



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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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 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.
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	
		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.	Minimizing adverse impacts to existing neighborhoods has been considered as part of the evaluation under the following criteria: <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>

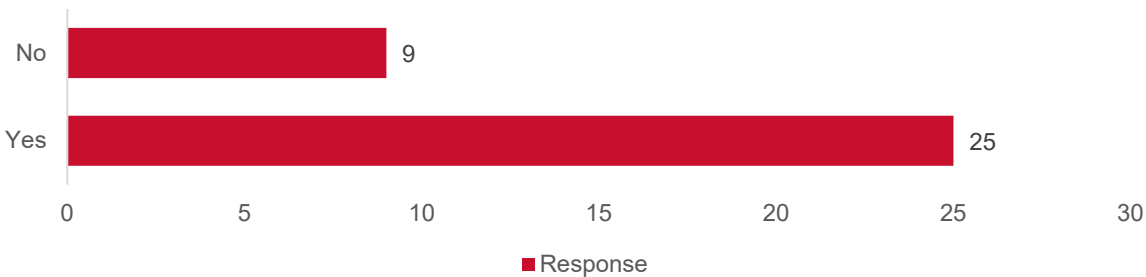
Category	Comments	Project Team’s Response
	<p>Impact on natural habitat (deer, foxes, migrating birds will be terrible) as well as water quality on North Maple Park with increase oil and other toxins spilling into ravine.</p>	<p>Following the PIC, the Recommended Design will be reviewed against the comments 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>
Speed	<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>
Truck Restrictions and Noise	<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.

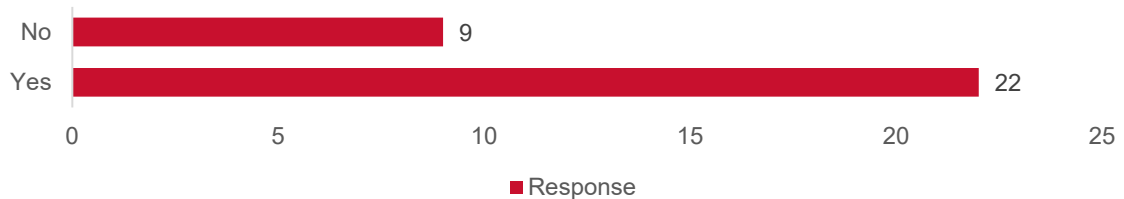
Category	Comment	Project Team Response
Not supportive	No need - cyclists already use the road with no issues. This project does not need to happen. The widening of the road will increase car speeds and put pedestrians and cyclists at risk.	<p>The recommended facilities for pedestrians and cyclists (cycle 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.



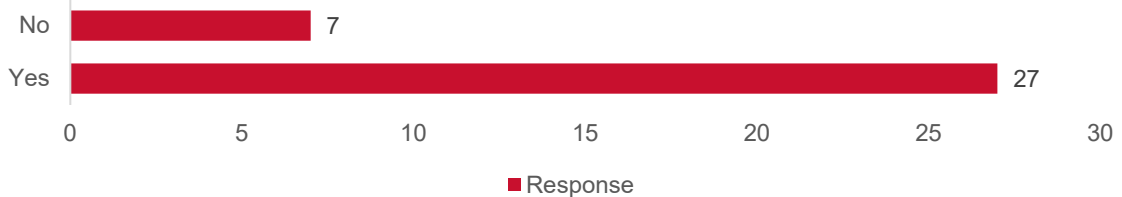
The comments received and project team’s responses are summarized as follows.

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.



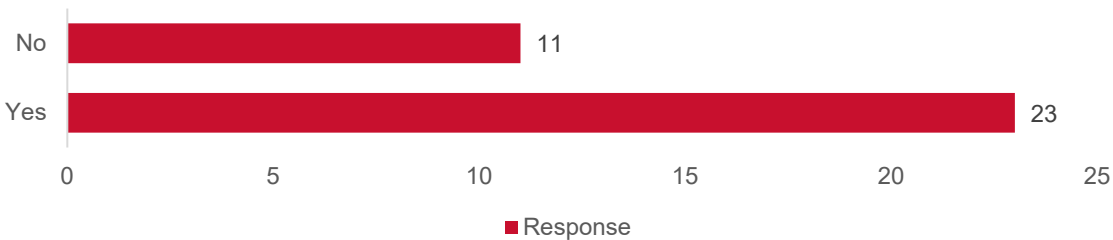
The comments received and project team’s responses are summarized as follows.

