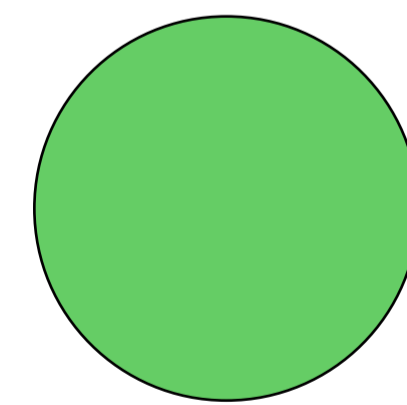
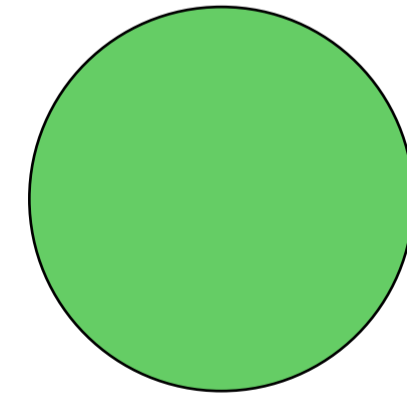
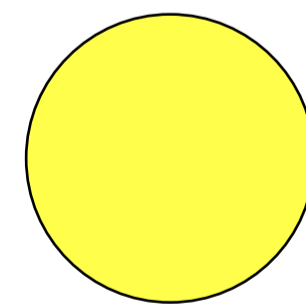
Social
Environment



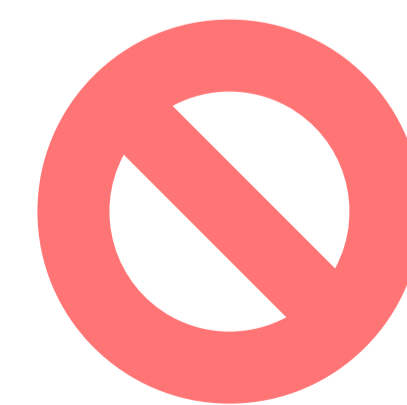
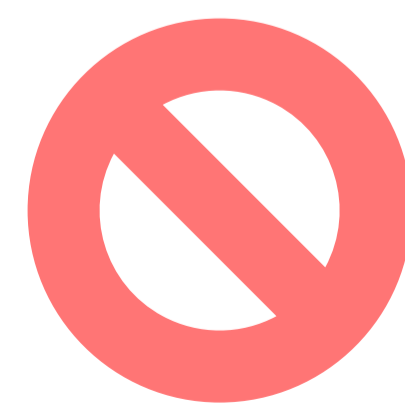
Infrastructure Design
and Economic
Environment



Natural
Environment



Summary



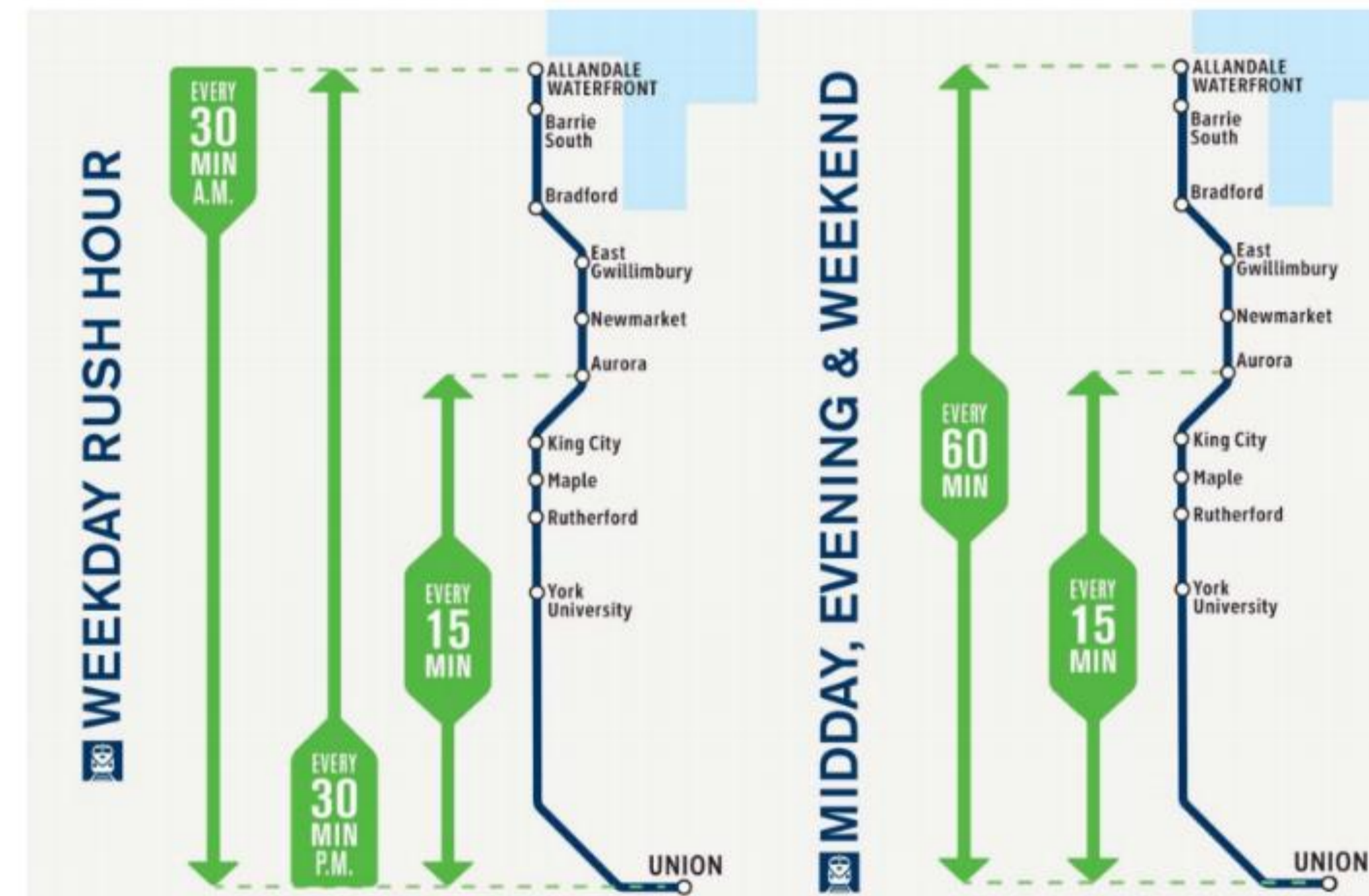
Re-align Kirby Road at Jane Street about a **Central Alignment** is recommended because it:

- Provides a new intersection that improves intersection operations and accommodates all users
- Is not anticipated to impact aquatic habitat or provincially significant wetland
- Minimizes impacts to archaeological sites
- Minimizes property impacts to residential properties and active agricultural operations

Alternative Designs (Barrie GO Rail Crossing)



Source: Google Maps



Source: GO Regional Express Rail, 2016

Kirby Road crosses the Barrie GO Rail Line west of Keele Street.


Metrolinx's GO Expansion Project will offer all-day, two-way, 15-minute rail service along the Barrie GO line. The expansion will increase the number of trains from 12 to 120 by 2031.

The City's Kirby GO Transit Hub Sub-Study, 2016, identified a need for grade separation of Kirby Road at the Barrie GO Rail line and preliminary recommendations to accommodate a GO station access at Kirby Road.

The need to separate Kirby Road from the Barrie GO Rail tracks (grade separation) was made to:

- Enhance safety for all users
- Reduce traffic delays
- Accommodate increased transit frequency

GO RER will reduce travel times and give people more ways to get where they want to go with:

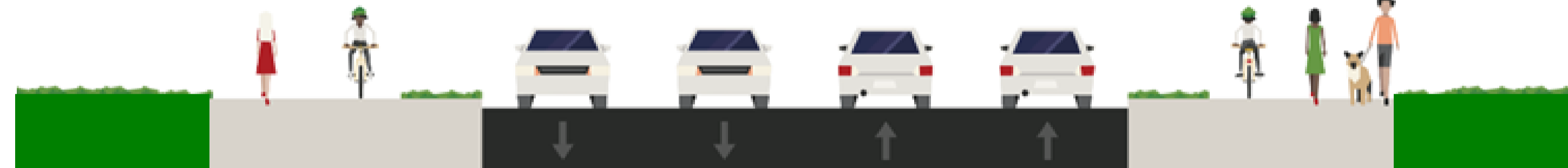
Trains up to every 15 minutes	Service in both directions	More all-day service	Faster electric trains
 EVERY 15 MINUTES			
			

Source: GO Regional Express Rail, 2016

Alternative Designs (Barrie GO Rail Crossing)

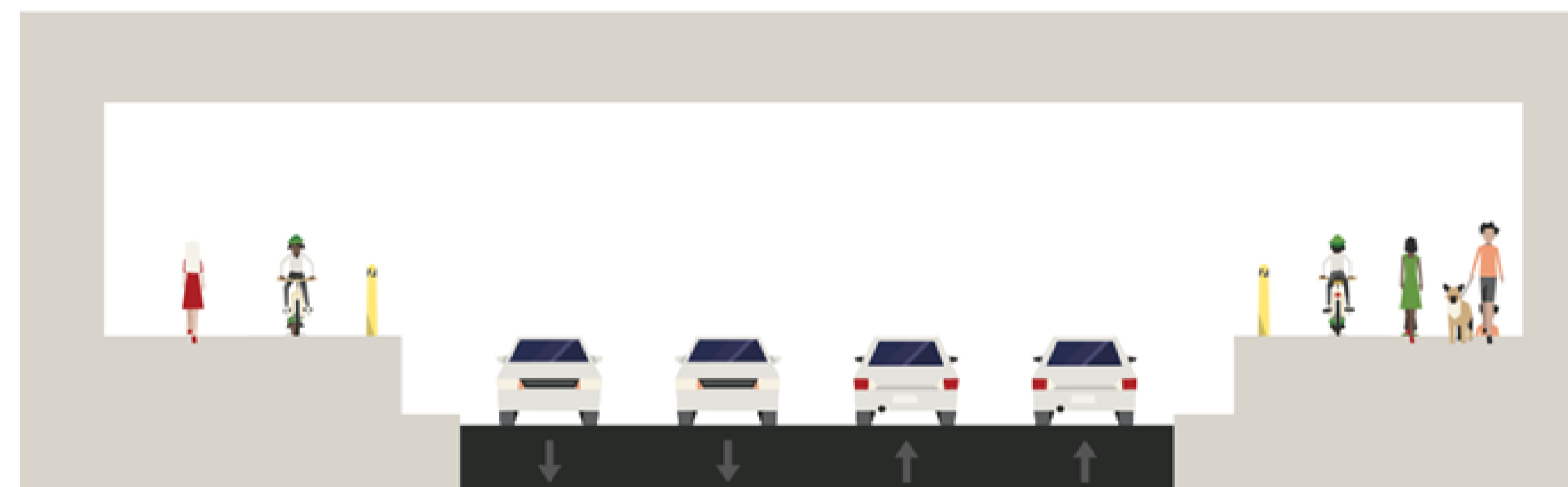
The following were considered to determine how best to accommodate the road widening and pedestrians and cyclists at the Barrie GO Rail Crossing.

Alternative 1: At-Grade Crossing



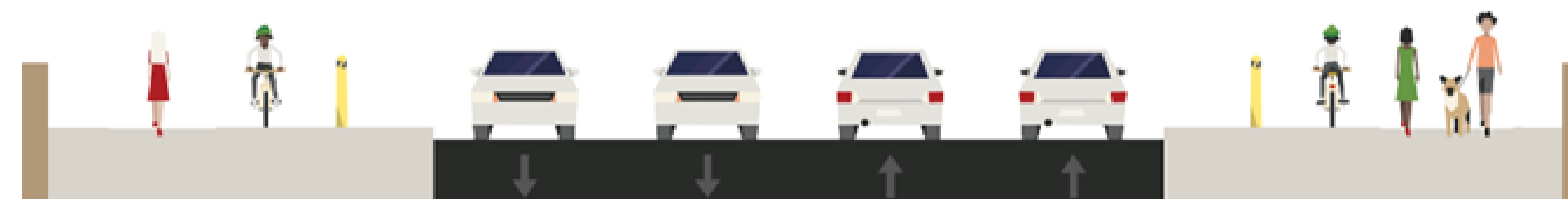
Existing at-grade Kirby Road crossing west of Keele Street

Alternative 2: Underpass (Rail over Road)



Underpass example on Major Mackenzie Drive east of Keele Street

Alternative 3: Overpass (Road over Rail)

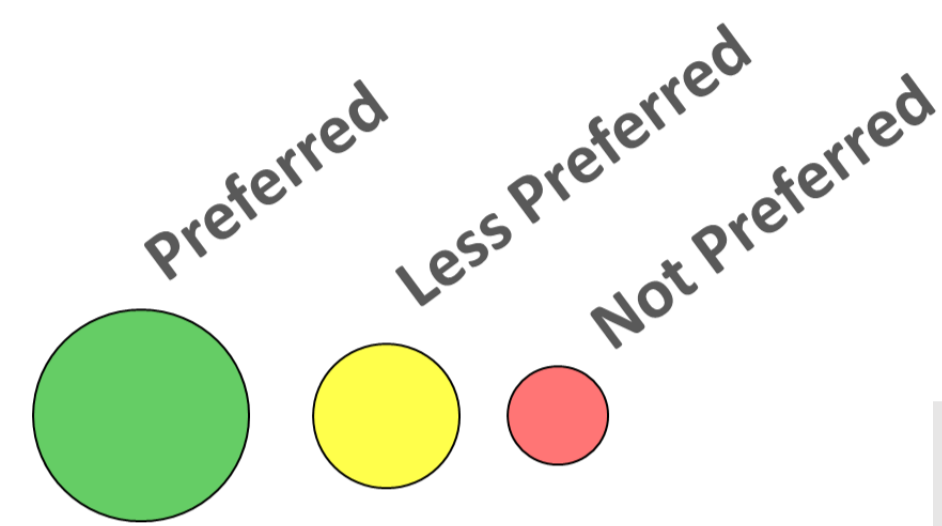


Overpass example on Bayview Avenue south of Highway 401

Evaluation of Alternative Designs

(Barrie GO Rail Crossing)

Legend



Transportation Service

Social Environment

Infrastructure Design and Economic Environment

Natural Environment

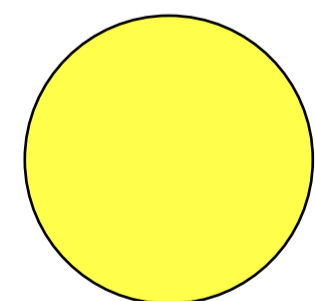
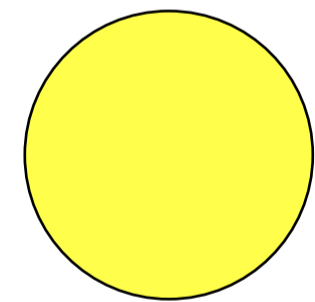
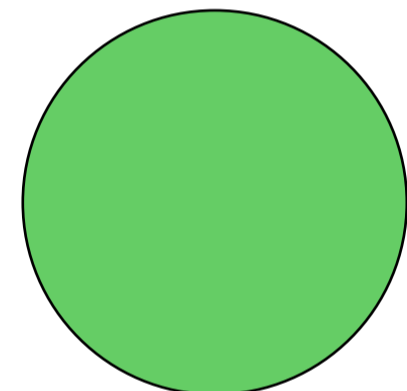
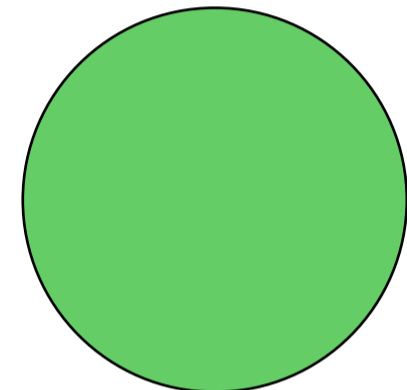
Summary

Alternative 1
At-Grade Crossing

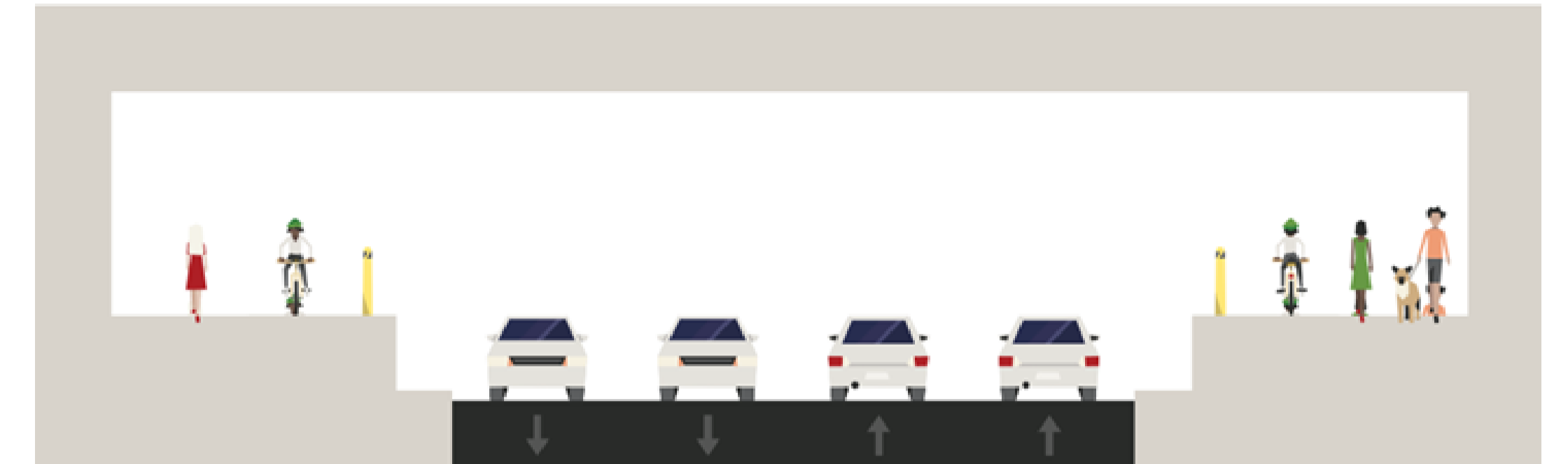
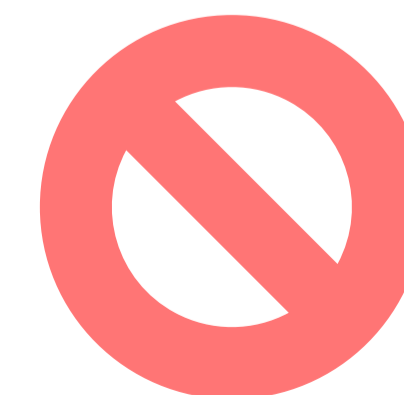
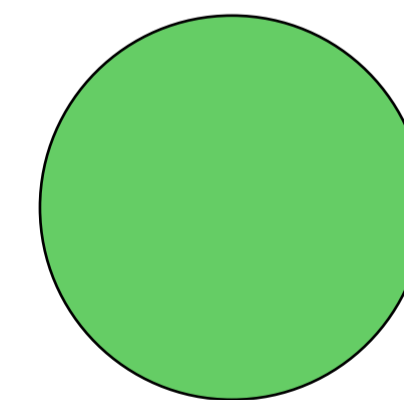
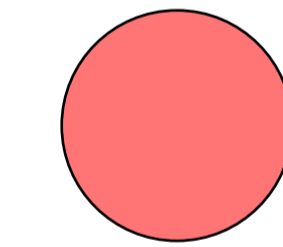
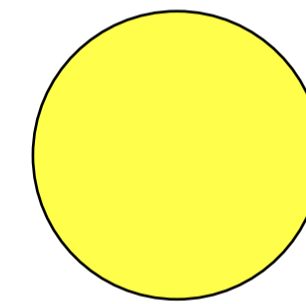
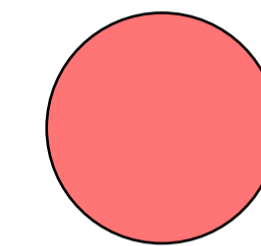
Not carried forward. Does not address problems and opportunities to address delays from increased rail service.