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

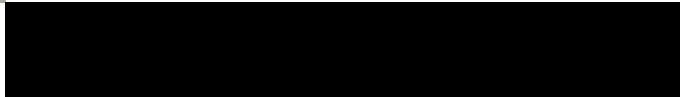
20h Reply

██████████ 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.

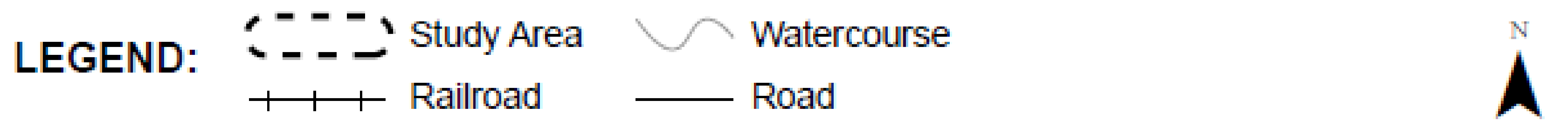
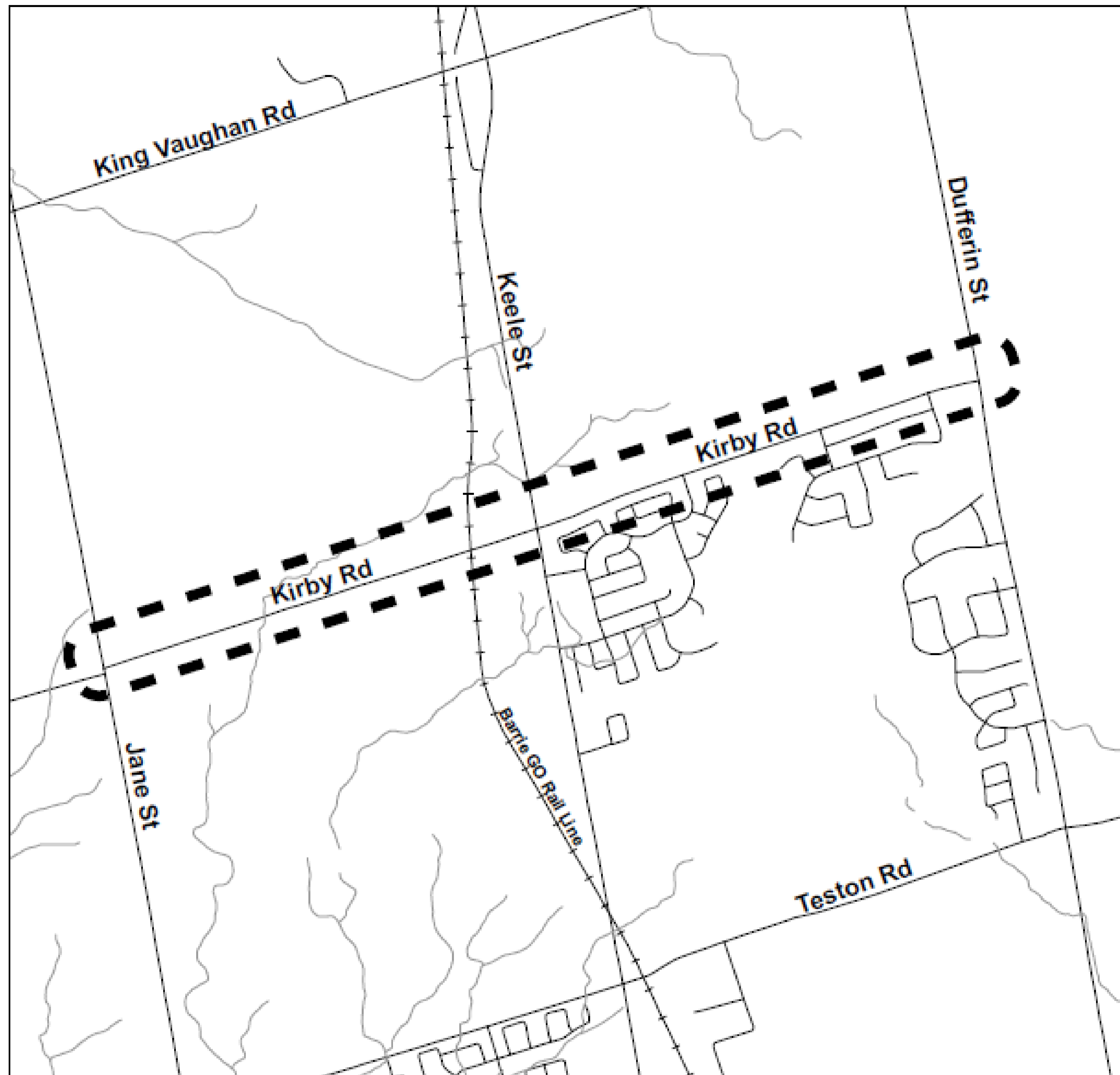
How to Navigate

- 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



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



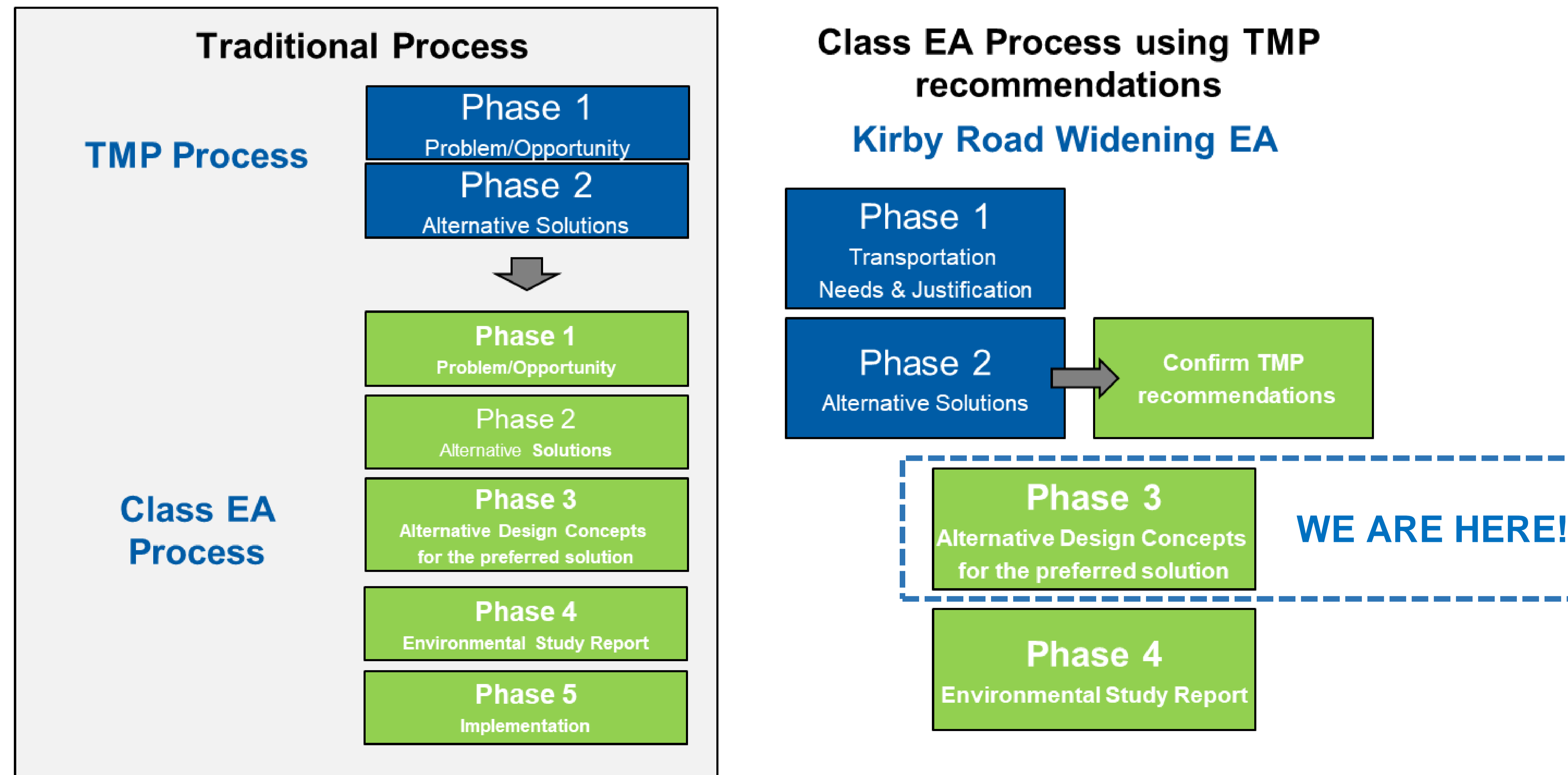
Provide input on the findings and the preferred Alternative



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).