Alternative 2
Underpass
(Rail over Road)



Alternative 3
Overpass
(Road over Rail)

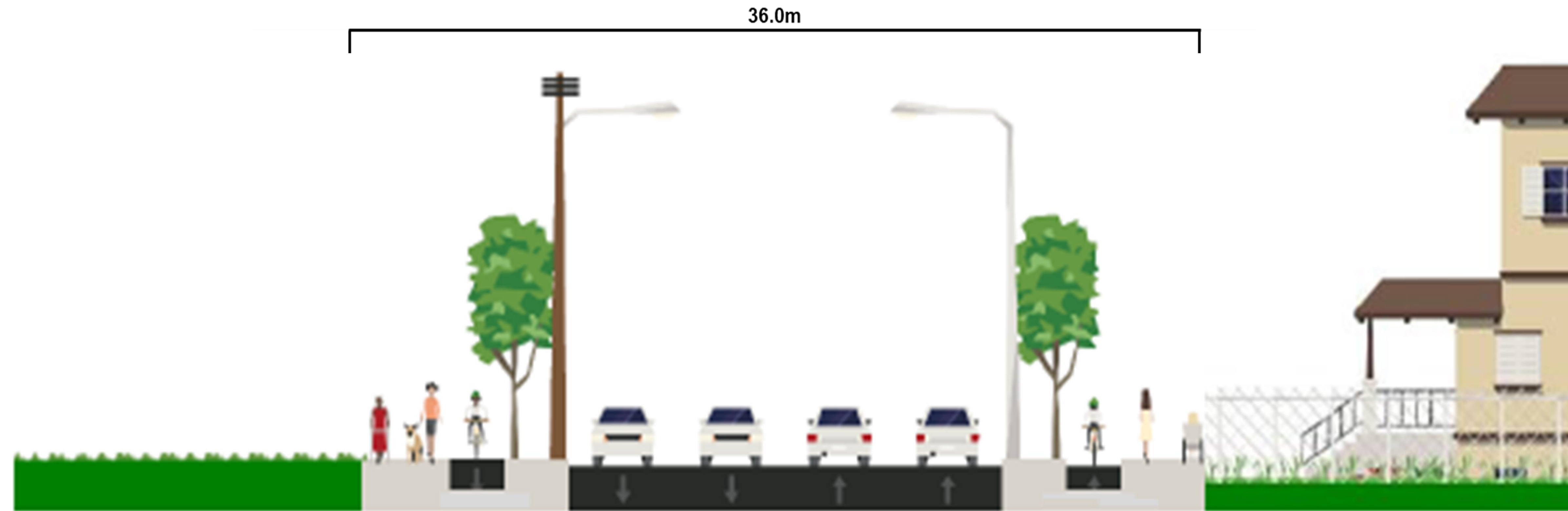


Underpass example on Major Mackenzie Drive east of Keele Street

Underpass is recommended because it:

- Removes rail conflicts with pedestrians and cyclists, and minimizes pedestrian and cyclist travel distance with elevated pedestrian and cyclist platform
- Mitigates vehicle queuing caused by increased GO Train service
- Although the underpass is more costly it allows access to be maintained to adjacent land uses

Recommended Design



Key Features of the Recommended Design:

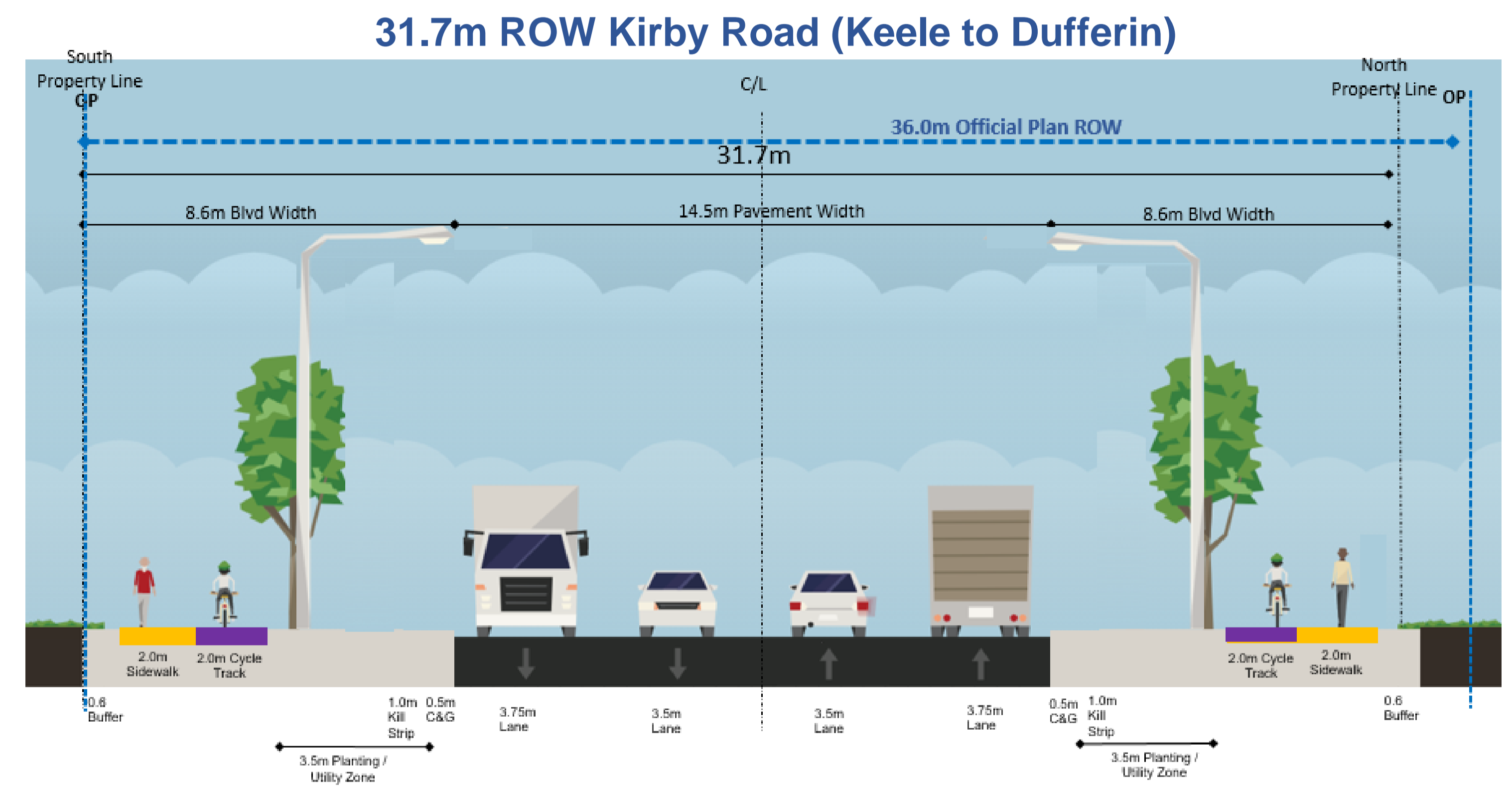
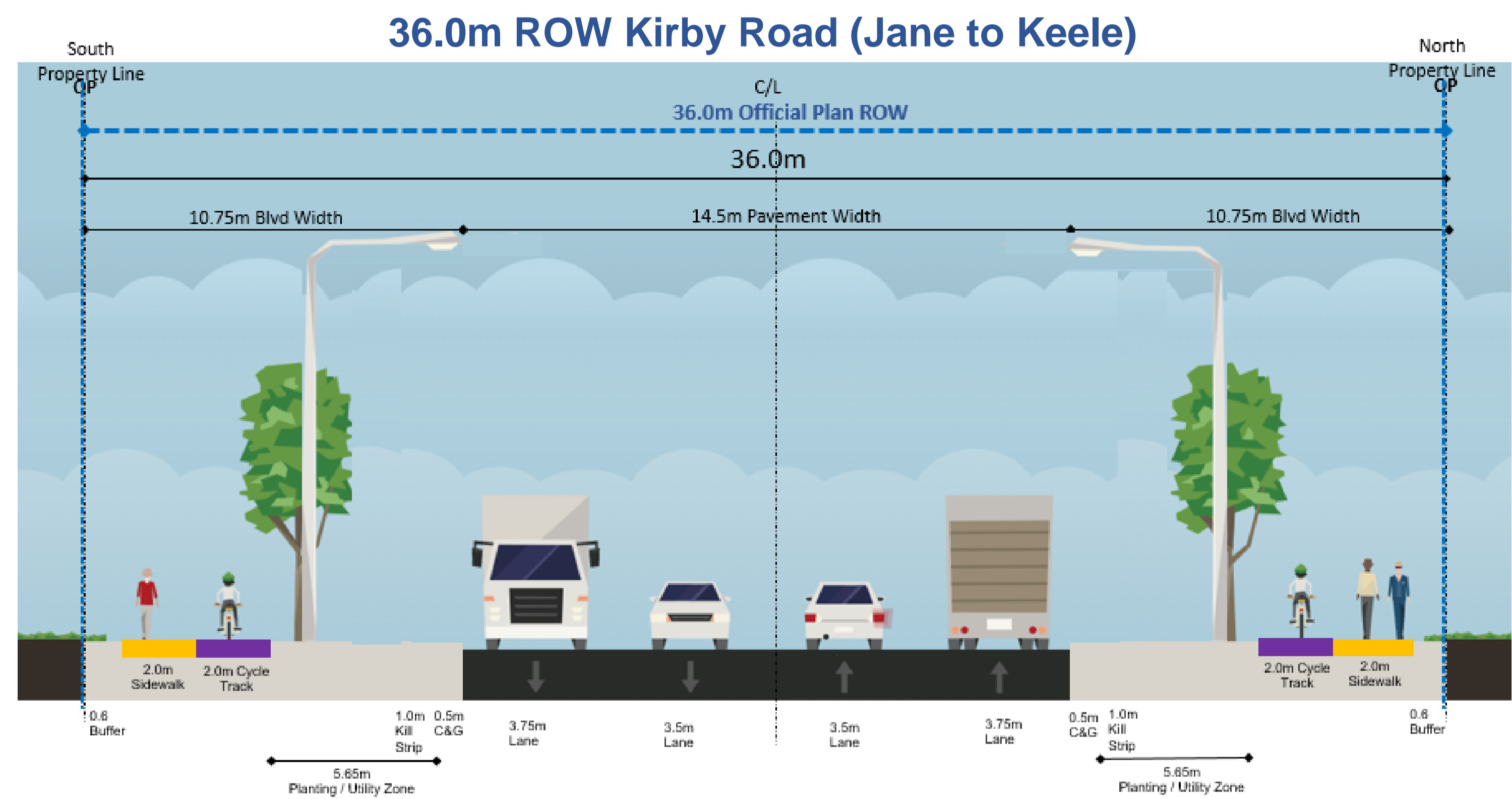
- Widen to four lanes and urbanize
- Boulevard Cycle Tracks and Sidewalks on both sides
- Crossrides at intersections
- Re-align Kirby Road about a Central Alignment at Jane Street
- Underpass at Barrie GO Rail Crossing
- Structural Modification / Replacement at West Don River Tributary
- Illumination and Streetscaping

Timing of Improvements:

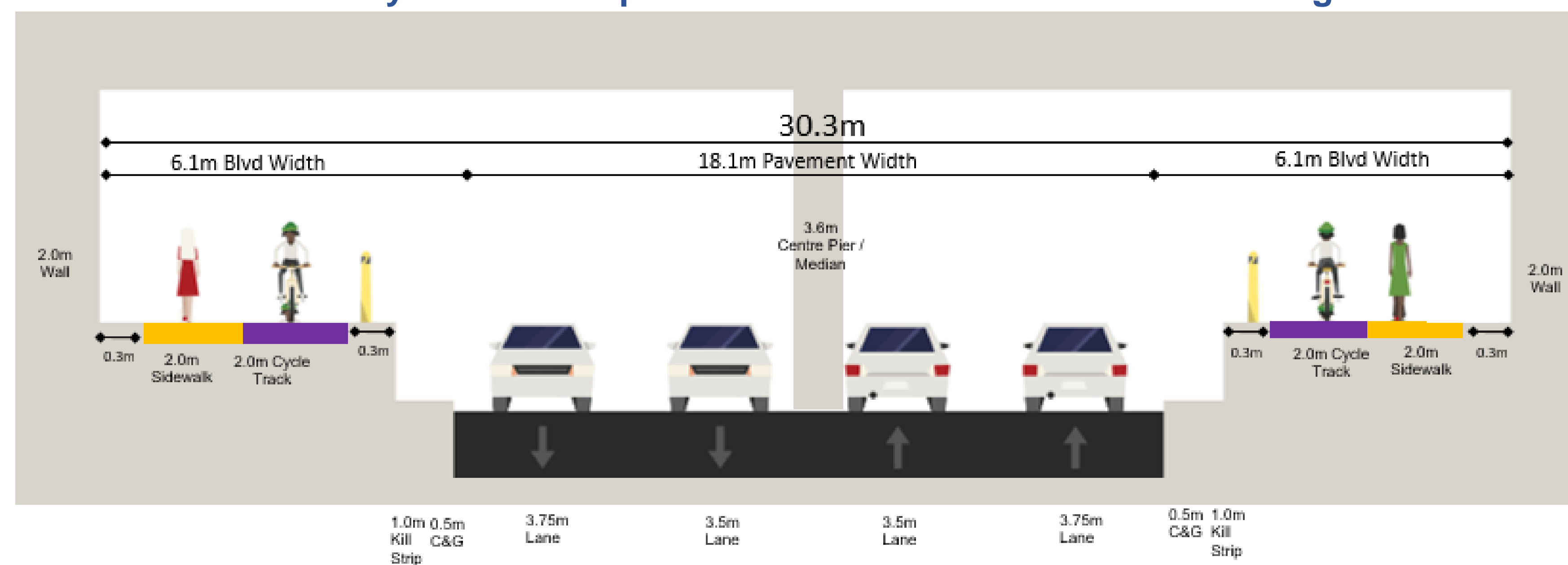
- Kirby Road Widening construction is anticipated to commence in **2026** following detailed design.

Recommended Design

The Recommended Design is based on the following typical sections. In some locations in the corridor, the width of the boulevards and area for street trees / landscaping are further reduced than shown below to minimize impacts to properties and sensitive natural features. A typical section of the underpass structure at the rail crossing is also shown where Kirby Road would be below the rail tracks.



Kirby Road Underpass Structure at Barrie GO Rail Crossing



Recommended Design (Jane to Keele)

- Recommended Design for Kirby Road between Jane Street to Keele Street

Recommended Design (Keele to Dufferin)

- Recommended Design for Kirby Road between Keele Street to Dufferin Street

Next Steps



Review public feedback



Update the Preferred Design based on the feedback received from the public and stakeholders



Prepare Environmental Study Report (ESR) and place on public record for review (2021)

Your input is very valuable to us!



Please fill out the online survey or provide your comments via email or phone by June 25, 2021. **(Now extended to June 30, 2021)**

How to Stay in Touch

Contact our team anytime to provide comments or ask questions:

Hilda Esedebe, P.Eng.

Transportation Project Manager,

Infrastructure Planning and Corporate Asset Management

City of Vaughan

Phone: 1-905-832-8585 ext. 8484

Email: Hilda.Esedebe@vaughan.ca



Check our study website: www.vaughan.ca/KirbyWidening



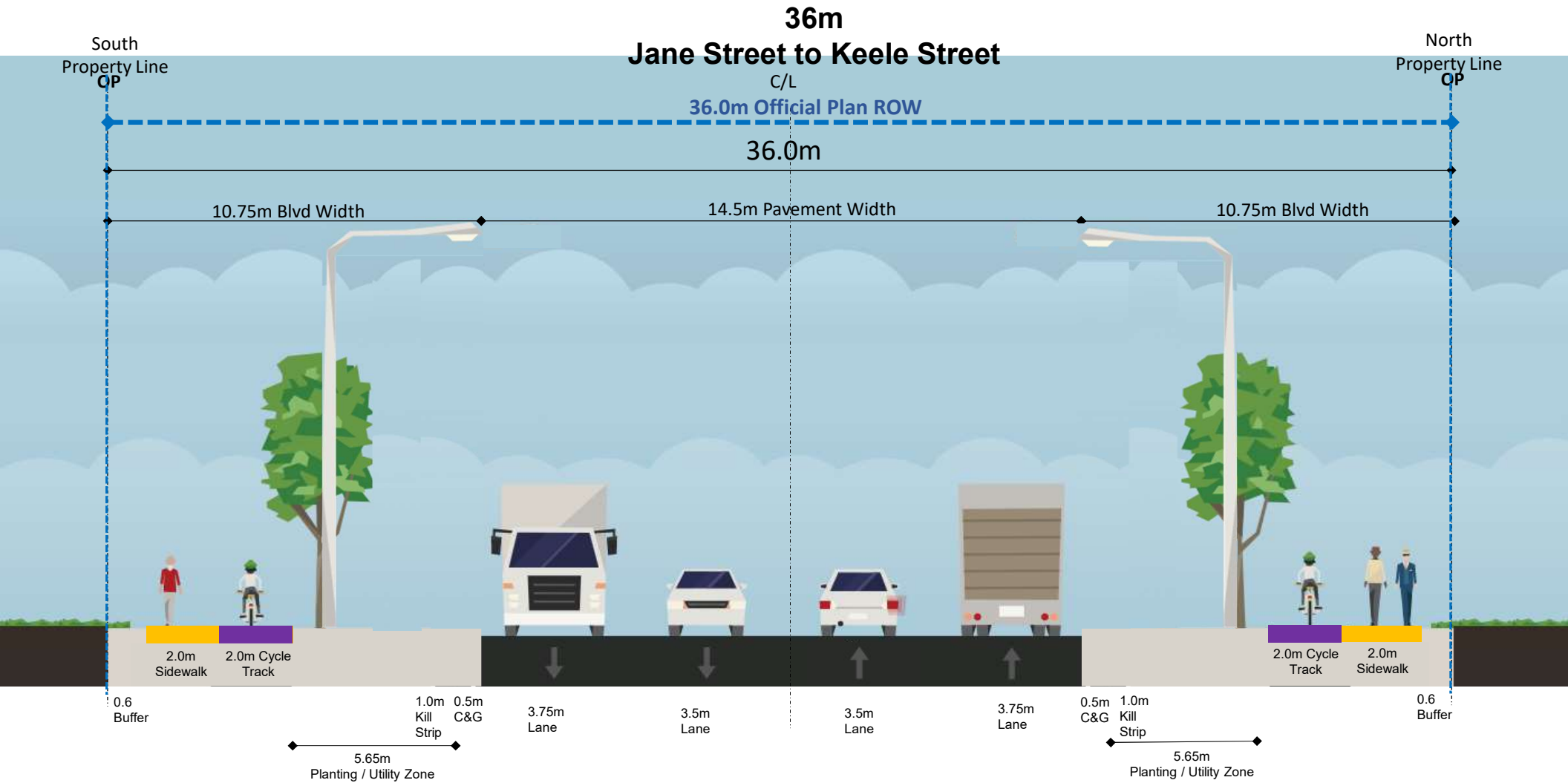
Request to join the Study Mailing List



Thank You!



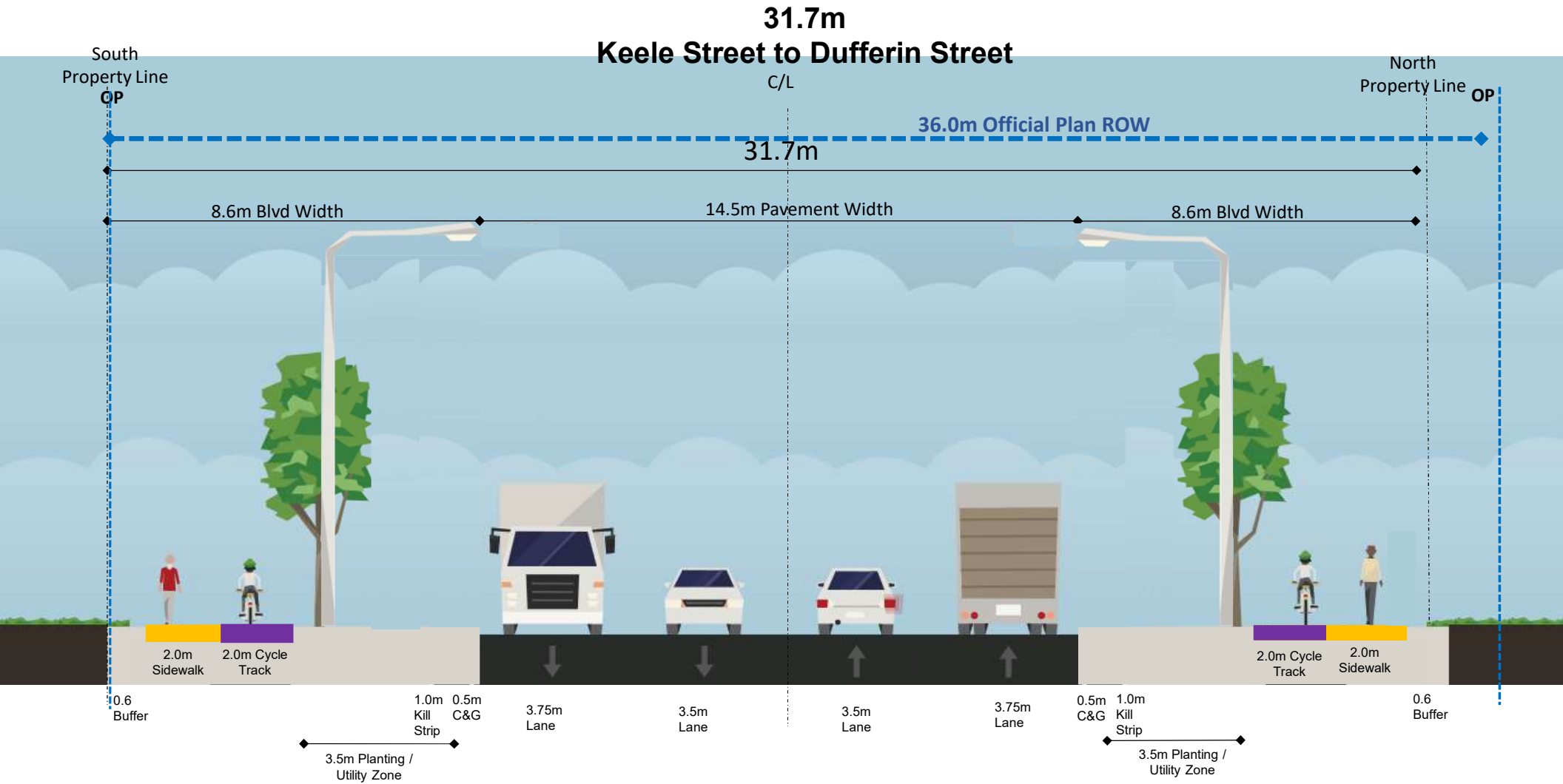
The Recommended Design is based on the following typical sections. In some locations in the corridor, the width of the boulevards and area for street trees / landscaping are further reduced than shown below to minimize impacts to properties and sensitive natural features.



DRAFT FOR DISCUSSION

N.T.S.

The Recommended Design is based on the following typical sections. In some locations in the corridor, the width of the boulevards and area for street trees / landscaping are further reduced than shown below to minimize impacts to properties and sensitive natural features.

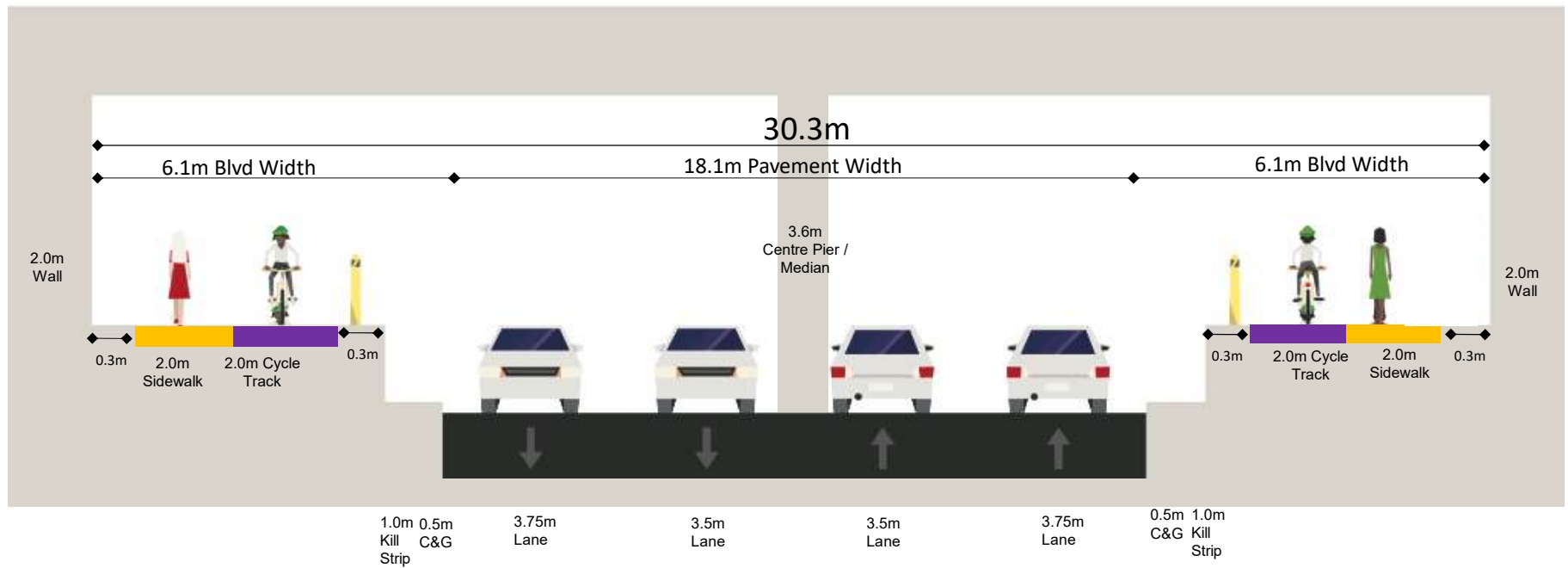


DRAFT FOR DISCUSSION

N.T.S.

The following typical section of the underpass structure at the rail crossing is shown below where Kirby Road would be below the rail tracks.

Underpass Structure



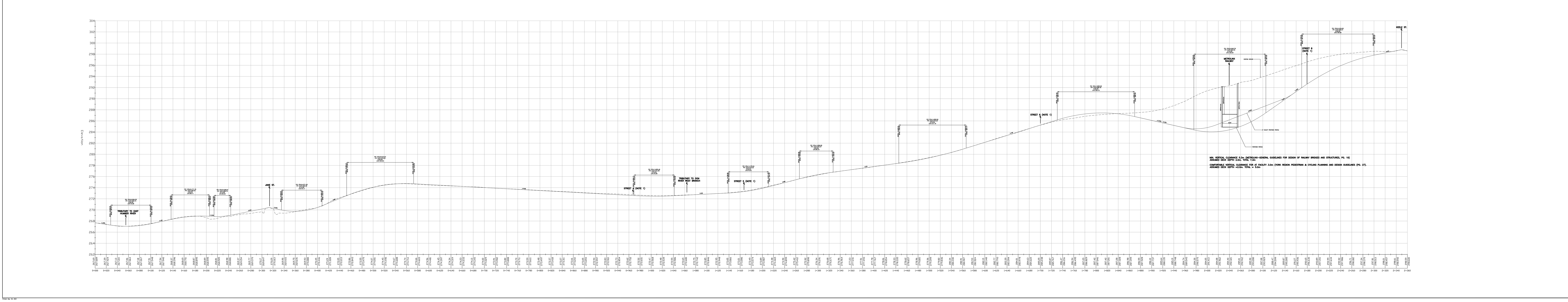


LEGEND

- EXISTING ROW (Yellow dashed line)
- PROPOSED ROW (Blue dashed line)
- TEMPORARY/PERMANENT EASEMENT (Green dashed line)

NOTES

- LOCATIONS OF STREET 4, 5, 6, AND 8 TO BE CONFIRMED THROUGH SECONDARY PLAN.
- STREET TREE PLANTING AND SPACING IS CONCEPTUAL AND TO BE CONFIRMED DURING DETAILED DESIGN STAGE.



CONTRACTOR'S NOTES

- ALL DIMENSIONS ARE IN METRES AND / OR MILLIMETRES UNLESS OTHERWISE INDICATED.
- DIMENSIONS ARE NOT TO BE SCALED.
- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD AND SHALL REPORT ANY DISCREPANCIES TO THE ENGINEER IMMEDIATELY UPON FINDING.
- THE EXACT LOCATION OF UTILITIES SHALL BE DETERMINED BY CONSULTING THE UTILITY COMPANIES CONCERNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATE PROTECTION FROM DAMAGE.
- BENCHMARKS FOR LAYOUT ARE TO BE OBTAINED FROM THE CITY OF VICTORIA ENGINEERING DEPARTMENT.

NOTES:
 EVERY REASONABLE EFFORT HAS BEEN MADE TO ENSURE THAT THE INFORMATION PROVIDED ON THIS PLAN IS ACCURATE AND CORRECT. WE BELIEVE THE INFORMATION TO BE RELIABLE. HOWEVER, THE CITY OF VICTORIA ASSUMES NO RESPONSIBILITY OR LIABILITY DUE TO ERRORS OR OMISSIONS.

NO.	DESCRIPTION	BY	DATE

DESCRIPTION
 UPDATES & REVISIONS

HR

ENGINEER'S STAMP:
 APPROVED AS TO THIS PLAN BEING TRUE TO THE DESIGN AND SPECIFICATIONS.
 AND UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
 DATE: _____

HORIZONTAL SCALE: 1" = 100'

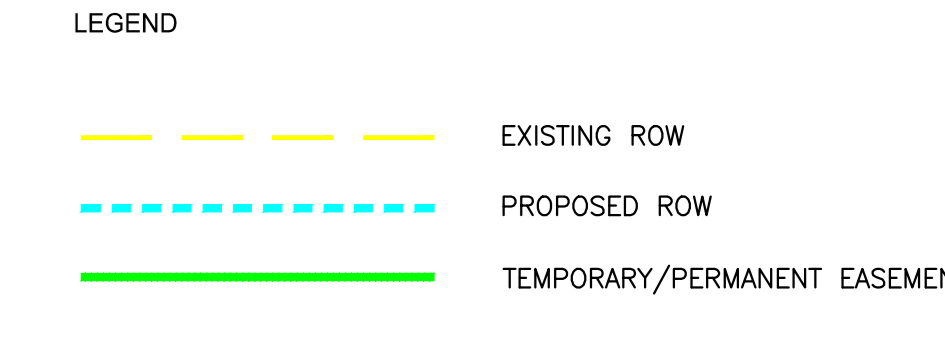
KIRBY ROAD WIDENING ENVIRONMENTAL ASSESSMENT DRAFT PLAN AND PROFILE

VAUGHAN Infrastructure Delivery

DESIGNED BY: JF CHECKED BY: VC TITLED NO: T18
 DRAWN BY: APPROVED BY: PROJ. NO.: DWG. NO.:
 SCALE: 1:1000 18- 1 of 2
 HORIZONTAL: 1:1000 VERTICAL: 1:1000

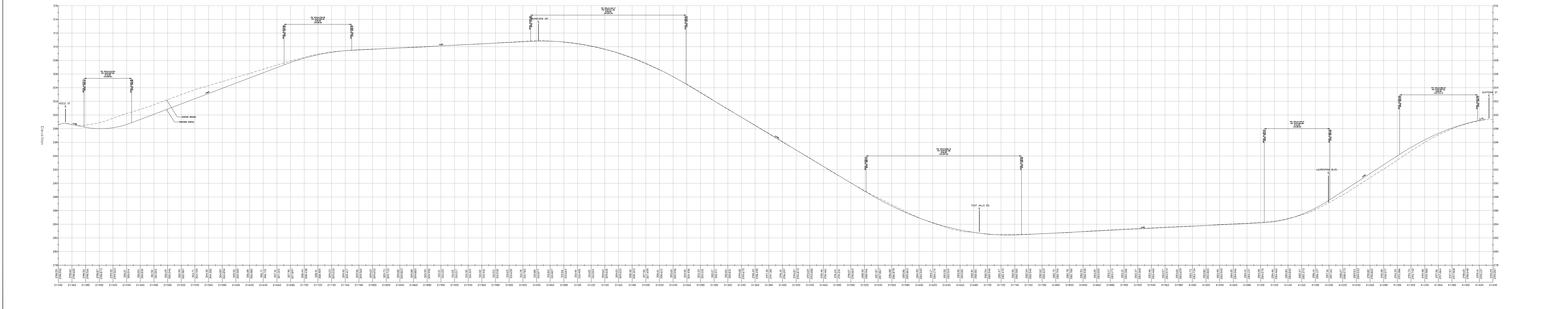
DRAFT FOR DISCUSSION

FINAL CONFIGURATION OF KIRBY ROAD AND DUFFERIN STREET INTERSECTION TO BE COORDINATED WITH KIRBY ROAD EXTENSION STUDY.



NOTES:

1. STREET TREE PLANTING AND SPACING IS CONCEPTUAL AND TO BE CONFIRMED DURING DETAILED DESIGN STAGE.



KEY PLAN

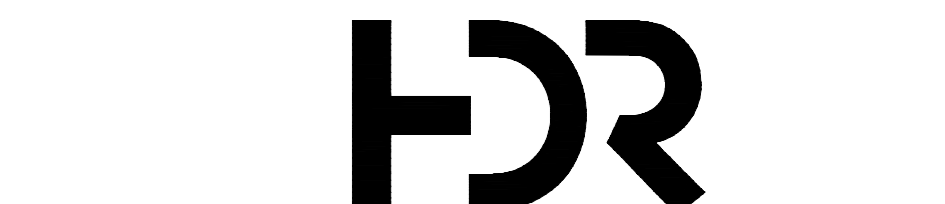
- CONTRACTOR'S NOTES:
1. ALL DIMENSIONS ARE IN METRES AND / OR MILLIMETRES UNLESS OTHERWISE INDICATED.
 2. DRAWINGS ARE NOT TO BE SCALED.
 3. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD AND SHALL REPORT ANY DISCREPANCIES TO THE ENGINEER IMMEDIATELY UPON FINDING.
 4. THE EXACT LOCATION OF UTILITIES SHALL BE DETERMINED BY CONSULTING THE LOCAL UTILITIES COMPANIES. THE CONTRACTOR SHALL PROTECT THE LOCATION OF UTILITIES AND SHALL BE RESPONSIBLE FOR ADEQUATE PROTECTION FROM DAMAGE.
 5. BENCHMARKS FOR LATITUDE ARE TO BE OBTAINED FROM THE CITY OF VANCOUVER ENGINEERING DEPARTMENT.

NOTE:

EVERY REASONABLE EFFORT HAS BEEN MADE TO ENSURE THAT THE INFORMATION APPEARING ON THIS PLAN IS ACCURATE AND CURRENT. WE BELIEVE THE INFORMATION TO BE RELIABLE, HOWEVER, THE CITY OF VANCOUVER ASSUMES NO RESPONSIBILITY OR LIABILITY DUE TO ERRORS OR OMISSIONS.

NO.	DESCRIPTION	BY	DATE

UPDATES & REVISIONS



ENGINEER'S STAMP

APPROVED AS TO TECHNICAL REVIEW FOR THE DESIGNATION OF THIS PLAN AS TO BE USED AS A SITE

PROF. NO. _____

DATE _____

KIRBY ROAD WIDENING ENVIRONMENTAL ASSESSMENT DRAFT PLAN AND PROFILE



DESIGNED & DRAWN BY: JF	CHECKED BY: VC	REVISION NO.: T18-
SURVEYED BY: _____	APPROVED BY: _____	PROJ. NO.: _____
SCALE: HORIZONTAL: 1:1000	VERTICAL: 1:200	SHEET NO.: 2 OF 2

City of Vaughan - Kirby Road Widening (Jane Street to Dufferin Street) Class EA

Public Information Centre 1 (PIC 1) Survey

The City of Vaughan is studying Kirby Road between Jane Street and Dufferin Street to provide improvements for pedestrians, cyclists, transit users and motorists. We are recommending widening Kirby Road from two to four lanes, urbanizing, providing continuous facilities for pedestrians and cyclists, separating Kirby Road from the Barrie Go Rail line crossing, streetscaping and re-aligning Kirby Road at its intersection with Jane Street.

We need your input!

Please review the PIC display materials and take the time to fill out our survey – it should take you about 10 minutes.

This survey will help us understand your thoughts on the recommendations¹. For questions or comments, please contact us below or visit the study website:

Hilda Esedebe, P.Eng.
City Project Manager
Infrastructure Planning and Corporate Asset
Management
Email: hilda.esedebe@vaughan.ca

Michelle Mascarenhas, P.Eng.
Consultant Project Manager
Transportation Planning
HDR Corporation
Email: michelle.mascarenhas@hdrinc.com

Thank you!

¹ Personal information on this form is collected under the authority of the Municipal Act, 2001 and will be used for the purpose of administering the Kirby Road Widening Environmental Assessment Study (Jane to Dufferin Street). Questions about this collection can be directed to the Manager, Transportation Planning, City of Vaughan, 2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1, 905-832-8585.

General Questions

1. What is your home postal code?

Alternative Design Concepts

2. Are there any additional **Evaluation Criteria** we should consider from the list we shared? Tell us below or otherwise leave blank.

3. Do you agree with the recommendation for **Active Transportation** facilities to accommodate pedestrians and cyclists, which consists of **separated cycle tracks and sidewalks** located in the boulevard on both sides of Kirby Road?

Yes

No

Comments:

4. Do you agree with the recommendation for **Widening of Kirby Road**, which consists of **widening about the centreline** following a best-fit approach to minimize impacts?

Yes

No

Comments:

5. Do you agree with the recommendation to **Re-Align Kirby Road about a central alignment to eliminate the jog at Jane Street?**

Yes

No

Comments:

6. Do you agree with the recommendation for the **Barrie GO Rail Crossing at Kirby Road**, which consists of an **Underpass** (rail over the road)?

Yes

No

Comments:

7. Please share any additional comments you may have related to the Kirby Road Widening EA Study:

Name (please print): _____

Email Address: _____

Mailing Address: _____

City: _____ Postal Code: _____

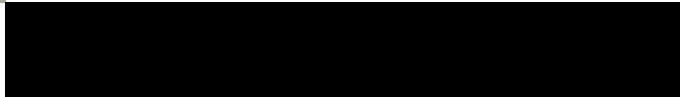
Would you like to be added to the mailing list?

Yes

No



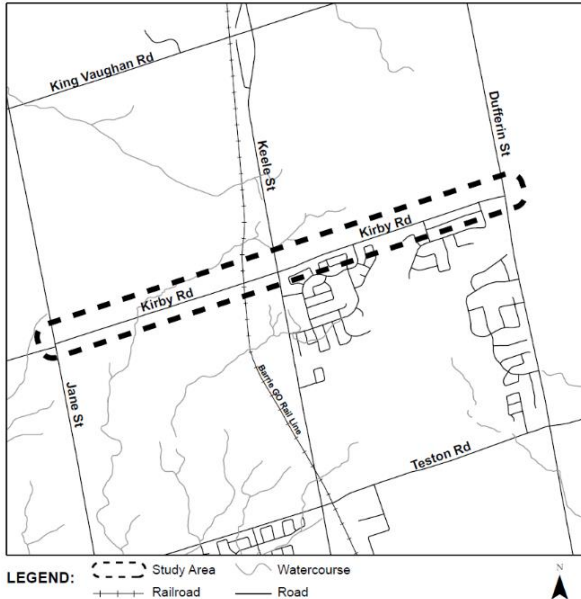
Appendix B





NOTICE OF PUBLIC INFORMATION CENTRE NO. 1
ENVIRONMENTAL ASSESSMENT (EA) STUDY

**Kirby Road Widening
between Jane Street and Dufferin Street**



The City of Vaughan is conducting an Environmental Assessment (EA) Study for the Kirby Road corridor between Jane Street and Dufferin Street. The Study is being completed in accordance with the planning and design process for Schedule 'C' projects, as outlined in the Municipal Engineers Association (MEA) Municipal Class EA guidelines (October 2000, as amended in 2007, 2011 and 2015).

This study is building on the recommendations in the City's 2019 North Vaughan and New Communities Transportation Master Plan (NVNCTMP) which identified widening Kirby Road from two to four lanes between Jane Street and Dufferin Street, grade separation of the Barrie Go Rail line at Kirby Road and elimination of the existing jog at the intersection at Kirby Road and Jane Street. These improvements will address

capacity and operational needs and accommodate planned growth in the area for all roadway users (pedestrians, cyclists, transit users and motorists).

WE WANT YOUR FEEDBACK!

You are invited to attend a virtual Public Information Centre to review and share your thoughts on the recommended plan for Kirby Road which has been developed to address widening, facilities for pedestrians and cyclists, streetscaping, grade-separation and jog elimination.

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 Kirby Road Widening EA.

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

- obtain background information on the study and review the findings to date
- review, provide input and share ideas on the recommended plan

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

When: View PIC materials anytime starting on **June 7, 2021 to June 25, 2021**

Where: Visit vaughan.ca/KirbyWidening

Input Format: Please complete the **online survey** or provide your comments by **June 25, 2021** by contacting the study team below:

Hilda Esedebe, P.Eng.
City of Vaughan
Project Manager
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1
T: 905-832-2281, ext. 8484
E: Hilda.Esedebe@vaughan.ca

Michelle Mascarenhas, P.Eng.
HDR Corp.
Consultant Project Manager
100 York Blvd., Suite 300
Richmond Hill, ON L4B 1J7
T: 289-695-4613
E: Michelle.Mascarenhas@hdrinc.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 or visit our website at vaughan.ca/KirbyWidening

Personal information on this form is collected under the authority of the Municipal Act, 2001 and will be used for the purpose of administering the Kirby Road Widening Environmental Assessment Study (Jane to Dufferin Street). Questions about this collection can be directed to the Manager, Transportation Planning, City of Vaughan, 2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1, 905-832-8585. With the exception of personal information, all comments will become part of the public record.

This notice was first issued June 3, 2021.

From: [Heydari, Azadeh](#)
Cc: "[Esedebe, Hilda](#)"; [Mascarenhas, Michell](#)
Bcc: Kirby Road Widening Environmental Assessment (Jane to Dufferin) - Online Public Information Centre
Thursday, June 3, 2021 11:57:28 AM
[KirbyRoadWideningEA-Notice of PIC#1.pdf](#)

Subject:
Date:
Attachments:

The City of Vaughan is conducting a Municipal Class Environmental Assessment (Class EA) for the widening of **Kirby Road between Jane Street and Dufferin Street**, including the grade separation of the Barrie GO Rail line at Kirby Road, and the elimination of the jog at the intersection of Kirby Road and Jane Street. These improvements will address capacity and operational needs and accommodate planned growth in the area for all roadway users (pedestrians, cyclists, transit users and motorists).

WE WANT YOUR FEEDBACK!

An online Public Information Centre (PIC) has been arranged for your review and to share your thoughts on the recommended plan for Kirby Road. To access the virtual PIC please visit the study website at vaughan.ca/KirbyWidening anytime between **June 7, 2021 – June 25, 2021**. Narrated PIC display materials and an online survey will be posted during this time for your review and comment. Please see the attached Notice of Public Information Centre for more information.

Please let us know if you would like to be removed from our project contact list. Comments or questions can also be emailed to the City Project Manager at Hilda.Esedebe@vaughan.ca.

Azadeh Heydari, P.Eng., M.A.Sc.

HDR

100 York Blvd, Suite 300
Richmond Hill, ON L4B1J8
D 289.695.4671 **M** 416.997.4498
azadeh.heydari@hdrinc.com

hdrinc.com/follow-us

From: [Heydari, Azadeh](#)
Cc: [Esedebe, Hilda](#); [Mascarenhas, Michelle](#)
Bcc:
Subject: Kirby Road Widening EA (Jane to Dufferin) - Online Public Information Centre
Date: Tuesday, June 22, 2021 2:42:15 PM
Attachments: [KirbyRoadWideningEA-Notice of PIC# 1.pdf](#)

The City of Vaughan is conducting a Municipal Class Environmental Assessment (Class EA) for the widening of **Kirby Road between Jane Street and Dufferin Street**, including the grade separation of the Barrie GO Rail line at Kirby Road, and the elimination of the jog at the intersection of Kirby Road and Jane Street. These improvements will address capacity and operational needs and accommodate planned growth in the area for all roadway users (pedestrians, cyclists, transit users and motorists).

WE WANT YOUR FEEDBACK!

An online Public Information Centre (PIC) has been arranged for your review and to share your thoughts on the recommended plan for Kirby Road. To access the virtual PIC please visit the study website at vaughan.ca/KirbyWidening anytime between **June 7, 2021 – June 25, 2021 (Now Extended to June 30, 2021)**. Narrated PIC display materials and an online survey are available during this time for your review and comment. Please see the attached Notice of Public Information Centre for more information.

Please let us know if you would like to be removed from our project contact list. Comments or questions can also be emailed to the City Project Manager at Hilda.Esedebe@vaughan.ca.

Azadeh Heydari, P.Eng., M.A.Sc.

HDR

100 York Blvd, Suite 300
Richmond Hill, ON L4B1J8
D 289.695.4671 **M** 416.997.4498
azadeh.heydari@hdrinc.com

hdrinc.com/follow-us

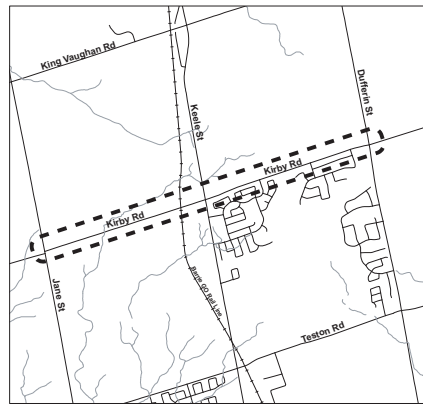
Kirby Road Widening (Jane Street to Dufferin Street) EA
 City of Vaughan - Social Media Posts for PIC June 2021

Date	Platform	Message
June 7	Twitter Facebook Instagram	The City is improving Kirby Road – and your input is needed. Now until Friday, June 25, participate in a self-guided virtual Public Information Centre to review plans and comment on recommendations. Learn more: Friendly URL: vaughan.ca/KirbyWidening
June 7	LinkedIn	The City is planning to improve Kirby Road – and your input is needed. As part of the Kirby Road Widening Study, alternative designs for the road widening are being considered, including adding pedestrian and cyclist spaces, implementing a grade separation at the Barrie GO crossing and straightening the road at the intersection of Kirby Road and Jane Street. Get involved in the planning stages and help shape the future of the road by participating in a self-guided virtual Public Information Centre. Review plans and comment on recommendations now until Friday, June 25 at vaughan.ca/KirbyWidening
June 14	Twitter	In addition to widening Kirby Road, the City is also considering adding pedestrian and cyclist spaces, straightening the road at the intersection of Kirby Road and Jane Street and more. Have your say: vaughan.ca/KirbyWidening
June 14	Facebook Instagram	As part of the Kirby Road Widening Study, alternative designs for the road widening are being considered, including adding pedestrian and cyclist spaces, implementing a grade separation at the Barrie GO crossing and straightening the road at the intersection of Kirby Road and Jane Street. Participate in a self-guided virtual Public Information Centre now until June 25 to have your say: vaughan.ca/KirbyWidening
June 21	Twitter	The City is planning improvements on Kirby Road from Jane Street to Dufferin Street, including widening the road from two to four lanes. Get involved and comment on the recommended plans: vaughan.ca/KirbyWidening
June 21	Facebook	Help shape the future of Kirby Road. The City is planning improvements from Jane Street to Dufferin Street, including widening the road from two to four lanes and improving active transportation opportunities. Get involved and comment on the recommended plans: vaughan.ca/KirbyWidening
June 21	Instagram	You can get involved in the City's plans for Kirby Road – including commenting on proposed widening alternatives, reviewing key findings and more. Visit vaughan.ca/KirbyWidening before Friday, June 25 to join the conversation.
June 25	Twitter	#Reminder: today is the last day to participate in the self-guided virtual Public Information Centre to review and comment on plans to improve Kirby Road. Key findings and design plans will be available for comment. Get started at vaughan.ca/KirbyWidening
June 25	Facebook Instagram	#Reminder: today is the last day to participate in the self-guided virtual Public Information Centre to review and comment on plans to improve Kirby Road. Visit vaughan.ca/KirbyWidening to learn about the plan, review key findings and comment on proposed designs.