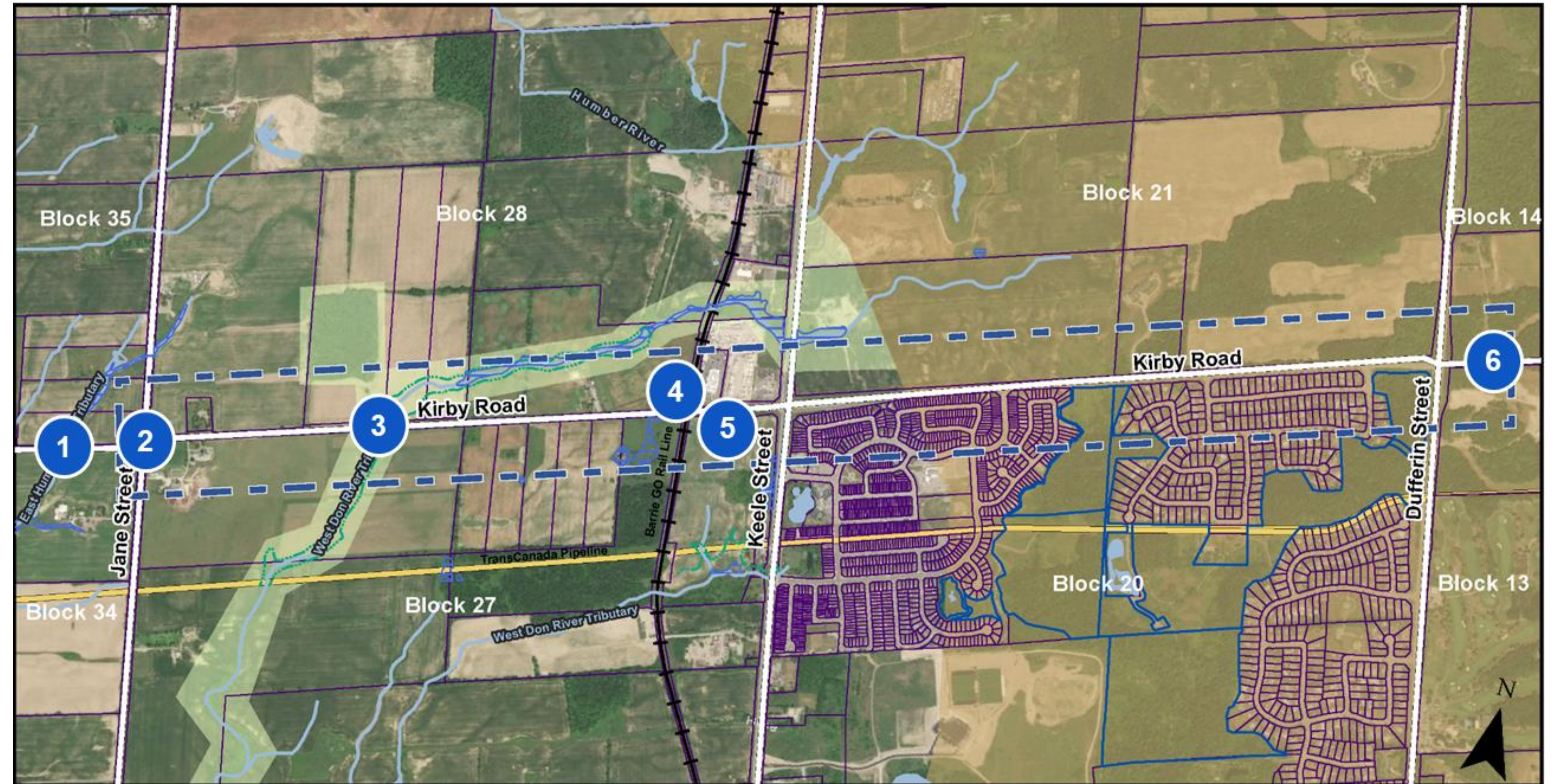
The Kirby Road Widening EA incorporates the Transportation Master Plan (TMP) process and recommendations which differs from the traditional Municipal Class EA process.