**Kirby Road Widening
between Jane Street and Dufferin Street**

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LEGEND: Study Area, Watercourse, Railroad, Road

widening Kirby Road from two to four lanes between Jane Street and Dufferin Street, grade separation of the Barrie Go Rail line at Kirby Road and elimination of the existing jog at the intersection at Kirby Road and Jane Street. These improvements will address capacity and operational needs and accommodate planned growth in the area for all roadway users (pedestrians, cyclists, transit users and motorists).

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- review, provide input and share ideas on the recommended plan

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When: View PIC materials anytime starting on **June 7, 2021 to June 25, 2021**

Where: Visit vaughan.ca/KirbyWidening

Input Format: Please complete the online survey or provide your comments by June 25, 2021 by contacting the study team below:

Hilda Esedebe, P.Eng.
City of Vaughan
Project Manager
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Vaughan, ON L6A 1T1
T: 905-832-2281, ext. 8484
E: Hilda.Esedebe@vaughan.ca

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HDR Corp.
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This notice was first issued June 3, 2021.

**SPONSORED CONTENT
THE SACRED PROMISE**

The Wills Lawyers



**Father & Daughter Legal Team
Les & Michelle Kotzer**

Lucy and Debra were Janice's only children. For the purpose of this story, we will refer to Janice as "Mom." Over the years, Mom was a single mother and struggled to raise them. Although they were fortunate enough to live in the small house that Dad had left to Mom, times were never easy; and Mom had made numerous trips to the Food Bank to tide over the little family.

As time went on, Lucy and Debra got their education and found good jobs. They were able to contribute to the household; and eventually, with their efforts, somehow surmounted the bad times. Mom was able to keep the little house; but she never forgot how the Food Bank had saved them through those formative years.

Just after Lucy got married, Mom became terminally ill. Debra looked after Mom for the six months before Mom went to the palliative care section of the hospital. At this point, Mom knew that she did not have long to live; and she asked both of her daughters to come there together, because she had something important to tell them.

In her hospital bed, and with the two girls at her bedside, Mom spoke of a serious mistake she had made, and she asked the girls to promise that they would make it right. "I was up all night because I realized that I had made a mistake in my will and I didn't want to die before I corrected it. And now, I am not strong enough to get involved with a lawyer to make a new will. When I made my will, I left everything to the two of you girls, but I forgot one important thing. The Food Bank saved our lives. They put a roof over our heads. They saved Christmas for both of you when you were young. They deserve to be in my will, but it's too late for me now. Please promise me that you will give the Food Bank a \$15,000 donation in my name, after I am gone. Once you make that promise to me, I'll be able to sleep."

Both girls took Mom's hand, promising that they would do what Mom asked. They assured Mom that she would have nothing to worry about. Lucy said, "How can we not follow your wishes, Mom? The Food Bank was our guardian angel."

It was not very long before Mom passed away. Debra was the executor named in Mom's will. In the course of arranging the affairs of Mom's estate, she called her sister, Lucy, to bring her up-to-date on the financial matters. One of the points she raised in her call to Lucy was about the \$15,000 donation she was going to send to the Food Bank.

Lucy's response: "What are you talking about? There's nothing in the will except that you and I will divide Mom's estate equally between the two of us. There's nothing about the Food Bank in Mom's will."

Debra reminded her sister about their promise to Mom when they were at her bedside, and the peace that they had brought to Mom by promising her that they would not let her down, and that the mistake she made in her will would be repaired by them. She reminded Lucy about her comment to Mom about the Food Bank being their guardian angel.

Lucy: "That was all an act to make Mom happy. I will not allow you to use estate money, half of which belongs to me, for a gift to the Food Bank. If you do, I will hire a lawyer and will sue you for not following what Mom's will says."

Debra: "How dare you talk like that? How greedy can you be? If that's how you feel, I don't want to talk to you ever again. So from now on, everything between us will only be in writing. How soon we forget!"

From the legal point of view, Lucy got her way. Debra didn't want a lawsuit. After a year of utter silence between the now-estranged sisters, the estate, in fact, was split equally between them, exactly as Lucy had demanded. But there is more to this story than the legal aspect. With her inheritance in hand, Debra then took it upon herself to donate \$15,000 of her own money to the Food Bank in Mom's name. Along with the donation, Debra sent a handwritten note stating that, years ago, the Food Bank had saved Mom, herself, and her sister from disaster. The note and the accompanying donation were being made in the memory of a once-poor, young mother named Janice, who was a regular dependant, and whose name was probably long-forgotten. In preparing this emotional letter, Debra made mention of a young volunteer whose name was Margaret, and who always had a smile for their mother, Janice.

Debra's note ended with a heartfelt thanks for the Food Bank's helping hand extended to Janice so very many years ago. So much time had passed since the days that Mom was at the Food Bank, that Debra's note was not addressed to anyone in particular.

It was, therefore, a pleasant shock to Debra to find the following handwritten response attached to the tax receipt that was sent to her in the postal mail:

"I am so sorry to hear that Janice has passed. She was a proud lady, beautiful inside and out. I remember her vividly, coming in with her two little girls. I remember Janice telling me, more than once, that the day would come when she would climb out of her temporary problems and then she could dress her two princesses in something better than the hand-me-downs they wore. And, I always had an extra cookie or two for each of Janice's little girls. I remember how Janice couldn't stop thanking me for making their faces light up with those cookies. Janice may have had a hard life, but I am touched that she remembered us after so many years. Her donation will make other little faces light up in the years to come. Love..Margaret."

Debra lost no time in sending a copy of Margaret's letter to sister Lucy, who she hadn't spoken to since Lucy broke her promise to Mom. The only words Debra had for her sister were, "Hope you're enjoying your money. I sent my own money to the Food Bank on Mom's behalf. At least one of us respected Mom's last wishes. And remember, Margaret? The Food Bank volunteer that Mom always talked about and called 'Sweet Margaret'? That nice girl who slipped us those extra cookies when we were there with Mom? Well, she still remembers where you came from, even if you don't!"

If You Do Not Have a Will and Powers of Attorney and Are Not Sure Where To Start

We offer a free telephone will consultation to answer some of your questions.

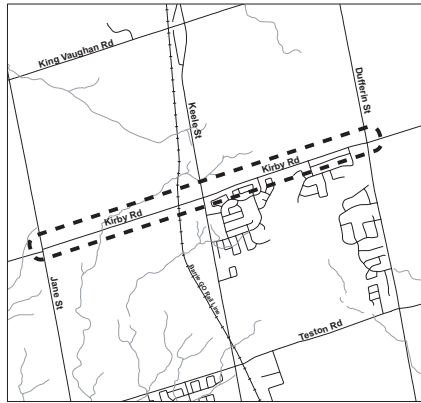
Making a Will and Powers of Attorney without having to come inside our law office (a three step process):

1. You can contact our law firm Fish & Associates to set up an **initial telephone appointment** to discuss your wishes and we can take your instructions for your will and powers of attorney over the phone.
2. If you have given us instructions over the phone for your will and powers of attorney, we will email you your draft will and powers of attorney, which we will discuss clause by clause during a **second telephone appointment** arranged by our office.
3. If you approve of the draft will and powers of attorney after we have gone through them with you over the phone, then our law office will arrange a signing appointment which will take place outside on **our covered office porch**. We are located in a house at 7951 Yonge Street in Thornhill (Yonge St. north of Steeles Ave. and south of Highway 7). Once your will has been signed by you and witnessed by our law firm, you will then take your original will and powers of attorney home with you. You do not need to enter into our offices at any time during this three step will and powers of attorney making process.

To contact wills lawyer **Michelle Kotzer** please call her at (905) 881-1500 ext. 22 or email her at mkotzer@fishlaw.ca. To contact wills lawyer **Les Kotzer** please call (905) 881-1500 ext. 19 or contact him through his online *make a will appointment form* on his website leskotzer.com. On Les' website you can also watch Les' free will planning and powers of attorney seminar. You can also visit willappointment.com for more information.



NOTICE OF PUBLIC INFORMATION CENTRE NO. 1 ENVIRONMENTAL ASSESSMENT (EA) STUDY



Kirby Road Widening between Jane Street and Dufferin Street

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When: View PIC materials anytime starting on **June 7, 2021 to June 25, 2021**

Where: Visit vaughan.ca/KirbyWidening

Input Format: Please complete the online survey or provide your comments by June 25, 2021 by contacting the study team below:

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City of Vaughan
Project Manager
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1
T: 905-832-2281, ext. 8484
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This notice was first issued June 3, 2021.

NEWS

ROAD-WIDENING ON KEELE STREET IN VAUGHAN BEGINS

JOHN CUDMORE
jcudmore@yrmg.com

Improvements to a stretch of Keele Street are scheduled to begin starting during the week of May 31, according to the Region of York.

The impacted portion of roadway is from Keele Street to Hwy. 407 and includes widening from four to six lanes with on-street bicycle lanes.

The project also includes replacing the bridge over the CN railway tracks and extending a continuous sidewalk to Hwy. 407 on both sides of Keele Street.

Intersections and street lighting are also to be improved.

The project is expected to be completed in the fall of 2023.

The work will be completed in phases to minimize traffic flow disruptions.

Impacts to traffic throughout the project include lane reductions and short duration lane closures between 9:30 a.m. and 3:30 p.m.



Illustration/York Region

Improvements to a stretch of Keele Street are scheduled to begin starting the week of May 31, according to the Region of York.

Due to night work requirements, closing the ramps to and from Hwy. 407 may occur between the hours of 8 p.m. and 6 a.m.

Additionally, water service connections to commercial and office buildings may be impacted and asphalt paving will occur

at times between the hours of 10 p.m. and 6 a.m.

There are other projects taking place in the area that are being led by the City of Vaughan or York Region.

For more information visit the Vaughan Construction Projects page.

ON NOW AT THE BRICK!

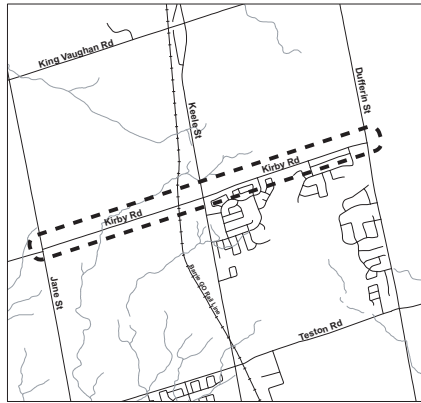


SAVING YOU MORE

For more details go instore or online @thebrick.com.



NOTICE OF PUBLIC INFORMATION CENTRE NO. 1 ENVIRONMENTAL ASSESSMENT (EA) STUDY



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between Jane Street and Dufferin Street, grade separation of the Barrie Go Rail line at Kirby Road and elimination of the existing jog at the intersection at Kirby Road and Jane Street. These improvements will address capacity and operational needs and accommodate planned growth in the area for all roadway users (pedestrians, cyclists, transit users and motorists).

WE WANT YOUR FEEDBACK!

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Input Format: Please complete the online survey or provide your comments by June 25, 2021 by contacting the study team below:

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****The virtual PIC has been extended to June 30.**

BUSINESS

METROLAND PARCEL SERVICE MAKES MILESTONE DELIVERY

YOYO YAN

yyan@yrmg.com

Metroland Media's new parcel service hit a landmark moment when accomplishing its 500,000th delivery June 10 in Richmond Hill, seven months into its rollout.

A division of Torstar Corporation, Metroland publishes more than 70 community and daily newspapers delivered to 147,000 Ontario postal codes and 70 per cent of Ontario households by a network of 15,000 delivery contractors.

In November 2020, Metroland kicked off its game-changing parcel delivery service in Ontario, utilizing its historic infrastructure and trusted expertise to significantly lower the cost of quality delivery.

"Delivering across our footprint in Ontario is something we have done for over 100 years, so transitioning using our warehouse and contracted driver network to a parcel delivery business was something that made a lot of sense," said Mike Banville, head of parcel services.

With the onset of the global pandemic, Banville said, the overwhelming need in the

e-commerce market for final-mile parcel delivery has only intensified.

"As we start to exit the pandemic, we do not see the need for final-mile parcel delivery to slow down as habits have been formed and retailers are always looking for ways to keep their customer base happy."

Metroland Parcel Services has teamed up with over 40 retailers, including Toys-"R"-Us and Henry's Camera, providing their customers with exceptional next day service.

Banville believes the biggest challenge going forward will be managing growth, as many major couriers have struggled with choosing revenue over customer satisfaction.

Metroland is currently investigating technologies to continue to help grow its capacity as well as make the customer experience even better.

"We are excited about our future, and expect to be delivering our millionth parcel before the end of the summer."

Metroland offers next-day express and standard two- to three-day delivery at competitive prices to retailers and distributors and includes delivery guarantees, real-time parcel tracking and photo delivery confirmation.

The parcel service also provides seamless technology integration into client platforms.

For more information, visit metroland-parcelservices.ca.



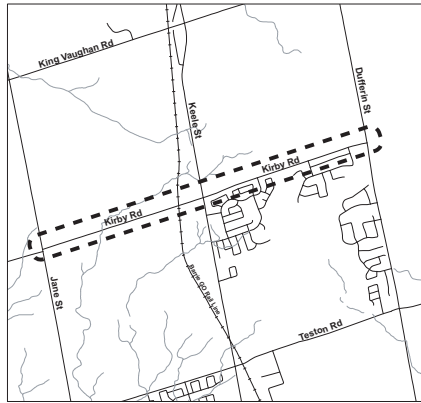
Sign Our Petition!

savethecne.ca

The Canadian National Exhibition thanks its valued media partner Star Metroland Media for its support in this difficult time.



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****The virtual PIC has been extended to June 30.**

NEWS

SCHOOL BOARD SAYS GRADUATION CEREMONIES TO GO VIRTUAL

DINA AL-SHIBEEB

dibrahim@yrmg.com

Families have a divided opinion after York Region District School Board sent out an electronic letter Monday, June 7 saying that graduation ceremonies are going virtual.

"We have planned for virtual graduations this year in June," said YRDSB, citing safety of its students and staff as a top priority.

"This decision was based on the need to make decisions in a timely manner and the guidance of York Region Public Health regarding the predicted conditions and the stay-at-home order."

However, in a show that YRDSB's decision might not be fully conclusive of its graduation plan, the board said, the Ministry of Education has "indicated that they will be sharing further direction with school boards shortly."

"Please stay tuned for further information that will be provided as soon as it is available."

Sveta Rovinska, who has a graduating Grade 12 son, is disappointed.

"I hear from lots of parents that they're very upset, especially after the government announced that they are encouraging graduation ceremonies. It doesn't seem like the board wants to do something a bit extra to give them a chance."

On June 2, the province announced that all schools will continue remote learning for the remainder of the school year, but it also ex-

plained how Ontario students deserve a "positive conclusion to their academic journey, safely."

For secondary schools, the province pegged short, outdoor celebrations, where physical distancing is possible, in June.

Rovinska explained parents aren't expecting anything grand, and that something simple would work.

Vaughan resident Marina Dykhtan, who has a Grade 8 son, is also unhappy about this decision.

"What's doable is putting chairs outside, space them out. They don't need anything extravagant," Dykhtan said. "It seems they don't want to do anything that requires extra effort, it has nothing to do with budget."

The board is "letting the kids down, big time," she added.

However, there are others who expressed their full support for the board.

Megan Houston, who is part of the 4,000-member Facebook group Families for Safe Schools in York Region, said, "I think that the board made the right call here."

For her, the idea of having any in-person celebration is "completely unrealistic."

"Outdoor events are 10 people maximum. If a school has 60 kids graduating, plus two guests per student, that would mean that schools (primarily volunteers) would be required to organize 18 different graduation ceremonies per school," she explained.



Metroland file photo

Families have a divided opinion after York Region District School Board sent out an electronic letter saying graduation ceremonies are going virtual.

"There are 12 public elementary schools, and two public high schools in Georgina ... that's a lot logistics for volunteers already stretched to handle."

As for the discrepancy between the government's and YRDSB's messaging, "I feel like this is just (Premier Doug) Ford trying to score points and make the teachers and schools the scapegoat for disappointed parents."

Shameela Shakeel, a parent activist and founder of Families for Safe Schools in York Region, explained how "there are bigger problems right now in the world," and it's disrespectful for Ford's government to encourage outdoor graduation when school boards were already planning for virtual ceremonies from the get-go.

"The kids have all been doing their own slides for the slide shows for over a month and the planning has been going on for quite a while," she said. "I don't have a problem with continuing with just the virtual grads, particularly because you know they have put all the work into it. Also, we're not in any position to be having large gatherings."

Shakeela, after all, saw her daughter graduating from Grade 12 last year without the in-person ceremony and now she is going to watch her Grade 8 son going through the same experience.

"I can't even have family over in my backyard right now," she said.



Changes are coming to Kirby Road

**Get involved by participating in a self-guided virtual
Public Information Centre before Friday, June 25**



Help shape the future of Kirby Road

**Participate in a virtual Public
Information Centre**

vaughan.ca/KirbyWidening

Public Service Announcement

Have your say, Vaughan!

Public input is being sought on a variety of city-building initiatives

VAUGHAN, ON (June 29, 2021) – Vaughan is a city on the move – and despite the global COVID-19 pandemic, city-building has not slowed down. Although the City of Vaughan’s physical doors remain closed, key projects and initiatives continue to advance. Public consultation remains an important and necessary part of the process and Vaughan is committed to providing virtual opportunities for citizens and stakeholders to be engaged, learn about active projects, provide feedback and get involved. Visit vaughan.ca/HaveYourSay to explore current engagement opportunities, such as online surveys, digital presentations, virtual open houses, interactive workshops, feedback forums and more. By participating, you can help inform municipal decisions and shape the future of Vaughan.

You are encouraged to join these current conversations – virtually – from the safety and comfort of home.

Humber Trail Feasibility Study

Vaughan’s trail network continues to grow! The City has partnered with the Toronto and Region Conservation Authority (TRCA) to complete the Humber Trail Feasibility Study – and is looking for input from citizens. The study explores ways to expand the current Humber Trail and connect the area between Boyd Conservation Park and Steeles Avenue West. In doing so, the Humber Trail adds to a growing list of multi-use recreational trails the City is expanding or enhancing for the community to safely enjoy and be active outdoors. Public feedback is a vital part of this study and crucial to the development of the trail. The Vaughan community is encouraged to join the conversation by participating in an online self-guided session until Wednesday, June 30. Get started at vaughan.ca/HumberTrail.

Kirby Road Widening Environmental Assessment Study

The City is improving Kirby Road between Jane Street and Dufferin Street – and public input is needed. As part of the Kirby Road Widening Environmental Assessment Study, alternative designs for the road widening are being considered, including adding pedestrian and cyclist spaces, building a grade separation at the Barrie GO crossing and straightening the road at the intersection of Kirby Road and Jane Street. Get involved in the planning stages and help shape the future road by participating in a self-guided virtual Public Information Centre. Review plans and comment on recommendations now until Wednesday, June 30 at vaughan.ca/KirbyWidening.

Promenade Centre Secondary Plan Study

A home to many, a place to shop, gather and grow – the area around the Promenade mall, known as the Promenade Centre, is under review. As outlined in the [Vaughan Official Plan 2010](#), the City is undertaking the Promenade Centre Secondary Plan Study that will establish a vision, key principles and a complete land-use plan to guide future development – and the community is invited to get involved. A virtual Public Open

Public Service Announcement

House will be held on Wednesday, July 7 at 6:30 p.m. for participants to receive an update on the study's progress and ask questions. Sign up at vaughan.ca/PromenadeCentre.

Vaughan Mills Centre Public Realm and Streetscape Plan

The area around Vaughan Mills mall, known as the Vaughan Mills Centre, is evolving. As this is a bustling space for people who live, work and play there, the City has explored ways to enhance the area and create a safe, accessible and sustainable vision that reflects the changing community's needs. Developed with public input, the City has completed a draft Vaughan Mills Centre Public Realm and Streetscape Plan, which will serve as a comprehensive reference guide to creating high-quality public spaces – both publicly- and privately-owned – and a pedestrian-oriented streetscape development in the area. Citizens are encouraged to join the conversation once again at vaughan.ca/VaughanMillsPlan. Explore the draft plan and share comments to help finalize it. The digital presentation and comment form will be available until Friday, July 16.

VMC Parks and Wayfinding Master Plan

The City is creating a vibrant centre for people to live, work and play within the downtown core – the Vaughan Metropolitan Centre (VMC). As part of this evolution, the VMC Parks and Wayfinding Master Plan is underway to guide the development of parks and open space, in addition to creating a signage strategy to make the area easier to navigate. As the study continues, public feedback is once again requested – visit vaughan.ca/VMCParks to learn more about the current direction of the master plan, get involved and share feedback on park features, character, access and more. Have your say by participating in an online survey or virtual ideas board, available until Wednesday, June 30.

For more information on public engagement opportunities, visit vaughan.ca/HaveYourSay. Watch this [video](#) to learn more about the City's community engagement strategy. Continue to check this webpage as new public engagement opportunities are frequently posted.

-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. teresa.fazari@vaughan.ca

vaughan.ca



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NEWS

Have your say on 'alternative designs' to widen Kirby Road in Vaughan

Public input sought until June 25

By [Dina Al-Shibeeb](#) Vaughan Citizen

Saturday, June 12, 2021

Vaughan residents have until June 25 to pitch in their ideas as the city widens Kirby Road between Jane and Dufferin street.

“Alternative designs for the road widening are being considered, including adding pedestrian and cyclist spaces and a grade separation at the Barrie GO crossing and straightening the road at the intersection of Kirby Road and Jane Street,” the city said on its website.

To be involved, citizens can participate in a self-guided virtual public information centre until Friday, June 25 at vaughan.ca/KirbyWidening.

In 2019, Vaughan completed the [north Vaughan and new communities transportation master plan](#), which assessed a primary study area bounded by Highway 27, King-Vaughan Road, Bathurst Road and Teston Road. These roads make the boundary of the north Vaughan study area.

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Related content

WHAT'S GOING ON HERE?: Vaughan widening Kirby Road from 2 to 4 lanes

The study also identified a need to improve transportation opportunities for all who travel throughout that area, whether on foot, by bicycle, in a vehicle or via public transit.

The city said these improvements will “address capacity and operational needs and accommodate planned growth in the area for all roadway users.”

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With more than a decade of experience as a journalist, Dina Al-Shibeeb covered a variety of stories from business to Syria bomb blasts to human interest features on Iraq while living abroad in Dubai. After her return to Canada, she started covering news on marijuana, and now she is a reporter for Vaughan Citizen and Torstar's sister publications. She is fluent in Arabic.

Tags: [Hyper Local](#), [Human Interest](#), [News](#)

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Kirby Road Widening

Kirby Road between Jane and Dufferin is a very small part of a much bigger transportation issue in north Maple/Vaughan.

Seems like a "make work project" on a small strip of road, that ultimately will not relieve the east/west traffic congestion, only adding to the north/south bound traffic on two lane Dufferin. The City of Vaughan will end up with many more road rage/frustrated drivers as Kirby, Jane to Weston and beyond, will remain two lanes.

Teston road is the solution to the East/West traffic problem. Teston is the link to the 400 and the 404 which already have federally built on and off ramps. The local, provincial and federal governments NEED to work together to solve these local issues. Teston road would connect Markham, Richmond Hill, Vaughan and Kleinberg to Federal Highways taking some of the congestion off local roads like Kirby, King Vaughan, Major Mackenzie and Rutherford. Frustrated drivers exiting from the Highway 400, at Teston, have to snake their way either down to Major Mackenzie or up to Kirby, King Vaughan, trying to get home to their families.

Vaughan is spending millions of dollars to build a hospital to ease pressure off Mackenzie Health, on Major Mackenzie, which is supposed to serve North Maple, King, and Oakridge's via one east/west road, Major Mackenzie! The Fire station and Senior Home at Teston and Dufferin must use Major Mackenzie to access both hospitals, wasting precious time in an emergency. With the traffic congestion on Dufferin these emergency vehicles are STUCK during rush hour periods. I realize the environmental issues associated with Teston road BUT they would not have any more of less impact then the environmental issues of Kirby between Dufferin and Bathurst; since there is already a service road between Keele and Dufferin, not nearly as big a swatch of land being disrupted between Dufferin and Bathurst via Kirkby.

The City of Vaughan will end up with many more road rage/frustrated drivers as Kirby, Jane to Weston and beyond, will remain two lanes.

Kirby, for now, ending at Dufferin, is a very congested (North and South Bound) and will for the foreseeable future remain a two-lane provincial road, according to Vaughan politicians conveyed to them from the Province. Therefore, drivers travelling east and west bound, on Kirby, will be forced to merge left and right causing road rage for those that do not obey the merging rules. For example Dufferin north of Major Mackenzie goes from two lanes to one, constantly enraging those drivers obeying the merge rule with those trying to "sneak in."

The [REDACTED] development is the driving factor behind the widening of Kirby, but the [REDACTED] was done and paid for by them to serve their own interests NOT the interests of the tax paying residents of North Maple. A blatant conflict of interest! I am NOT opposed to Kirby extending from Dufferin to Bathurst BUT it does NOT need to be a four-lane road AND will not be compatible with the consisting neighbourhoods currently along Kirby, Dufferin and Teston Roads.

Also, I am not opposed to the [REDACTED] developing their land BUT it needs to be "compatible" with existing homes as stated in "Policy Review: Vaughan Community Areas and Low-Rise Residential Areas Study Final Draft October 2016" see:

2.1 Large-Lot Neighbourhoods (Woodhaven)

2.2 Medium-Lot Neighborhoods, (Mackenzie Ridge, Maple Ravine, Woodhaven etc)

Vaughan Official Plan and Zoning By-Lay:

3.1 Community Area Policies, 3.2/ Mobility Policies,

3.2 Mobility Policies and loss of mature trees.

3.4 Urban Design Polices: Policy 9.1.2.1 "It is the policy of council that new development will respect and reinforce the existing and planned context within which it is situated..."

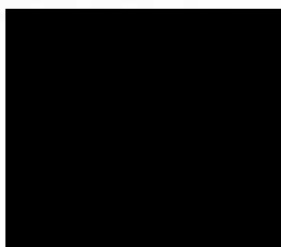
Policy 9.1.2.2 "New development to designed to respect and reinforce the existing physical and character uses of the surround area...." ie lots, street, blocks, size and configuration etc

I am opposed and insulted by the sneaky tactics and games being played by the [REDACTED] with their plans constantly changing to NOT fit the current residential developments.

Quotes from the above policy:

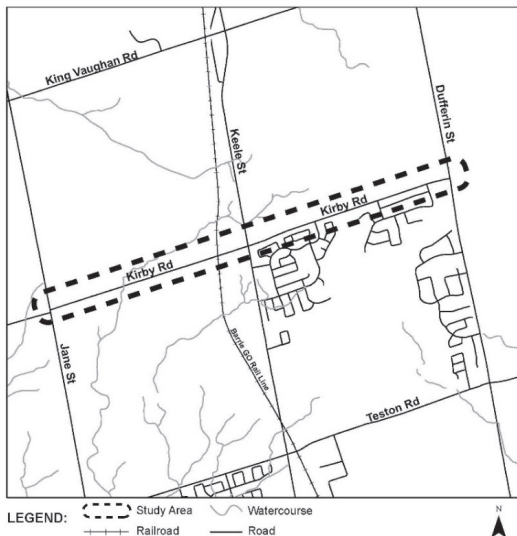
"Maintaining the stability of Community Areas...community areas with existing development are NOT intended to experience significant physical change. New development that respects and reinforces the existing scale, height, massing, lot pattern, building type, character, form and planned function of the immediate local area"

The wheels of progress will turn, but it is the responsibility of our elected officials to steer the wheels NOT to favour one direction and one direction only!



NOTICE OF COMPLETION
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (MCEA) STUDY

Kirby Road Widening
between Jane Street and Dufferin Street



THE STUDY

The City of Vaughan has completed a Municipal Class Environmental Assessment (MCEA) for improvements to Kirby Road between Jane Street and Dufferin Street. These recommendations were made to address capacity and operational improvements identified for Kirby Road and to accommodate planned growth in the City for all transportation modes including pedestrians, cyclists, transit users and motorists.

The recommended Kirby Road improvements include:

- Widening from two (2) to four (4) lanes and urbanization
- In-boulevard cycle tracks and sidewalks (both sides of the road)
- Jog elimination at Kirby Road and Jane Street
- Grade Separation (Underpass) of the Barrie Go Rail line

STUDY REPORT REVIEW PERIOD

This study was completed in accordance with the planning and design process for Schedule C projects, as outlined in the Municipal Engineers Association (MEA) Municipal Class EA guidelines (October 2000, amended 2007, 2011 and 2015), which is approved under the Ontario Environmental Assessment Act. The Environmental Study Report (ESR) documents the planning, consultation, preliminary design and decision-making process undertaken for the project and is available for review for 30 days starting **June 23, 2022** and ending on **July 22, 2022**. The report can be reviewed and downloaded on the City of Vaughan’s website at www.vaughan.ca/KirbyWidening.

Please provide written comments and outstanding concerns within the 30-day review period to:

Hilda Esedebe, P.Eng.
City of Vaughan Project Manager
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1
T: 905-832-8585, ext. 8484
E: Hilda.Esedebe@vaughan.ca

If there are any outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, a person may request the Minister of Environment, Conservation and Parks to issue a Section 16 Order on those matters for this project. Requests should include the requester contact information and full name. Requests should specify what kind of order is being requested (request for conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy potential adverse impacts on Aboriginal and treaty rights, and any information in support of the statements in the request. This will ensure that the Ministry is able to efficiently begin reviewing the request. The Section 16 Order request must be provided in writing and received by the Minister at the address below no later than July 22, 2022.

Minister
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
E-mail: minister.mecp@ontario.ca

Director
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto ON, M4V 1P5
E-mail: EABDirector@ontario.ca

A copy of any Section 16 Order request must also be sent to the City of Vaughan project contact above.

This Notice was first issued June 23, 2022

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
1	19-Jan-20	Email	<p>I would just like to state that widening of Kirby makes absolutely no sense. A few years back it was decided to put an exit on the 400 at Teston rd to relieve some traffic on Major Mackenzie. The only problem with that is that Teston rd stops just east of Keele, therefore traffic had to go back south to Major Mackenzie, or north to Kirby. By widening Kirby it would only put more traffic on Dufferin st (which is already congested). I am sure that the city is aware that Kirby dead ends at Dufferin. I suggest to open Teston rd to meet with Elgin mills at Dufferin. Widen Dufferin st from Kirby to Major Mackenzie, and when the homes are build on the Rizmi project only then widen Kirby and extend it to Bathurst. I have lived in Maple for the past 34 years and it seems to me that as times goes on we are making more bad decision. Hopefully this project would be re-considered and approached in a better way. Someone in the city should go to the intersection of Teston rd and Dufferin st at 8:00 am and see the congested traffic only then they would realize that opening Teston rd would make more sense than widening Kirby rd and put more cars and trucks on Dufferin.</p>	24-Jan-20	Email	<p>Thank you for providing your comments - your input is appreciated and very important to this study. To answer your questions it may help to provide further background on the study. This Environmental Assessment (EA) study is for the widening of Kirby Road from Jane Street to Dufferin Street and has been identified by the City of Vaughan to support a number of other initiatives including:</p> <ul style="list-style-type: none"> • The Kirby Road Extension EA study, which extends Kirby Road from Dufferin Street to Bathurst Street • The proposed Rizmi Holdings Ltd. development which you've noted • Other new development in the area including Block 27 (see the Block 27 Secondary Plan), Block 34 and 35, and Block 41 • The future Kirby GO Station at Kirby/Keele Street <p>The need for this Kirby Road Widening EA (Jane to Dufferin) study was also identified in the City's Transportation Master Plan (TMP), reconfirmed in the City's North Vaughan and New Communities TMP, and identified in the York Region TMP as a regionally significant corridor, future frequent transit corridor, significant cycling route, and strategic goods movement corridor (in the long-term 20 year future). In addition to the Kirby Road Widening EA (Jane to Dufferin) we wish to inform you of other planning studies in the surrounding area, either on-going or completed, that identify improvements to other corridors. The recommendations from these studies may address some of the concerns you raised. The City of Vaughan and York Region are working together through these studies to proactively plan ahead in an effort to avoid the significant congestion you've noted, which is experienced by our residents daily. Please see below:</p> <ul style="list-style-type: none"> o Kirby Road Extension (Dufferin to Bathurst) EA Study - City of Vaughan (planning study completed in 2019) The City of Vaughan completed an Environmental Assessment (EA) Study for the Kirby Road Extension between Dufferin Street and Bathurst Street. This planning study was completed in Fall 2019 and recommends to extend Kirby Road from Bathurst Street to Dufferin Street as four lanes (two in each direction) and to provide dedicated facilities for pedestrians and cyclists. For more information about the completed Kirby Road Extension EA study please see the link: Kirby Road Extension Environmental Assessment (Dufferin to Bathurst) o Teston Road Area Improvements IEA Study – York Region (on-going) Teston Road is under the jurisdiction of York Region. Improvements to Teston Road and the surrounding area are currently being studied by York Region in the Teston Road Area Individual Environmental Assessment (IEA) Study. One option under consideration as part of the Region's IEA study is a proposed Teston Road link between Keele Street and Bathurst Street. For more information about the Region's on-going IEA study please visit their project website at: york.ca/TestonRoad To contact the York Region project team for this on-going study please send an email to: roads@york.ca o Dufferin Street EA Study– York Region (planning study completed in 2019) Dufferin Street is under the jurisdiction of York Region. Improvements to Dufferin Street between Langstaff Road and Teston Road have been identified by York Region in a completed EA study. This planning study was completed in 2019 and recommends widening Dufferin Street to six lanes from Langstaff Road to Marc Santi Boulevard (located north of Rutherford Road), widening Dufferin Street to four lanes from Marc Santi Boulevard to Teston Road, and constructing cycling facilities and sidewalks on both sides of Dufferin Street. To contact York Region about this completed EA study please send an email to: roads@york.ca <p>Regarding timing of improvements, an EA study is the planning phase of the project and typically takes ~ 2 years to complete. Following completion of the EA study the project will move to the design and construction phase. For the Kirby Road Widening EA construction is not planned to start for at least another five years, in concert with new development, the Kirby Road Extension, and the new Kirby GO Station.</p> <p>We hope this response provides a better understanding of the need for the Kirby Road Widening EA study and other improvements that are being planned by the City of Vaughan and York Region in the surrounding area. We appreciate your input and encourage you to continue to participate throughout this study. We have added your contact information to the study mailing list to keep you informed of future study updates. Please visit the study website at vaughan.ca/KirbyWidening or contact us at any time if you have additional questions or comments.</p> <p>Regards,</p>	Complete
2	Jan to Feb 2020	SHG Reply Form	<p>44 member requested to be part of the Stakeholder group. General comments that accompanied the reply form include:</p> <p>Jan 21, 2020 - XXX is acting as the Block Manager for XXX</p> <p>Jan 27, 2020 - The increased traffic flow will bottleneck at Jane will not help the flow efficiently. Increased traffic noise and pollution to residents. Dufferin needs to be widened first. Would be a bit better use of City funds - Kirby GO not approved.</p> <p>Jan 27, 2020 - We own lands within the EA study area and are very interested in the study.</p> <p>Jan 29, 2020 Please find our SHG Reply Form attached. We would like to participate as a member of Stakeholder Group and be informed of the Study.</p> <p>Jan 29, 2020 - Own property on XX street XX lots north of Kirby.</p> <p>Jan 30, 2020 Please add me to the mailing list to be informed of future updates for the widening of Kirby Rd.</p> <p>Feb 2, 2020 - As a landowner of XX Street just north of Kirby, this proposed widening will affect us!!!</p> <p>Feb 13, 2020 - No comments</p> <p>Feb 15, 2020 Apologies for the late reply. We would like to be apart of the stakeholder group regarding Kirby Road widening between Jane and Dufferin. We would like to be kept informed in the study.</p> <p>We would also like to participate as members of the Stakeholder Group. contact information provided</p> <p>Feb 8, 2020 - Safety improvements required at Keele/Kirby intersection for example dedicated left -turn lanes</p>		Meeting, FAQ	<p>Comment noted. Added to the SHG notification for future invites to upcoming SHG meetings. See SHG meeting minutes for discussion and FAQ posted to project website.</p>	Complete

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
3	24-Jan-20	Voice Mail/ Phone Call	Asked for a call back	29-Jan-20	Phone Call/ Email (30 January 2020)	<p>It was very nice to speak with you this afternoon regarding the Kirby Road Widening Environmental Assessment (EA) Study (Jane to Dufferin). We understand you received the Notice of Study Commencement and left a voicemail with the City on January 24. We appreciate your input and encourage you to continue to participate throughout this study. We have added your contact information to the study mailing list to keep you informed of future study updates. As per your request we have added you to the Stakeholder Group and will invite you to additional meetings to provide input to the study in advance of the Public Meeting.</p> <p>The following email documents our phone conversation and provides links to some of the other studies we discussed. Please let us know if there are any errors or missing information and we can update accordingly.</p> <p>Key Discussion (comments / concerns and responses):</p> <ul style="list-style-type: none"> • Is this study a done deal and approved? It sounds like it is. <ul style="list-style-type: none"> o The Kirby Road Widening EA Study (Jane to Dufferin) is a planning study and not yet approved. The project team is currently collecting information for the study area. The recommendations to widen to four lanes, separate Kirby Road from the GO Rail tracks (grade-separation) and straighten the intersection at Jane Street and Kirby Road, have been identified through other studies. This EA study will build from those recommendations and determine HOW the widening and other improvements will occur. The project team will develop different options, evaluate them, assess impacts and mitigation measures, and make recommendations for review by agencies, stakeholders and the public. • Will there be noise walls / barriers? <ul style="list-style-type: none"> o A Noise Impact study will be completed as part of this EA study. The noise study will identify if noise mitigation is required (for example noise barriers) based on the proposed improvements to Kirby Road. • Truck noise is high. Who will be enforcing truck travel restriction along Kirby for the vehicles that do not adhere to the truck restriction signage (5-axle), MTO or York Region? <ul style="list-style-type: none"> o Kirby Road is under the jurisdiction of the City of Vaughan and enforcement would be under York Regional Police. This comment is forward to the City. • Why widen Kirby when it has a missing link and does not connect to Highway 400? It will make more sense to add the missing link to Teston Road since it connects to Highway 400. Suggestion to improve other corridors, such as Teston, Dufferin, King Sideroad, etc. <ul style="list-style-type: none"> o Improvements are needed to Kirby Road in addition to other road corridors. Other planning studies are being undertaken by the City and York Region for other road corridors. These studies may be completed, on-going or not yet started. Please see the links below as we discussed. • When you widen Kirby are you taking one lane north and one lane south? <ul style="list-style-type: none"> o As the study progresses we will explore different options for how the widening will take place. Options might include: widen only on the north side, widen only on the south side, widen on both sides. We will evaluate each option and assess the impacts to identify a recommendation. Property requirements will also be identified. • Trees planted along Kirby Road (between the sidewalk and fenceline) are dying from road salt and are not being replaced. Trees are planted under the hydro lines which limit the type of tree planted. When you widen you will take out mature trees. Would like to see landscaped medians along Kirby like have been done along Rutherford Road. The Kirby Extension (Dufferin to Bathurst) is taking out a substantial amount of vegetation. Development is also removing a substantial amount of vegetation and mature trees including those in the Oak Ridges Moraine. Vaughan has the lowest green space in all of the GTA. <ul style="list-style-type: none"> o Our project team includes technical specialists to assess the natural environment, include surrounding vegetation, wildlife etc. and who complete an tree inventory. This information informs how we assess the impacts of road widening and other improvements. Landscaping opportunities along Kirby Road, within the median and / or in the boulevards are options that will be considered. • Who is funding the extension of Kirby Road (Dufferin to Bathurst)? Developers? <ul style="list-style-type: none"> o This comment is forward to the City. • Who is part of the Stakeholder Group (SHG)? Are Councilors in attendance? <ul style="list-style-type: none"> o Anyone with an interest in the study and who would like to be more involved are welcome to join in the SHG to provide input in advance of the Public Meeting. We have added you to the SHG as requested. <p>Additional Information on Other Studies As discussed in addition to the Kirby Road Widening EA (Jane to Dufferin) there are other planning studies in the surrounding area, either on-going or completed, that identify improvements to other corridors. The recommendations from these studies may address some of the concerns you raised. The City of Vaughan and York Region are working together through these studies to proactively plan ahead in an effort to avoid the significant congestion you've noted, which is experienced by our residents daily. Please see below:</p> <p>Kirby Road Extension (Dufferin to Bathurst) EA Study - City of Vaughan (planning study completed in 2019) The City of Vaughan completed an Environmental Assessment (EA) Study for the Kirby Road Extension between Dufferin Street and Bathurst Street. This planning study was completed in Fall 2019 and recommends to extend Kirby Road from Bathurst Street to Dufferin Street as four lanes (two in each direction) and to provide dedicated facilities for pedestrians and cyclists. For more information about the completed Kirby Road Extension EA study please see the link: Kirby Road Extension Environmental Assessment (Dufferin to Bathurst)</p> <p>Teston Road Area Improvements IEA Study – York Region (on-going) Teston Road is under the jurisdiction of York Region. Improvements to Teston Road and the surrounding area are currently being studied by York Region in the Teston Road Area Individual Environmental Assessment (IEA) Study. One option under consideration as part of the Region's IEA study is a proposed Teston Road link between Keele Street and Bathurst Street. For more information about the Region's on-going IEA study please visit their project website at: york.ca/TestonRoad To contact the York Region project team for this on-going study please send an email to: roads@york.ca</p> <p>York Region Transportation Master Plan Some of the roads that you identified are under the jurisdiction of York Region. In 2016 York Region prepared an Update to the Region's Transportation Master Plan (TMP) study. This TMP study identified improvements to the Regional Road Network to plan for the longer term (for the year 2041). Following the TMP study, additional planning studies (EA studies) are then undertaken on the individual roads as needed before they can be constructed. To view a map from the Region's TMP study of the Regional Roads identified for improvements by 2041 please visit their website at: york.ca/tmp . Please click on the heading for "Transportation Master Plan 2016", then under "Transportation Master Plan Maps" select the link labelled "6-10" to scroll to view Map 8 - Proposed 2041 Road Network. As discussed, improvements identified to these roads are in different phases. For some roads the planning studies may be complete, in progress, or not yet started.</p> <p>We hope our discussion provides some additional information to address your comments at this time. We look forward to discussing your thoughts further on the study at upcoming Stakeholder Group meetings. Please contact us at any time if you have additional questions or comments, and visit the study website at vaughan.ca/KirbyWidening.</p>	Complete

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
4	24-Jan-20	SHG Reply Form	XXX does not speak for me. See attached note Letter Received	13-Apr-20	Email	<p>In response to your letter, please see the following:</p> <p>Why conduct the Kirby Road Widening (Jane to Dufferin) EA Study? Please see response to question 2 on page 1 of the attached Q&As.</p> <p>Kirby Road Extension (Dufferin to Bathurst) EA Study Please see the top of page 3 of the attached Q&As. This is a SEPARATE approved study. For additional information please visit the study website or forward any questions to Marta.Roias@Vaughan.ca.</p> <p>Other Studies in the Surrounding Area Please see a list with descriptions starting from the bottom of Page 2 of the attached Q&As. This includes discussions on Highway 400 connections and the Teston Road Extension EA Study by York Region. Please note that projects are typically done in sections for better planning, programming and budgeting.</p> <p>Why Start this Study limits at Jane instead of Weston (or Westerly)? This was done because MTO's plan for the new GTA West highway corridor (see page 4 of the Q&As) showed that the highway may connect to Highway 400 from the west somewhere between Kirby and King Vaughan. It was safest to start planning the widening of Kirby Road from east of Highway 400.</p> <p>Development The Kirby Road Widening EA study is part of the City's plan to improve transportation. With regards to developments, you may direct questions to Development Planning staff at 905-905-832-8585.</p> <p>We hope this response provides the information to help address your comments. We have added your contact information to the study mailing list to keep you informed of future study updates. As per your request we have also added you to the Stakeholder Group and will invite you to additional meetings to provide input to the study in advance of the Public Meeting.</p>	Complete
5	25-Jan-20	SHG Reply Form	Why not open Teston Rd to Dufferin St? There is a bigger need there than widening Kirby	31-Jan-20	Email	<p>Thank you for providing the SHG form - your input is appreciated and very important to this study.</p> <p>In response to your question "Why not open Teston Rd to Dufferin St? There is a bigger need there than widening Kirby.", it may help to provide further background on this study as well as share information on other planning studies in the surrounding area.</p> <p>This Environmental Assessment (EA) study is for the widening of Kirby Road from Jane Street to Dufferin Street and has been identified by the City of Vaughan to support a number of other initiatives including:</p> <ul style="list-style-type: none"> •Plans to extend Kirby Road between Dufferin Street and Bathurst Street, which has been recommended in the recently completed Kirby Road Extension EA study (Dufferin to Bathurst) . For more information about the completed Kirby Road Extension EA study please see the link: Kirby Road Extension Environmental Assessment (Dufferin to Bathurst) •Development in the area •The future Kirby GO Station at Kirby/Keele Street <p>The need for this Kirby Road Widening EA (Jane to Dufferin) study was identified in the City's Transportation Master Plan (TMP), reconfirmed in the City's North Vaughan and New Communities TMP, and identified in the York Region TMP as a regionally significant corridor, future frequent transit corridor, significant cycling route, and strategic goods movement corridor (in the long-term 20 year future).</p> <p>We wish to inform you of other transportation planning studies in the surrounding area, there are identified by the City and York Region for other road corridors. These studies may be completed, on-going or not yet started. Improvements are needed to Kirby Road in addition to other road corridors to support growth in the City. Regarding your inquiry for the Teston Road corridor please see the following information:</p> <p>oTeston Road Area Improvements IEA Study – York Region (on-going) Teston Road is mostly under the jurisdiction of York Region. Improvements to Teston Road and the surrounding area are currently being studied by York Region in the Teston Road Area Individual Environmental Assessment (IEA) Study. One option under consideration as part of the Region's IEA study is a proposed Teston Road link between Keele Street and Dufferin Street. For more information about the Region's on-going IEA study please visit their project website at: york.ca/TestonRoad To contact the York Region project team for this on-going study please send an email to: roads@york.ca</p> <p>We appreciate your input and encourage you to continue to participate throughout this study. We have added your contact information to the study mailing list to keep you informed of future study updates. Please visit the study website at vaughan.ca/KirbyWidening or contact us at any time if you have additional questions or comments.</p>	Complete
6	27-Jan-20	SHG Reply Form	The increased traffic will bottleneck @Jane and will not help the flow efficiently. Increased traffic noise & pollution to residents. Dufferin needs to be widened first. Would be a better use of city funds. Kirby GO not approved	7-Feb-20	Email	<p>Thank you for providing the SHG reply form - your input is appreciated and very important to this study.</p> <p>In response to your comment "The increased traffic will bottleneck @Jane and will not help the flow efficiently. Increased traffic noise & pollution to residents. Dufferin needs to be widened first. Would be a better use of city funds. Kirby GO not approved", it may help to provide further background on this study as well as share information on other planning studies in the surrounding area.</p> <p>This Environmental Assessment (EA) study is for the widening of Kirby Road from Jane Street to Dufferin Street and was identified in the City's Transportation Master Plan (TMP), reconfirmed in the City's North Vaughan and New Communities TMP, and identified in the York Region TMP as a regionally significant corridor, future frequent transit corridor, significant cycling route, and strategic goods movement corridor (in the long-term 20 year future). This Kirby Road Widening (Jane to Dufferin) EA Study has also been identified by the City of Vaughan to support a number of other initiatives including:</p> <ul style="list-style-type: none"> • Plans to extend Kirby Road between Dufferin Street and Bathurst Street, which has been recommended in the recently completed Kirby Road Extension EA study (Dufferin to Bathurst). For more information about the completed Kirby Road Extension EA study please see the link: Kirby Road Extension Environmental Assessment (Dufferin to Bathurst) • Development in the area • Metrolinx's GO Expansion program along the Barrie GO Rail Corridor (which crosses Kirby Road) to increase train frequency to provide all-day, two-way services • The future Kirby GO Station at Kirby/Keele Street <p>Timing for the Kirby GO Station is not within the City's control; however, improvements are still needed to Kirby Road between Jane Street and Dufferin Street (including widening, grade separation of the Barrie GO Rail line and elimination of the jog intersection at Jane Street) not only to support the initiatives noted above, but to support the city's growth overall. The City and York Region are also completing transportation planning studies for other road corridors in the surrounding area which may be completed, on-going or not yet started. Regarding your inquiry for the Dufferin Road corridor please see the following information:</p> <p>Dufferin Street EA Study– York Region (planning study completed in 2019) Dufferin Street is under the jurisdiction of York Region. Improvements to Dufferin Street between Langstaff Road and Teston Road have been identified by York Region in a completed EA study. This planning study was completed in 2019 and recommends widening Dufferin Street to six lanes from Langstaff Road to Marc Santi Boulevard (located north of Rutherford Road), widening Dufferin Street to four lanes from Marc Santi Boulevard to Teston Road, and constructing cycling facilities and sidewalks on both sides of Dufferin Street. To contact York Region about this completed EA study please send an email to: roads@york.ca . In addition, as part of the EA process, Noise and Air Quality Assessments are completed to determine if there are any significant impacts and potential mitigation measures.</p> <p>We appreciate your input and encourage you to continue to participate throughout this study. We have added your contact information to the study mailing list to keep you informed of future study updates. As per your request we have also added you to the Stakeholder Group and will invite you to additional meetings to provide input to the study in advance of the Public Meeting. Please visit the study website at vaughan.ca/KirbyWidening or contact us at any time if you have additional questions or comments.</p>	Complete

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
7	28-Jan-20	SHG Reply Form	I would like to know the timing of this widening?	31-Jan-20	Email	<p>Thank you for providing the SHG form - your input is appreciated and very important to this study.</p> <p>Please see below in response to the question "I would like to know the timing of this widening?":</p> <p>The Notice of Study Commencement you received is to announce the start of the planning study (known as an Environmental Assessment Study, or 'EA' study) for proposed improvements to Kirby Road between Jane Street to Dufferin Street. This planning phase (EA study) typically takes ~ 2 years to complete. Following completion of the EA study the project will move to the design and construction phase. For this Kirby Road Widening EA construction is not planned to start for at least another five years, in concert with new development in the area, the Kirby Road Extension between Dufferin Street and Bathurst Street, and the new Kirby GO Station.</p> <p>We appreciate your input and encourage you to continue to participate throughout this study. We have added Mr. Guglietti's contact information to the study mailing list to keep him informed of future study updates. As per your request we have also added [Redacted] to the Stakeholder Group and will invite him to additional meetings to provide input to the study in advance of the Public Meeting. Please visit the study website at vaughan.ca/KirbyWidening or contact us at any time if you have additional questions or comments.</p> <p>Thanks,</p>	Complete
8	1-Feb-20	SHG Reply Form	<p>We have a proposal for connecting Kirby rd to Hwy 400 as attached Sketch. It will reduce other roads traffic especially as Teston connection is not direct.</p> <p>It will be great if connection to Hwy 400 be considered as well. It will reduce other roads traffic, specially as Teston connection is not direct. It is easier and less expensive now than later</p>	19-Feb-20	Email	<p>Thank you for providing the SHG reply form - your input is appreciated and very important to this study. You provided the following comment: "It will be great if connection to Hwy 400 be considered as well. It will reduce other roads traffic, specially as Teston connection is not direct. It is easier and less expensive now than later." To respond it may help to provide further background on this study as well as share information on other planning studies in the surrounding area.</p> <p>This Environmental Assessment (EA) study is for the widening of Kirby Road from Jane Street to Dufferin Street and was identified in the City's Transportation Master Plan (TMP), reconfirmed in the City's North Vaughan and New Communities TMP, and identified in the York Region TMP as a regionally significant corridor, future frequent transit corridor, significant cycling route, and strategic goods movement corridor (in the long-term 20 year future). Improvements are needed to Kirby Road in addition to other corridors in the surrounding area.</p> <p>The City and York Region are also completing transportation planning studies for other road corridors in the surrounding area which may be completed, on-going or not yet started. Please see below regarding your inquiry for the Teston Road corridor and some additional information for the Kirby Road Extension EA project which is adjacent to this Kirby Road Widening EA study:</p> <p>Teston Road Area Improvements IEA Study – York Region (on-going) Teston Road is under the jurisdiction of York Region. Improvements to Teston Road and the surrounding area are currently being studied by York Region in the Teston Road Area Individual Environmental Assessment (IEA) Study. One option under consideration as part of the Region's IEA study is a proposed Teston Road link between Keele Street and Dufferin Street. For more information about the Region's on-going IEA study please visit their project website at: york.ca/TestonRoad. To contact the York Region project team for this on-going study please send an email to: roads@york.ca</p> <p>Kirby Road Extension (Dufferin to Bathurst) EA Study - City of Vaughan (planning study completed in 2019) The City of Vaughan completed an Environmental Assessment (EA) Study for the Kirby Road Extension between Dufferin Street and Bathurst Street. This planning study was completed in Fall 2019 and recommends extending Kirby Road from Bathurst Street to Dufferin Street as four lanes (two in each direction) and to provide dedicated facilities for pedestrians and cyclists. For more information about the completed Kirby Road Extension EA study please see the link: Kirby Road Extension Environmental Assessment (Dufferin to Bathurst)</p> <p>Regarding your comment about Highway 400 we wish to note that it is under the jurisdiction of the Ministry of Transportation Ontario (MTO) and improvements to Highway 400 including new interchanges and connections are planned by MTO. It may be helpful to note that in 2011 City Council adopted the following resolution: "That the Ministry of Transportation be requested to integrate the provisions of at least one full interchange with Highway 400 to service the 400 North Employment Area Secondary Plan (OPA 637) area together with a Regional arterial connection in conjunction with Stage 2 of the GTA West Corridor Environmental Assessment Study." Please see below for more information:</p> <p>GTA West Transportation Corridor Route Planning and Environmental Assessment Study - MTO (on-going) Stage 2 of the GTA West Corridor EA Study resumed in 2019 after being paused. Stage 2 of the GTA West Corridor EA study is focusing on identifying the preferred route and developing the preliminary design for a new multimodal transportation corridor that will extend from Highway 400 (between Kirby Road and King-Vaughan Road) in the east to the Highway 401/407 ETR interchange area in the west. This corridor will feature a 400-series highway, a transitway, and potential goods movement priority features. In addition to examining alternative routes for the new multimodal transportation corridor, the study is examining alternatives for interchanges, bridges, and other key elements of the corridor. For more information about the GTA West Transportation Corridor Route Planning and Environmental Assessment Study please see the link: GTA West Transportation Corridor Route Planning and Environmental Assessment Study . To contact the MTO project team for this on-going study please send an email to: project_team@glta-west.com</p> <p>We appreciate your input and encourage you to continue to participate throughout this Kirby Road Widening EA study. We have added your contact information to the study mailing list to keep you informed of future study updates. Please visit the study website at vaughan.ca/KirbyWidening or contact us at any time if you have additional questions or comments.</p>	Complete
9	11-Feb-20	Voice Mail/ Phone Call	A voicemail was left.	11-Feb-20	Phone Call	<p>The following were discussed:</p> <ul style="list-style-type: none"> - The notice is for a planning study that the City is undertaking to address improvements to Kirby Road between Jane Street and Dufferin Street - The notice announces the start of the study. Technical specialists are collecting information on the existing conditions along the corridor (for example tree inventory, watercourse etc) to inform the study improvements - Improvements have been identified from other planning work to widen Kirby Road from 2 to 4 lanes, provide a grade separation at Barrie GO Rail crossing (over/under), eliminate the jog at Jane Street. We will study these improvements - A future notification will be issued to announce the public meeting when we present the options, evaluation and recommendations for the study - A future notification will be issued to announce the completion of the study when the final documentation is completed and the materials would be posted on the website and in the library if she wanted to review. The technical reports will be included. - We invited her to join the stakeholder group to attend future meetings for those interested in providing more detailed input or to be more involved – she was not interested in participating in the SHG at this time - We invited her to provide her email to join the email mailing list – she declined and said the mailed notice is good - She inquired about: - Another notice related to Kirby Road from Dufferin to Bathurst and if it was the same study- We clarified it was a separate study and she did not have any further questions - Where the closest stop would be from Kirby Road corridor to get the GO Train. Noted the a future GO station along Kirby Road and that it is a separate project but our study will coordinate so that access needed from Kirby Road to the future GO station will align especially with a future grade separation - We welcomed her to contact the project team at any time throughout the study with any questions. 	Complete
10	14-Feb-20	Email	<p>Thank you so much for your reply. I will take some time to read through the information in more detail. I do have a couple of comments that I would like to add.</p> <p>1)Although plans have been in the works for the Kirby to be extended from Dufferin to Bathurst for many years, these are not necessarily set in stone and change as time goes by. There are better options for improving the flow of traffic that the city could consider. I.e. widening King/Vaughan road. This road is already open from Bathurst to Dufferin and beyond to Jane, etc. and provides access to the 400 highway. The city would only need to widen the road to 4 lanes.</p> <p>2)Widening King/Vaughan should be preferred since there are no existing residential areas along that stretch, residents would not be impacted. This is in sharp contrast to all the residents who would be affected on Kirby.</p> <p>3)The stretch of land between Bathurst and Dufferin that the proposed Kirby road extension would cut through an environmentally very sensitive area and many old growth trees would need to be cut. This is surely unacceptable to many residents who feel environmental protection should be of foremost importance to the city.</p> <p>4)Proposed development in the area is strongly opposed by the current residents. There are lawsuits already in play. The city has many other options of vacant land where development can happen.</p> <p>5) Kirby road Go station will likely not be built for many many years to come, if at all, and has been off the table according to Metrolinx.</p> <p>I honestly feel that the justification to extend Kirby have been greatly exaggerated in order to appease the current landowners. As a constituent of Vaughan I would hope that these decisions be considered with the impact to all residents in mind. I, and many of my neighbours, strongly oppose the extension of Kirby Rd and will continue to fight to see that a better options are considered.</p> <p>Thank you for your time,</p>	13-Apr-20	Email	<p>Thank you for your emails, and I hope you have since been able to review the response to your initial email that was sent to you on February 7 (in the email chain below) as it contains some of the answers to your questions.</p> <p>To provide further clarifications, please the following:</p> <p>Kirby Road Extension (Dufferin to Bathurst) EA Study Please see the top of page 3 of the attached Q&As. This is a SEPARATE approved study. For additional information please visit the study website or forward any questions to Marta.Roias@Vaughan.ca.</p> <p>Why conduct the Kirby Road Widening (Jane to Dufferin) EA Study? Please see response to question 2 on page 1 of the attached Q&As.</p> <p>Other Studies in the Surrounding Area Please see a list with descriptions starting from the bottom of Page 2 of the attached Q&As. This includes discussions on Highway 400 connections and the Kirby GO Station.</p> <p>Environmental Concerns An integral part of Schedule C Environmental Assessment (EA) Studies is to review environmental impacts and ways to prevent, minimize or mitigate these impacts. Working with the Toronto and Region Conservation Authority (TRCA) is very important in the successful completion of EAs. Again, regarding the Kirby Road Extension Study, information has been provided above.</p> <p>King-Vaughan Road King-Vaughan Road is mostly regional through this area/falls under the jurisdiction of York Region. You may check the York Region Transportation Master Plan at york.ca/tmp for information or send an email to roads@york.ca.</p> <p>City Development The Kirby Road Widening EA study is part of the City's plan to improve transportation. With regards to developments, you may direct questions to Development Planning staff at 905-905-832-8585.</p>	Complete
11	28-Jan-20	SHG Reply Form	YES WE WANT TO KNOW???	NA	NA	No response is required	Complete

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
12	26-Feb-20	cial Media Comme	I have requested the same review to be done to widen Teston Rd from Kipling Rd to Pine valley. Teston Rd also has an awkward split at that intersection that needs to be joined up. I was told work would be done in 2021. However, home builders are right now building to the edges of the roads that we are told will be widened in 2021. I think the review needs to be done now on the roads I mention before the home builders use up any land needed to do the road widening and straightening.	NA	NA	Response was prepared, however, the post was deleted by its user.	Complete
13		Letter Mail	Request to participate in SHG.	30-Mar-20	Mail	Regular mail was sent to let the individual know that the SHG will be hold on a online platform	Complete
14	16-Apr-20	Email	Good Morning Hilda, Please let us know if the Kirby EA between Dufferin and Bathurst was reviewed and received input from the MOECC, TRCA, or MNRF. In addition, kindly let us know when the Kirby Road Widening EA will received input from the MOECC, TRCA, or MNRF. Best,	19-Apr-20	Email	For information on the Kirby Road Extension EA Study (Dufferin to Bathurst), please visit the study website or email marta.roias@vaughan.ca. For the Kirby Road Widening EA Study (Jane to Dufferin), please note that it is not typical for comments from agencies to be circulated to individual stakeholders during the study. This information is included in the Environmental Study Report (ESR) and shared with the public for review and comment. At the point where the ESR is shared, all responses to comments will be included with all approaches reviewed with the agencies. Providing agency comments during the study does not provide the complete picture, especially where there are follow ups between organizations, clarifications, analysis changes or new comments that may result. Please also note that the project team is working with all relevant agencies to incorporate their feedback throughout the study.	Complete
15	30-Apr-20	Email/ Letter	Good Afternoon Hilda, Attached please find our input into Stakeholder Meeting #1 for the Kirby Road Widening EA. Let us know if you have any questions. Attachment: Letter response to Stakeholder Meeting #1 XXX has been retained by XXX to provide transportation consulting services in support of the proposed XXX community in the City of Vaughan, Ontario. XXX is a member of the Stakeholder Group for the Kirby Road Widening EA, and participated on the online Stakeholder Meeting #1 held April 14, 2020. A completed comment sheet is attached to this letter. There are a number of comments that we would like to see addressed as this study moves forward. Firstly, there were a number of options shown for the Barrie GO Rail Crossing at Kirby Road, which currently exists as an at-grade crossing. The distance between the existing rail line, and Keele Street is 300 m. In order to design a grade separated crossing, options include below grade, or above grade crossing options. With the planned future GO Kirby Road GO station located at the northeast corner of Keele Street and Kirby Road, future connections from the station to Kirby Road need to be carefully considered. Slide 36 of the Stakeholders Group Meeting #1 presentation depicts the potential property requirements to accommodate either grade separated crossing. Property will be required from both the north and south sides of Kirby Road. Slide 36 also depicts a layout of the future Kirby Road GO station that includes service roads that connect to Kirby Road (depicted in yellow) in addition to proposed road connections (depicted in black dashed lines), including the minimum distances for the full move intersection and RIRO. Can you explain how both the overpass and underpass options will provide connections from the future GO rail station along Kirby Road? Slide 37 also depicts the proposed overpass and underpass slope as being 7.0 % for each, respectively. The preferred maximum slope for pedestrians and cyclists is 5 %. How do you plan to accommodate pedestrians and cyclists when the slope is above what is recommended? Slide 40 includes the Preliminary Evaluation Criteria, captured under four main topic areas. Under Transportation Service, how do you plan to measure the following indicators: • Create a Pedestrian-Friendly Environment • Create a Cyclist-Friendly Environment • Improve Mode Choice Under Natural Environment, how do you intend to measure the following indicators Minimize Effects on Climate Change Under Social Environment, how do you intend to measure the following indicators: • Minimize Impacts and Improve Access to Residential, Institutional and Recreational Dwellings/Properties • Minimize Traffic Noise Under Infrastructure Design & Economic Environment, how do you intend to measure the following indicators: • Accommodate Planned Development and Growth • Minimize Property Acquisition In addition, please provide details about how will the evaluation be conducted. Will the criteria be weighted/scored? Will you conduct the Reasoned Argument, or Arithmetic Method to conduct the evaluation? How will the indicators be compared when they are more qualitative than quantitative? It is important for this EA to work with Metrolinx and the landowners that comprise part of the future Kirby GO station property to ensure that safe access to and from this station is created when conducting the grade separated alternatives. We look forward to your answers to these important questions. We look forward to working with you as a stakeholder for the Kirby Road Widening EA (Jane Street-Dufferin Street).	23-Jun-20	Email	Please see the attached in response to your letter sent on April 30th. You may also review the Minutes of the April 14th Stakeholders Group Meeting which was sent earlier today (attached for your convenience). Attachment: Letter Response We would like to thank you for your letter dated April 30, 2020, and for providing your input at our first Stakeholder Group (SHG) meeting for the Kirby Road Widening EA study on behalf of the XXXXX. Please see below for responses to your comments: Grade Separation Alternatives at the Barrie GO Rail Crossing at Kirby Road: • The options shared during the first SHG meeting were design concepts prepared from the 2019 North Vaughan and New Communities Transportation Master Plan (NVNCTMP) and were developed based on the information available at the time of the NVNCTMP study. These options were shared at our SHG meeting #1 to provide background information on work completed to date from other studies. • As part of the scope of this Kirby Road Widening EA study, in the next phase, the project team will be reviewing the previous work completed and developing grade separation options based on current available information and in consultation with respective review agencies, including and not limited to Metrolinx, York Region and Toronto and Region Conservation Authority (TRCA). Technical studies are underway which will inform the development of these design options including geotechnical and hydrogeological field investigations, topographical survey, natural heritage field surveys, archaeological assessments, cultural heritage etc. Connections from the future Kirby GO station to Kirby Road will be considered in the development of the design options to provide access. The pedestrian and cyclist environments will also be assessed in the development of the design options and including the option's ability for compliance with AODA requirements. Property requirements based on the updated design work will be identified. The options and findings of the evaluations will be shared at the next SHG Meeting in advance of the Public Information Centre. Evaluation Criteria and Methodology: • The evaluation methodology, approach and evaluations will be developed and confirmed in the next stage of the study and will be presented to the SHG at the next meeting in advance of the Public Information Centre. The SHG will have an opportunity to provide feedback and identify if additional considerations are needed. • Detailed technical studies to inform the evaluations are underway and will be circulated to the respective technical review agencies for review and comment, along with the draft evaluations once prepared. This includes but is not limited to: Noise Impact Study, Air Quality Assessment, Natural Heritage Assessment, Fluvial Geomorphological Assessment, Transportation Systems Report, Archaeological Assessment, Cultural Heritage Assessment, Geotechnical Investigations, Hydrogeological Investigations, etc. It is noted that our Kirby Road Widening EA project team is comprised of technical experts with recent experience working on complex Schedule C Class EAs and in obtaining approvals in principle during the EA study from various technical review agencies including TRCA, MECP, MNRF, Metrolinx, York Region and other stakeholders in planning road widenings, active transportation facilities, jog eliminations and road and rail grade separations etc. The project team will apply our technical expertise and best practices in developing detailed evaluation tables to document the assessment of alternatives to address technical review agency requirements and comments from stakeholders and the public. Feedback from technical review agencies, stakeholders and the public will be considered throughout the study. Consultation: • Comment noted. The project team is working closely with Metrolinx and other technical review agencies and stakeholders to ensure the highest level of collaboration. The design options of the grade separation will follow Metrolinx design standards. We hope the above provides you with a satisfactory response. If you require additional information or have any other questions, please do not hesitate to contact the City Project Manager by telephone (XXX) or by email (XXXX).	Complete
16							Complete
17	23-Jun-20	Email	Critical to the success of either of the underpass or overpass route is the access/connection to the lands to the North of the high occupancy transit hub. It is well documented that people will walk 1km to any transit hub and reduction of parking needs are the key benefit. People will also cycle 5x that distance regularly to access same. As such, the crossing of Keele and Kirby are critical features that need to be involved in the design of either of the overpass or underpass option. If an underpass of Kirby is the result, the accessibility from the lowest segment of the road dip (under the rail line) must be factored in to allow for pedestrians and cyclists and those with accessibility challenges can get to the rail deck easily and efficiently. Given the reliance on the automobile in the 905 region, a kiss and ride on that underbelly of the road should also be factored to ensure they don't park in a bike lane and block that traffic as is also often the case. Raised bike and sidewalk buffers should be deployed, but also allow space for the kiss and ride as its so often used, especially in inclement weather. A hub is a circle in shape. The initial proposed location is at the NE corner of Block 27. I am unsure if the discussions with landowner developer groups cited within here may change that ultimate final location within the block, but it if remains in that NE quadrant, pedestrian and cycling access between properties in Block 28 +/-1km to the North should be planned for now as development that will come (for housing and jobs in that block) will help to properly serve and use that high occupancy transit node. TOD will result in 365 degrees of development, not just to the SW in Block 27.	23-Jun-20	Email	Thank you for your comments. The Kirby Road Widening EA project team will certainly consider and add your comments to the study records. Although the Transit Hub Study and Block 27 studies are separate from this EA, we will do our best to coordinate where it applies. If not already, you may wish to participate on the SHGs for these other studies or just contact the project teams to provide them with your comments directly as some are applicable to those studies.	Complete

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
18	24-Jun-20	Email	<p>Hi Hilda</p> <p>Yes thank you. I did review the meeting minutes but really didn't see a lot of answers to my questions. Specifically why other roads such as King Vaughan rd would not be considered for widening before Kirby since its already open to Bathurst and the fact that the Kirby Go Station will likely not be built. King Go station will be expanding its parking and traffic would therefore be better directed to King/Vaughan. There just does not seem to be a need to have city resources spent to widen a rd that is fine as it is.</p> <p>Thank you,</p>	2-Jul-20	Email	<p>In response to your email below, please see the following:</p> <p>Specifically why other roads such as King Vaughan rd would not be considered for widening before Kirby since its already open to Bathurst. King-Vaughan Road is continuous, and Kirby is planned to be too. Also, there appears to be more development (existing and planned) along Kirby Road than there is along King-Vaughan, and transportation analysis shows a need to widen Kirby Road by 2031 to address future traffic demands from population and employment growth in the area. As noted in previous correspondence to you, King-Vaughan Road is under Regional jurisdiction. City and Regional staff work together where possible on infrastructure projects, but you have to appreciate that priorities and planning can differ as these are still two separate government entities. In addition to the information we have already provided you regarding the York Region Transportation Master Plan, you may contact the Region directly to know more regarding the planned work for King-Vaughan Road. We have also already provided information to you regarding other studies in the area.</p> <p>the fact that the Kirby Go Station will likely not be built. King Go station will be expanding its parking and traffic would therefore be better directed to King/Vaughan. There just does not seem to be a need to have city resources spent to widen a rd that is fine as it is.</p> <p>As previously mentioned, the GO station falls under Metrolinx' jurisdiction and as a City, it is prudent to take steps to plan in anticipation, as the Kirby GO station is still within Metrolinx' plans to deliver through a Market Driven Approach (public-private partnership). See linked Committee of the Whole Report for more information. As noted during the SHG presentation, Metrolinx plans to expand and increase service through the Barrie rail line corridor, so improvements are planned at a number of existing stations and new stations are also considered as part of this expansion. To reiterate, the widening of Kirby Road is supported by projected growth in population and employment in the area and not just the planned GO station.</p> <p>Thank you for your feedback.</p> <p>Regards,</p>	Complete
19	24-Jun-20	Email	<p>What does this mean?</p> <p>strategic goods movement corridor</p> <p>What types of goods, sizes of trucks, weight and axles allowed, noise level, number of trucks</p> <p>Quiet times for existing neighbouring communities ?</p> <p>Am already having concerns about the GO train increase to every 15 minutes and the railway noise plus notification horn - increase from 12 to 120 per day.</p> <p>Very concerned with the added noise from Kirby Rd as an increased car route but now even more concerned with increased truck and heavy truck traffic along this route</p>	8-Jul-20	Email	<p>Thank you for your email. Please see our response below to address your comments.</p> <p>Strategic Goods Movement Kirby Road is currently under the jurisdiction of the City of Vaughan; however, it has been identified as a candidate road for upload to York Region as per York Region's Transportation Master Plan (YR-TMP). The timing of this has not been determined.</p> <p>All Regional roads are intended to carry trucks and are part of the general goods movement network. A limited number of Regional Roads are chosen as part of the Strategic Goods Movement Network as preferred routes to focus the movement of trucks. This designation helps prioritize road investments to road corridors that could benefit from freight-supportive street design standards and land use planning. The YR-TMP designates Kirby Road from Albion Vaughan Road to Dufferin Street as a Primary Arterial Goods Movement Corridor which is permitted to have 2,500 trucks per 8-hour period and more than 10% medium and heavy trucks. The Region's proposed Strategic Goods Movement Road Network can be found using the following link: Proposed Strategic Goods Movement Network. For more information on the YR-TMP please visit york.ca/tmp.</p> <p>Load restrictions and adherence to noise by-laws would follow the requirements of the City and / or Region depending on the road jurisdiction at the time. City of Vaughan Noise By-laws can be found at the link provided.</p> <p>With respect to the Kirby Road Widening EA study, this designation informs different aspects of the study recommendations. This includes such things as ensuring the pavement is designed to support the weight of the trucks and other vehicles, identifying appropriate lane widths, etc.</p> <p>Kirby Road at the Barrie GO Rail Crossing Physically separating Kirby Road from the rail tracks has been recommended by the North Vaughan and New Communities Transportation Master Plan (NVNCTMP) Study to support increased traffic flow along Kirby Road resulting from the projected growth in population and employment in the area, and the planned Metrolinx Barrie Go Rail Line expansion which would see increased train service along the line. Our Kirby Road Widening EA Study is currently developing and studying different options to address this when we widen Kirby Road. The three options are: The At-Grade Option (keeping Kirby Road at the same level as the rail crossing), the Underpass Option (Kirby Road is lowered under the rail) and the Overpass Option (Kirby Road is raised over the rail). Options that physically separate Kirby Road from the rail tracks (Underpass and Overpass) will not require the trains to use their horns when crossing Kirby Road since vehicles, cyclists and pedestrians will be physically separated from the rail track.</p> <p>Noise Impact Assessment Study As part of this EA study, a Noise Impact Assessment will be undertaken to review noise impacts the proposed road widening may have and identify locations where mitigation (noise barriers/walls) are feasible and warranted as per the applicable noise policies and guidelines.</p> <p>Thank you for your interest in the Kirby Road Widening (Jane to Dufferin) EA Study.</p>	Complete
20	30-Jun-20	Email/ Letter	<p>GOOD AFTERNOON HILDA, Please see the attached in response to your letter sent on June 23rd</p> <p>Attachment: Letter Response to City Comments</p> <p>RE: Kirby Road Widening EA-Jane Street to Dufferin Street-Stakeholder Meeting #1 Comments Thank you for your response to our letter dated June 23, 2020, and for providing a response to our comments regarding the material presented at the first Stakeholder Group (SHG) meeting for the Kirby Road Widening EA study. After careful review of the responses provided, can you provide more explanation/details regarding the following: Grade Separation Alternatives at the Barrie GO Rail Crossing at Kirby Road The connection to the future Kirby GO station to Kirby Road will need to be carefully evaluated, and draft cross sections need to be included that clearly show how the proposed GO Station will connect to Kirby Street, and what the property implications will be. We will expect to see how this is planned when the evaluation of alternatives are circulated to the stakeholders. Evaluation Criteria and Methodology We are not satisfied with the response given regarding the evaluation criteria and methodology. Can you please provide us with how you plan on measuring the indicators pertaining to: • Create a Pedestrian-Friendly Environment • Create a Cyclist-Friendly Environment • Improve Mode Choice • Minimize Effects on Climate Change • Minimize Impacts and Improve Access to Residential, Institutional and Recreational Dwellings/Properties • Minimize Traffic Noise • Accommodate planned development and growth • Minimize Property Acquisition With regards to the evaluation, there is no explanation given about how the evaluation will be conducted, this will help with general understanding of the approach the team is undertaking. Please provide details</p>	31-Aug-20	Email	<p>Please see below in response to your attached letter:</p> <ul style="list-style-type: none"> • Grade Separation Alternatives at the Barrie GO Rail Crossing at Kirby Road - The alternatives will be thoroughly evaluated, and draft cross sections will be shared with interested parties. • Evaluation Criteria and Methodology - The evaluation phase of the study has been initiated, and as we move forward, the criteria and evaluation will be vetted through the internal team at the City of Vaughan and then shared with the Stakeholder Group, which LEA is a part of on behalf of the Block 27 LOG. Given the aforementioned, we are unable to provide details regarding to the criteria and the evaluation method at this. 	Complete

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21	8-Jul-20	Email	<p>Can you please provide more details about "2,500 trucks per 8-hour period and more than 10% medium and heavy trucks".</p> <p>What is considered to be a medium or a heavy truck - size, # of axles, weight per axle?</p> <p>What is the level of noise associated for each when at steady speed, braking, and accelerating?</p> <p>The stretch of Kirby Road between Keele and Dufferin is very hilly and will require acceleration and braking on inclines, including a stop sign at the bottom of one incline, a stop sign at the top of one incline, and traffic lights at the top of one incline. This will generate more noise than steady speed and coasting.</p> <p>Given that Kirby Road is to become a Regional road, can you please explain based on York Region transportation / noise by-laws, as this is what the neighbourhoods would expect in the future.</p> <p>I'm also interested in "strategic goods". Does this include fuel trucks, hazardous materials, and if so, what would they be, including their hazard designations.</p> <p>Kirby Road between Keele and Dufferin, with the steep inclines, sees numerous vehicles in the ditches each year, particularly when there are rain, snow and freezing rain conditions. I'm concerned for the safety of the neighbours and natural areas if vehicles go off the road and also if there are any spills/leaks of chemicals / hazardous materials.</p> <p>The habitat in this area, on both sides of Kirby Road, includes the Oak Ridges Moraine Maple Spur natural core, natural linkage, the McGill ESA (environmentally significant area), and the Maple Uplands and Kettles ANSI (area of natural and scientific interest). The valley in this area is a rare and large dry kettle lake formed when a huge piece of glacial ice broke off from the main glacier as it was receding. The steep slopes are remnants of landslides that occurred when the remaining ice melted.</p> <p>The stretch of Kirby Road between Jane and Bathurst includes the headwaters of the East and West Don River and there is a point east of Bathurst that has headwaters for three rivers; the Don, the Humber and the Rouge.</p>	1-Sep-20	Email	<p>Please see below in response to your email dated July 8, 2020:</p> <p>The exact classification of medium and heavy truck varies based on context; however, generally heavy trucks are identified as those with three or more axles (Source). You can find more information on size and weight here: https://www.nap.edu/read/14458/chapter/10#70.</p> <p>Source: http://canadagazette.gc.ca/rp-pr/p2/2013/2013-03-13/html/sor-dors24-eng.html</p> <p>Thank you for your insights with respect to the corridor. As part of this study we will be conducting numerous technical studies including a noise assessment, stormwater and drainage assessment, and safety review. These studies will help inform the EA as we move forward with the study.</p> <p>Thanks again for your interest in the study.</p> <p>Regards,</p>	Complete
22	11-Aug-20	Email	<p>Hello Hilda,</p> <p>I have previously responded to your survey and had meant to send a follow up comment.</p> <p>What possible logic and research data was used, and proffered by whom, to suggest that widening to the south and impacting at least 89 existing homes [while there are 0 homes on the north side] would even be considered a reasonable option?</p> <p>I await your response.</p>	12-Aug-20	Email	<p>Thank you for your email. As you may know, the limits of the Kirby Road Widening Environmental Assessment (EA) Study corridor include Jane Street to Dufferin Street. East of Jane Street, there is a stretch without existing homes and widening can be done on either side of the roadway. In some areas, widening to the south helps to reduce impacts to significant environmental features on the north side of the road. Widening could be done in a number of ways through the length of the corridor, not necessarily all to the north or all to the south, maybe even widen on both sides. As part of any EA process, all viable options for the entire length of the corridor should be reviewed and evaluated accordingly as there are many factors to consider.</p> <p>Thank you for your feedback and for completing the survey. We look forward to your participation as the study progresses.</p> <p>Regards,</p>	Complete
23	12-Aug-20	Email	<p>Thank you Hilda,</p> <p>I therefore assume that this was a very general survey.</p> <p>I am referring specifically to the homes on the south side of Kirby between Keele and Dufferin.</p> <p>In many cases the sidewalk is less than 1m from the rear fences of homes and the gravel shoulder of the road is less than 2m from that with only a drainage ditch separating them.</p> <p>Logically, in these areas, the road cannot and should not be widened to the south as there is no room.</p> <p>Nonetheless, I am looking forward to participating in the next level of research.</p> <p>Respectfully,</p>	12-Aug-20	Email	<p>Yes, this is a general survey to get feedback (as you have provided) from stakeholders like yourself.</p> <p>Your comments are duly noted and thanks again for your interest in the study.</p> <p>Regards,</p>	Complete
24	13-Aug-20	Voicemail	Left phone number	18-Aug-20	Email/Phone Call	<p>It was a pleasure speaking with you on Tuesday August 18 regarding the Kirby Road Widening Environmental Assessment (EA) study (Jane Street to Dufferin Street). We understand you are a resident on Dufferin Street located north of Kirby Road and left the project team a voicemail on Thursday August 13th.</p> <p>Based on our conversation we have noted the following comments:</p> <p>1. You were interested in knowing if the Kirby Road Widening EA study will connect into the future GTA West Corridor and if our study includes that connection. You were interested in if this Kirby Road Widening EA study would connect to the Kirby Road Extension between Dufferin Street and Bathurst Street which you noted you had heard about but is not yet constructed.</p> <ul style="list-style-type: none"> o As discussed the GTA West Corridor is being planned by the Ontario Ministry of Transportation (MTO) as this future corridor and the 400-series highways are under the jurisdiction of MTO. MTO consults with the regional and local municipalities for connections to the road network. Please see https://www.gta-west.com/ for the study's latest announcement. You clarified you have information about the GTA West Corridor study and did not require additional information. o As discussed the Kirby Road Widening EA is reviewing improvements between Jane Street and Dufferin Street and will connect at the Dufferin Street intersection to the future Kirby Road Extension between Dufferin Street and Bathurst Street. You may visit the website for the Kirby Road Extension at the link provided. <p>2. You were interested in seeing if the Region and / or City had a larger plan for the overall road and pedestrian and cyclist improvements. You noted that you are seeing roads and pathways being constructed in pieces and not continuously.</p> <ul style="list-style-type: none"> o As discussed here are the links to the Transportation Master Plans that may be of interest to you: <ul style="list-style-type: none"> - Vaughan Transportation Plan (VTP), which is currently being updated, - Vaughan Pedestrian and Bicycle Master Plan, - City's North Vaughan and New Communities TMP, - York Region TMP - To view a map of the Regional Roads identified for improvements by 2041 please click on the heading for "Transportation Master Plan 2016", then under "Transportation Master Plan Maps" select the link labelled "6-10" to scroll to view Map 8 - Proposed 2041 Road Network. Improvements identified to these roads are in different phases. For some roads the planning studies may be complete, in progress, or not yet started. - Additionally, you can find a summary of the studies taking place in/around the Kirby Road area at this link; Frequently Asked Questions <p>If you have not had a chance to yet, we invite you to complete the online survey for the Kirby Road Widening EA Study (Jane to Dufferin). Please join the conversation that is shaping the future of Kirby Road, share how you travel through the area and provide input on the proposed design options for this section of roadway. You can access the survey by clicking here: online survey. It will be available until tomorrow Friday, Aug. 21, 2020 and should take approximately ten minutes to complete. The outcomes will be shared during the Public Information Centre (PIC) planned for later this year.</p> <p>If you have any additional comments or questions please reach out to us via email or phone.</p>	Complete
25	14-Aug-20	Email	<p>Unable to submit the survey.</p> <p>Please note that we do not want Kirby st to be wided. This will increase noise, speed. It is already noisy since our backyard is facing kirby. It will definitively decrease the value of our house. Instead have more radar surveillance on that street since there are many speeding young people. We would like better sidewalk along keele from kirby to teston for pedestrians safety.</p>	20-Aug-20	Email	<p>Thank you for your email. Please note that as part of the Kirby Road Widening Environmental Assessment (EA) Study (Jane to Dufferin), Noise and Safety Analysis will be completed to determine if there are any noise or safety concerns and the best ways to mitigate. In terms of home value, I could place you in touch with a real estate contact at the City if you would like to discuss any concerns. To the best of my knowledge, the trend for property value in Vaughan is upwards, especially as the City attracts development, residential and employment opportunities. Additional transportation infrastructure is needed to support this growth.</p> <p>Also, you'll be pleased to know that the City and Region are currently working on the design and construction of a 3.0m wide Multi-Use Path along the east side of Keele Street, from Teston Road to Kirby Road. Please advise if you would like more information on this project.</p> <p>For further information regarding the Kirby Road Widening EA study (Jane to Dufferin), you may visit the study website at www.vaughan.ca/kirbywidening.</p> <p>Your concerns have been noted and we thank you for your interest in the Kirby Road Widening EA Study. If you would like assistance completing the survey, please let me know. It is available on the study website until tomorrow.</p>	Complete

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
26	21-Aug-20	Email	<p>With regards to the alignment question, I think you should add an option for "Either A & C".</p> <p>I think option B is less safe. People don't stay in their lanes properly.</p> <p>Because you didn't have an appropriate option for me to vote, I voted for B when in fact I would prefer anything but B.</p> <p>The only advantage of B is that it's probably the easiest and cheapest option.</p>	24-Aug-20	Email	<p>Your comments are noted. If you preferred anything but Option B, you could have selected either A or C, instead of B.</p> <p>The survey is now closed. Thank you for your participation and we hope for your continued interest in the study.</p>	Complete
27	21-Aug-20	Voicemail	Left phone number	31-Aug-20	Email	<p>It was a pleasure speaking with you on August 24th, 2020 regarding the Kirby Road Widening Environmental Assessment (EA) study (Jane Street to Dufferin Street). We understand you are interested in the study and left the project team a voicemail on Friday August 21st. You can be reached at <phone number redacted> or at the email address above.</p> <p>Based on our conversation we have noted the following comments:</p> <ol style="list-style-type: none"> You requested that we change your address. You were interested in knowing of the timing for the Kirby Road Widening. <ul style="list-style-type: none"> The Kirby Road Widening EA Study (Jane to Dufferin) is a planning and preliminary design study with approvals anticipated upon completion of the study. The project team is currently collecting information for the study area. The recommendations to widen to four lanes, separate Kirby Road from the GO Rail tracks (grade-separation) and straighten the intersection at Jane Street and Kirby Road, have been identified through other studies. This EA study will build from those recommendations and determine HOW the widening and other improvements should occur. The project team will develop different options, evaluate them, assess impacts and mitigation measures, and make recommendations for review by agencies, stakeholders and the public. You were interested in knowing more about the property impacts as a result of the widening. <ul style="list-style-type: none"> As discussed, property impacts will be determined during the study. We have added you to our stakeholder group list as requested and will keep you updated as the study progresses. <p>For more information, please visit the study website www.vaughan.ca/kirbywidening or contact the City's Project Manager at Hilda.Esedebe@vaughan.ca</p> <p>If you have any additional comments or questions, please reach out to us via email or phone.</p> 	Complete
28	14-Sep-20	Email	<p>We are reaching out to you regarding the Kirby Road Widening EA.</p> <p>Has the next PIC been scheduled (virtual)?</p>	23-Sep-20	Email	<p>The PIC for the Kirby Road Widening EA study (Jane to Dufferin) has not been scheduled yet, but we are aiming for later in the year or possible January. Adequate notice will be provided through the study website (www.vaughan.ca/kirbywidening), the City's social media, newspapers and email distribution lists. If you would like to be added to the email distribution list for this study, please let us know.</p>	Complete
29	7-Oct-20	Email	<p>I received a letter from the City of Vaughan concerning a Stakeholder Group for a municipal class environmental assessment.</p> <p>Are you able to share any further details about this initiative?</p>	14-Oct-20	Email	<p>Thank you for reaching out to our team and your interest in the study.</p> <p>This Environmental Assessment (EA) study is for the widening of Kirby Road from Jane Street to Dufferin Street and was identified in Vaughan Transportation Plan, reconfirmed in the City's North Vaughan and New Communities TMP, and identified in the York Region TMP as a regionally significant corridor, future frequent transit corridor, significant cycling route, and strategic goods movement corridor (in the long-term 20 year future).</p> <p>The NVNCTMP study followed the Municipal Engineers Association (MEA) Municipal Class Environmental Assessment (EA) guidelines (October 2000, as amended in 2007, 2011 and 2015) and identified the need to widen Kirby Road from Jane Street to Dufferin Street (from two to four lanes), jog elimination at the Kirby Road intersection at Jane Street, and grade separation of Kirby Road at the Barrie GO rail line. To build on the recommendations from the NVNCTMP, the City of Vaughan is undertaking a Municipal Class Environmental Assessment study for Kirby Road between Jane Street and Dufferin Street. This EA study is referred to as the Kirby Road Widening EA (Jane to Dufferin) and will reconfirm the recommendations from the NVNCTMP and complete Phases 3 and 4 of the Municipal Class EA process for Schedule 'C' projects.</p> <p>Consultation and public input are an important part of the EA process and as such the study team provided all identified stakeholders with a Stakeholder Group (SHG) letter via mail on January 16th, 2020. The first Stakeholder Group Meeting was held on April 14th, 2020 to introduce the study, present the study findings to date and collect initial feedback. Are you interested in joining the SHG? If so we can add you to the SHG mailing list where you will be invited to participate in the next SHG meeting which will be held virtually to provide input prior to the Public Information Centre which we are planning for later in the year or early next year. The second SHG meeting has not been scheduled. Do you mind also letting us know whether you are a resident or represent an organization/ business?</p> <p>To keep you informed we have attached the meeting minutes along with the presentation slides from the first SHG meeting held on April 14th, 2020.</p> <p>Also, as part of the consultation strategy for this study, an online survey was launched in August to obtain feedback from the public on key study elements. There were almost 400 participants.</p> <p>Please visit the study website at vaughan.ca/KirbyWidening for more information or contact us at any time if you have additional questions or comments. The study website also includes a Frequently Asked Questions (FAQ) document which may be of interest to you.</p>	Complete
30	15-Dec-20	Voicemail		16-Dec-20	Phone Call	<p>She noted she had trouble connecting, and once she reconnected she could see the presentation but couldn't hear it. In speaking to her it might have just been her computer audio settings / volume may not have been turned up.</p> <p>We offered to go through any of the information with her but she said she had looked at the slides previously and didn't have any concerns or comments. She wanted to know if anyone raised any main issues (for example not supporting the underpass) and we let her know that the discussion that followed the presentation will be captured in the meeting minutes and that she would be circulated on them and there wasn't any strong opposition voiced. She didn't want to go through any of the discussion and was happy to review the minutes when they are ready. She also noted that at first she wanted the at-grade crossing but after going through the slides it brought up things she had not considered so understands/likes the underpass.</p> <p>In future we also offered to help her set-up in advance of a meeting but she noted you had already helped her before. She is okay and will look into her own audio settings.</p>	Complete
31	11-Jan-21	Email	<p>Further to my voice mail message, we have reviewed the driveway profiles and have some questions.</p> <p>Please feel free to give my cell phone a call.</p>	12-Jan-21	Email (14 Jan)	<p>It was nice speaking with you on Tuesday. The following summarizes our key discussion and next steps. Please let us know if there are any errors or omissions in the notes below. Feel free to contact the team at any time if you have any additional questions or concerns.</p> <p>Attached: Minutes from phone call</p>	Complete
32	9-Jan-21	Email	<p>As a resident of Maplewood Ravines, I wish to put forward my continued concerns for the central road plan development along Kirby. As there are very few residents on the Northside of Kirby widening the north side would allow the residents to keep the minimal amount of the current space between the current roadway and the backyards of the residents backing onto Kirby. My second concern is the speed of 60km. Currently, in North York, the roadway speed along Bathurst St and Finch Ave has dropped to 50km. I believe with the congestion of vehicles this plan will create by the widening of the road and Go Station, the speed in this area of residential use should certainly not be great than 50km.</p>	20-Jan-21	Email	<p>Thank you for reaching out to our team and for your interest in the study.</p> <p>Although the widening about the centerline is selected as the preferred alternative, the widening will follow a 'best fit approach' to minimize potential impacts, including impacts to the residential properties located on the south side of Kirby Road between Keele Street and Dufferin Street and to the lands on the north which have been identified to have significance to the natural environment. The project team is currently preparing the design plan for the proposed improvements. Property takings from the residential properties on the south side of Kirby Road between Keele Street and Dufferin Street are not anticipated at this time but will be confirmed as the design work progresses. The design work also includes a review of varying boulevard widths (area between the road and property line). The project team is reviewing opportunities to maximize space in the boulevards to accommodate tree plantings / landscaping, utilities and active transportation facilities, while minimizing impacts. When the design plan has been completed, the public will be provided with an opportunity to review the design and project recommendations and provide comments. As you are included on our project mailing list, you will receive notification of when this is available for review.</p> <p>The speed limit is selected by looking at multiple criteria such as regional and city speed limit policy, traffic conditions and roadway geometry. Kirby Road is a candidate for possible upgrade to a regional road. The regional speed limit policy recommends speed limits of 60 km/h for urban areas, towns and villages and 80 km/h for rural areas. As such the City has not identified a reduction in the posted speed limit for Kirby Road from Jane Street to Dufferin Street.</p> <p>Please visit the study website at vaughan.ca/KirbyWidening for more information or contact us at any time if you have additional questions or comments.</p>	Complete
33	17-Mar-21	Meeting	Meeting Purpose: The accesses along Kirby Road require modification to accommodate the proposed Kirby Road widening and underpass design. The meeting was held to discuss draft conceptual driveway options under consideration at the subject site.	24-Mar-21	Ex Meeting/ E	Meeting minutes were distributed to meeting attendees.	Complete
34	18-May-21	Meeting	Meeting Purpose: The accesses along Kirby Road require modification to accommodate the proposed Kirby Road widening and underpass design. The meeting was held to update property owners regarding the evaluations undertaken by the study team	31-May-21	Meeting Minute	Meeting minutes were distributed to meeting attendees.	Complete

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
35	2-Jun-21	Email	Earlier today, I received some re-directed mail from the City of Vaughan regarding Kirby Road Widening. Your name is attached to the document, so I thought I should contact you accordingly. I was wondering if you could arrange to have my name and my wife's name removed from your database associated with our former residence. We moved from that particular house over a year ago. Perhaps, in order that the current owner receives the appropriate documentation, the City of Vaughan should update its data base to reflect the interests of the new owner. Thank you	2-Jun-21	Action	Mailing list was updated.	Complete
36	7-Jun-21	Email	I am unable to find the online survey. Could you please tell me how to access it.	7-Jun-21	Email	When you visit the study website at www.vaughan.ca/kirbywidening and access the online PIC, you can get to the survey per the screen shot below. Let me know if you have further questions.	Complete
37	8-Jun-21	Email	Not to worry. I can not get to the black part only the green section. I will wait for the exults later. Thanks for your help.	8-Jun-21	Email	I'm not sure I understand the issues you are having. You can also access the presentation directly at kirbyroadwideningea.com , then click on the survey button as shown in the capture. For your information, the results of the July/August 2020 survey are in a report on the study website, click here.	Complete
38	17-Jun-21	Voicemail	Want to talk to you about the Environmental Assessment study from Jane Street to Dufferin Street and talk about the corner and some other stuff. Please give me a call back.	18-Jun-21	W/ Email (18 Jun 2021)	Key Discussion Notes: <ul style="list-style-type: none"> Michelle identified the different property lines on the design plan: existing right-of-way in yellow, proposed right-of-way in blue, and grading easement (temporary/permanent) in green Inquiry about the temporary vs permanent grading easement and noted at this time temporary grading easement is not desired Michelle clarified during this Environmental Assessment Study the project is in the planning phase and preliminary property requirements are identified. In the next phase of the project (Detailed Design and Construction) the City will review the design and confirm the property takings. During the Detailed Design stage of the project the City will initiate formal property negotiations with impacted land owner(s), and confirm if any required grading easements are temporary or permanent. Member of public inquired why the SE sight triangle at the Jane Street / Kirby Road intersection is 20x20 and not 15x15 as per City of Vaughan design requirements Michelle will confirm in follow-up correspondence but anticipates it is because it is a Regional intersection as Jane Street is a Regional Road Member of public inoted the property following the stations on the design plan are generally from XXXX to XXXX on the XXXX side of Kirby Road. He is concerned with the amount of property identified and inquired why the taking on the south side impacting his lands is imbalanced with the smaller taking on the north side. He feels we can push the road north to remove / minimize the diagonal property taking on the SE corner of their lot Michelle noted the road design ties into the existing Kirby Road alignment at the Tributary to the East Humber River crossing (located west of Jane Street). On the north side of Kirby Road at this watercourse are lands identified as Provincially Significant Wetland (PSW) Michelle noted the recommended option as shown in the Public Information Centre (PIC) displays reflects the "central alignment", however two other options were considered for the elimination of the jogged intersection at Jane Street and Kirby Road: <ul style="list-style-type: none"> Northern alignment that generally holds the existing north intersection. The northern alignment has greater potential impacts to the watercourse and PSW lands, and results in increased curvature to the driver when travelling along Kirby Road on the west leg of the intersection. Southern alignment that generally holds the existing south intersection. The southern alignment has greater property impacts to the SE corner and his respective property, and results in increased curvature to the driver when travelling along Kirby Road on the east leg of the intersection. Michelle noted that to minimize impacts to their property, the boulevard on the south side was reduced by removing additional width for street trees in this location. Boulevard width is still required between the curb and cycle track and sidewalk for utility poles and light poles. The project team will follow-up to arrange a property owner impact meeting. At this meeting the jog elimination options will be shared and opportunities to minimize impacts can be discussed. Prefer to meet asap, preferably next week. 	Complete
39	22-Jun-21	Email	I agree with the plan and we should proceed as quickly as possible.	None	None	Response was recorded.	Complete
40	22-Jun-21	Email	Hello, We have the following questions / comments on the Public Information Centre noted above. These questions / comments are in addition to comments we have already provided during discussions regarding access to the subject lands. 1.The Kirby Road Widening EA, Jane to Keele PDF shows a bubble around the existing access from the subject lands onto Kirby Road with a note stating: "Access To Be Confirmed In Consultation With Property Owner". I understand this PIC is just for the Kirby Road ROW and not regarding access to stakeholder properties. Therefore, discussed access locations would not be shown on the Jane to Keel PDF? Please confirm. 2.The Kirby Road Widening EA, Jane to Keele PDF shows the Proposed ROW line through the Planting/Landscape Feature at the northwest corner of Kirby Road and Keele Street intersection. There is a note stating that this feature is to be reconstructed. Who will reconstruct this Planting/Landscape Feature? Compensation for the taking? 3.The Existing ROW along the subject land's Kirby Road frontage on the Kirby Road Widening EA, Jane to Keele PDF appears to include the proposed 36m Kirby Road ROW. Please confirm. 4.From the cross sections provided, it appears the Kirby Road ROW is reduced below 36m in a number of locations, while still providing the same ROW elements, including at the Underpass Structure. We suggest the Kirby Road ROW be reduced to a minimum of 30m along the frontage of the subject land to eliminate additional grading impacts (temporary / permanent) to our landholdings. The reduction of the Kirby Road ROW in this location makes sense as it would be a continuation of a reduced Kirby Road ROW under the underpass (30.3m) to a reduced Kirby Road ROW between Keele to Dufferin (31.7m).	28-Jun-21	Email	Please see responses to your inquiries below. <ol style="list-style-type: none"> The analysis for the accesses are still on-going. A recommended layout will be identified and follow-up consultation with the impacted property owners will be held as discussed at our previous meeting to discuss the findings and recommendations. The recommended layout and applicable notations will be added to the design plans and documented in the Environmental Study Report (ESR). The ESR will be made available for public review upon study completion Reconstruction and compensation discussions to be undertaken with the City during the Detail Design in consultation with the City's Realty Department. At this time no additional property is identified except for the sight triangle in the northwest corner of the Kirby Road / Keele Street intersection. However it is noted that property requirements as a result of the proposed access reconfiguration are not currently shown on the preliminary design plan, but will be updated once the access reconfiguration is confirmed. Follow-up discussions will be held with the impacted owners to review the impacts as discussed at our last meeting. The following clarifications are provided: <ol style="list-style-type: none"> As noted in response to comment #3, no additional property takings, except for the sight triangle in the northwest corner at Keele Street intersection are identified on the subject site. However property requirements as a result of the access reconfiguration are not currently shown, but will be added once the access reconfiguration is confirmed. This will be discussed with the impacted owners once additional analysis is complete as discussed at our last meeting. The 30.3m typical section on the underpass is dimensioned to the face of the walls of the underpass structure and therefore in addition to the 30.3m, is an additional 2m on either side to account for the width of the walls of the underpass. This is reflected on the plan drawing. It is also noted that at the underpass crossing of the rail tracks, the centre pier is shown as 3.6m in width. As we approach the Keele Street intersection this 3.6m width transitions to a 5.0m left turn lane at the intersection (3.3m left turn lane + 1.7m centre median). The 31.7m typical section shown for Keele Street to Dufferin Street does not account for a left turn lane or the width of the underpass walls which are required adjacent to the subject property. 	Complete
41	23-Jun-21	Meeting	Meeting Purpose: The purpose of the meeting was to discuss the impacts to the property located XXXX.	8-Jul-21	Email	Meeting minutes were distributed by the project team to meeting attendees.	Complete
42	25-Jun-21	Email	Good Morning, We would like to complete the online survey. According to the information in the attachment, we have to contact one of you in order to do this (see what I cut and pasted). Please let us know if there is an online survey link or that was in the email or PDF, or kindly provide the link or information. Input Format: Please complete the online survey or provide your comments by June 25, 2021 by contacting the study team below:	25-Jun-21	Email	Hello, Thank you for your email. You may access the survey through the online PIC link on the study website vaughan.ca/KirbyWidening . See capture below. If you are still having difficulty, please let me know. We look forward to your feedback on the study. Attached: Screenshot of PIC 1	Complete

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
43	26-Jun-21	Email	Please add me to your notification list. My address info is below. Can you also please send a link to the PIC presentation #1 where I can print out the slide deck / thanks	29-Jun-21	Email	We will be happy to add you to our list. Please find attached the slide deck as requested. You can also find the presentation on the study website at vaughan.ca/KirbyWidening or directly at http://kirbyroadwideningea.com/ Have a great day, Attachment: PIC Presentation	Complete
44	19-Jul-21	Email	Hi We have an additional comment at this time: The City should be grading evenly on the north and south sides of Kirby Road along our property frontage to accommodate the recommendations of the Kirby Road Widening EA and if additional grading is required, it should take place on the south side of Kirby to limit impact to existing businesses. Thank you,	31-Aug-21	Email	Thanks for your email. Kindly note XXX no longer with HDR. We confirm receipt of your additional comment: The City should be grading evenly on the north and south sides of Kirby Road along our property frontage to accommodate the recommendations of the Kirby Road Widening EA and if additional grading is required, it should take place on the south side of Kirby to limit impact to existing businesses. The following response is provided: The underpass is proposed adjacent to your subject property. The underpass design is under development but is planned using retaining walls instead of embankment slopes. The screen capture below is from the PIC design plan drawing. As shown on the design plan the retaining walls of the underpass are proposed within the existing City Right-of-Way (yellow dashed line). Additional property is not identified at this time. However it is noted that property requirements as a result of the proposed access reconfiguration are not currently shown on the preliminary design plan, but will be updated once the access reconfiguration is confirmed. Follow-up discussions will be held with the impacted owners to review the impacts as discussed at our last meeting. We are reviewing and addressing all comments and feedback received, completing impact and mitigation assessments, and making updates and refinements to the design accordingly. We are committed to following up with you as discussed at our last meeting to review and provide updates on the entrance option review and access impacts once completed. Thanks,	Complete
45	20-Aug-21	Voicemail	Left phone number Ms. Essbede:	20-Aug-21	Voicemail	Hilda Essbede left a voicemail with contact information to further discuss the EA Study.	Complete
46	20-Aug-21	Email	I only got to this notice today. Yes, this is in regards to the 4-lane widening of Kirby road. We live within the neighborhood South of Kirby/Ravineview. As you can see from the map we are locked-in with only Kirby road or peak point/Keele to get in or out of our neighborhood. The traffic light at Keele/Peak Point makes this out-route congested at rush hour because the Keele light is several minutes while our light lasts only 4 seconds. Literally. 4 seconds. Only 3 cars can get out at a time. Until the next green light. While I agree that the widening of Kirby is an excellent idea, and is needed for the area, which is growing, I ask that you allow the Ravineview traffic (on to Kirby) to flow either east or west while you construct the other side of Kirby. In other words, construct from Keele to Ravineview allowing us to use Kirby to go east to Dufferin; then when the West side is complete, allow us to use Kirby from Ravineview to Keele while you dig up from Ravineview to Dufferin. If you completely close Kirby at Ravineview, we won't be able to get in or out of our neighbour hood. Again, I feel that this construction is necessary and appreciated by our neighbourhood. I just ask that you keep the flow in and out as reasonable as possible. Thank you	3-Sep-21	Email	Thank you for your interest in the Kirby Road Widening Class Environmental Assessment (EA) Study between Jane Street and Dufferin Street. We appreciate you sharing your feedback. The overall project is currently in the planning stage where the EA study is being completed to identify the required improvements and associated impacts and mitigation measures. The concern you have raised, about maintaining access during construction, will be addressed during the next stage of the project, during Detailed Design. During Detailed Design, traffic management plans will be developed to identify how traffic is circulated through the construction zone and if there are any lane closures or detours that are required. It is not anticipated that Kirby Road would be closed during construction, however there may be short durations of temporary lane closures depending on the nature of the work. Construction would be staged to maintain access to adjacent properties and the existing road network. The City's would also provide construction notices to residents in the area. Please let us know if you have any additional questions or concerns. Regards,	Complete
47	9-Sep-21	Email	When will all this work start?	15-Sep-21	Email	Thanks for your email. Assuming that you are referring to the Kirby Road Widening (Jane to Dufferin) project, the City is in the final stages of the Environmental Assessment study phase. The Detailed Design phase is planned to begin in 2023 with construction anticipated in 2027, subject to funding availability and other factors. Regards,	Complete
48	4-Oct-21	Phone Call	Inquiry about the project, including anticipated changes, its anticipated completion date and future phrases.			It was very nice speaking to you this morning. You can be reached at [Phone Number Redacted] and at this email. We spoke as a follow-up to the voicemail you left for Hilda on Friday regarding the Kirby Road Widening (Jane Street to Dufferin Street) Class Environmental Assessment (EA) Study. You were not previously aware of the EA study but were forwarded the information. You are interested in moving to the area and wanted to have a general understanding of the project and anticipated timelines. The following summarizes key points from our discussion: -The Kirby Road Widening EA study is a planning study to identify transportation improvements to the Kirby Road corridor between Jane Street and Dufferin Street. A public information centre (PIC) was held in June 2021 to share the EA study recommendations with the public for review and comment. The PIC design plans of the proposed recommendations are posted to the City's project website. To view them please visit the project website (www.vaughan.ca/kirbywidening), navigate to the "Project Updates" tab, and click on "PIC Summary Report - September 10, 2021". Close to the end of the PDF document are two large design drawings, which as discussed will show you the proposed improvements and preliminary identified property impacts -The proposed improvements to the Kirby Road corridor between Jane Street and Dufferin Street include: oElimination of the jogged intersection at Jane Street and Kirby Road about a central alignment oWidening Kirby Road from two to four lanes and urbanization (curb and gutter) oActive Transportation facilities (boulevard cycle tracks adjacent to sidewalks in each boulevard), streetscaping and illumination oUnderpass (Kirby Road lowered under the existing rail crossing) west of Keele Street -The EA study is anticipated to be completed by the end of this year. An Environmental Study Report (ESR) will be prepared at this time which is the final report prepared for the study that documents the project's decision-making rationale, consultation process and includes the supporting technical studies. The ESR will be available for public review. A Notice of Study Completion will be issued in the local newspaper and to those on the study mailing list, and a link will be provided for the public to access the ESR. As requested we will add you to the email project mailing list so that you can receive project updates and the Notice of Study Completion. -Following completion of the EA study, the City will initiate the Detailed Design and Construction phases of the project. During the Detailed Design phase, the preliminary property impacts identified from the EA study will be reviewed, refined and finalized. During Detailed Design, formal property negotiations will take place. Based on the City's latest timing, construction of improvements is anticipated to begin in 2026. If you have any additional questions please reach out to Hilda Esedebe, the City's Project Manager, and she can forward them along to the team as required. Thanks,	Complete

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
49	23-Nov-21	Meeting	Meeting Purpose: The purpose of the meeting was to discuss the project team's technical review of the property owner's (sketch) modification to the proposed central re-alignment option at the Jane Street and Kirby Road intersection, which was developed to minimize property impacts to the subject site.	9-Feb-22	Email	Meeting minutes were distributed by the project team to meeting attendees.	Complete
50	8-Dec-21	Meeting	Meeting to convey anticipated impacts of the Kirby Road Widening to owners of impacts private properties and discuss next steps.	11-Feb-22	Email	Meeting minutes were distributed by the project team to meeting attendees.	Complete
51	9-Feb-22	Phone Call	Inquiry about the project				Incomplete
52	1-Mar-22	Email	<p>Thank you for the note. I was away and just had a chance to review this now...</p> <p>The ownership and property boundaries of [redacted] is totally different then [redacted] . There are 3 unique owners on North-side of Kirby between Dufferin and Keele. [redacted] on the west, me in the middle and another owner on the east.</p> <p>As mentioned on the call, we have a gate where you plan to expropriate land. We also have a big incline to get to the house and the current area where the driveway incline decreases makes our road just safe enough to use. Cutting this "landing" area is going to be an issue for the road safety in the winter and we may need to do a whole re-design to ensure incline is manageable and safe. Thus we are receiving your materials and listening but ultimately we will consult with our engineers, landscape designers and lawyers to determine design as it relates to the inside of our property including gates, safe road inclines, etc. and of course the compensation related to achieving this and the land you may need to acquire to carry out your plan.</p>				Incomplete
53	23-Feb-22	Meeting	Meeting to convey anticipated impacts of the Kirby Road Widening to owners of impacts private properties and discuss next steps.	9-Mar-22	Email	Meeting minutes were distributed by the project team to meeting attendees.	Complete
54	3-Mar-22	Meeting	Meeting to convey anticipated impacts of the Kirby Road Widening to owners of impacts private properties and discuss next steps.	7-Mar-22	Email	Meeting minutes were distributed by the property owner to meeting attendees.	Complete
55	31-May-22	Meeting	Meeting to convey anticipated impacts of the Kirby Road Widening to owners of impacts private properties and discuss next steps.	1-Jun-22	Email	Meeting minutes were distributed by the property owner to meeting attendees.	Complete
56	2-Jun-22	Meeting	Meeting to convey anticipated impacts of the Kirby Road Widening to owners of impacts private properties and discuss next steps.	6-Jun-22	Email	Meeting minutes were distributed by the property owner to meeting attendees.	Complete

Last Updated: 6-Jun-22