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 Labels: Kirby Road, 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, Overall Study Area, Study 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

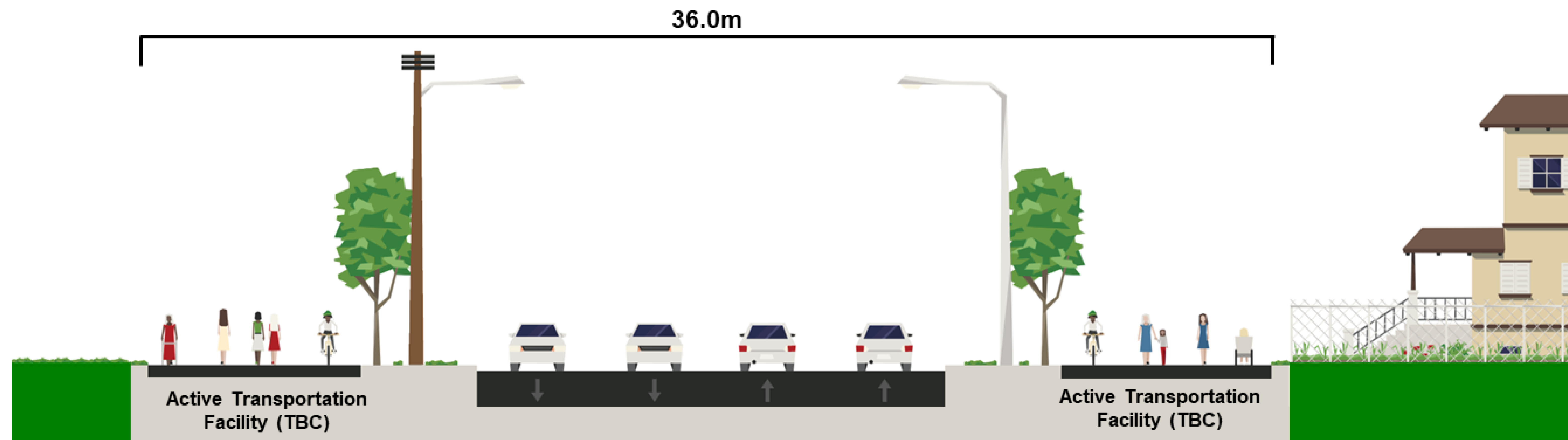
Transportation Master Plans Recommendations

TMP – Phase 2 Preferred Solution



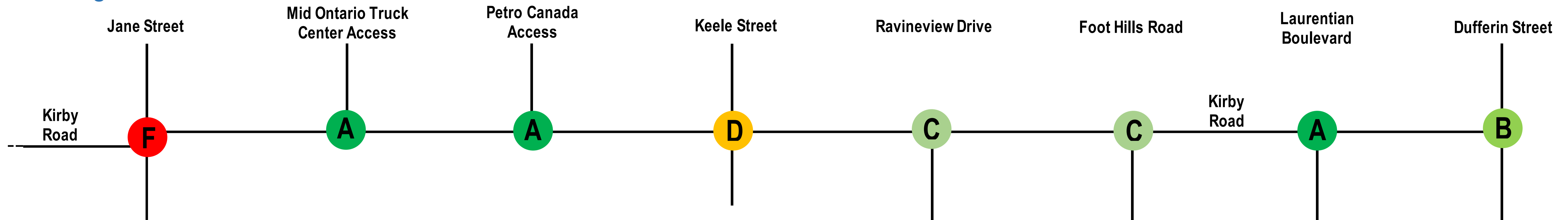
Selected a **Preferred Solution** for the Kirby Road Widening corridor

- 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)

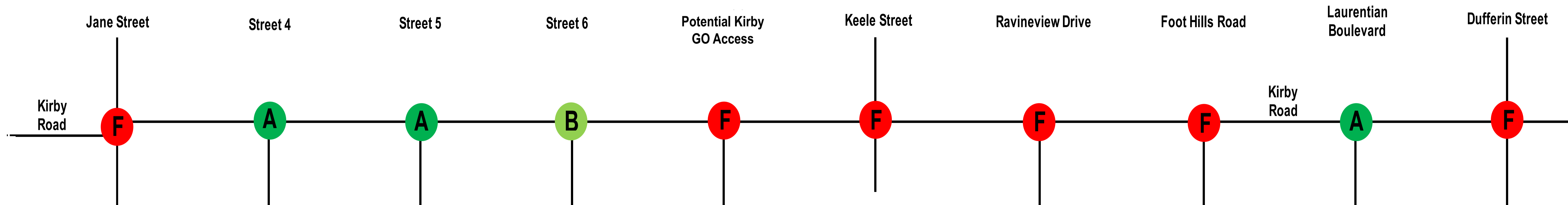


Transportation Findings and Recommendations

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)

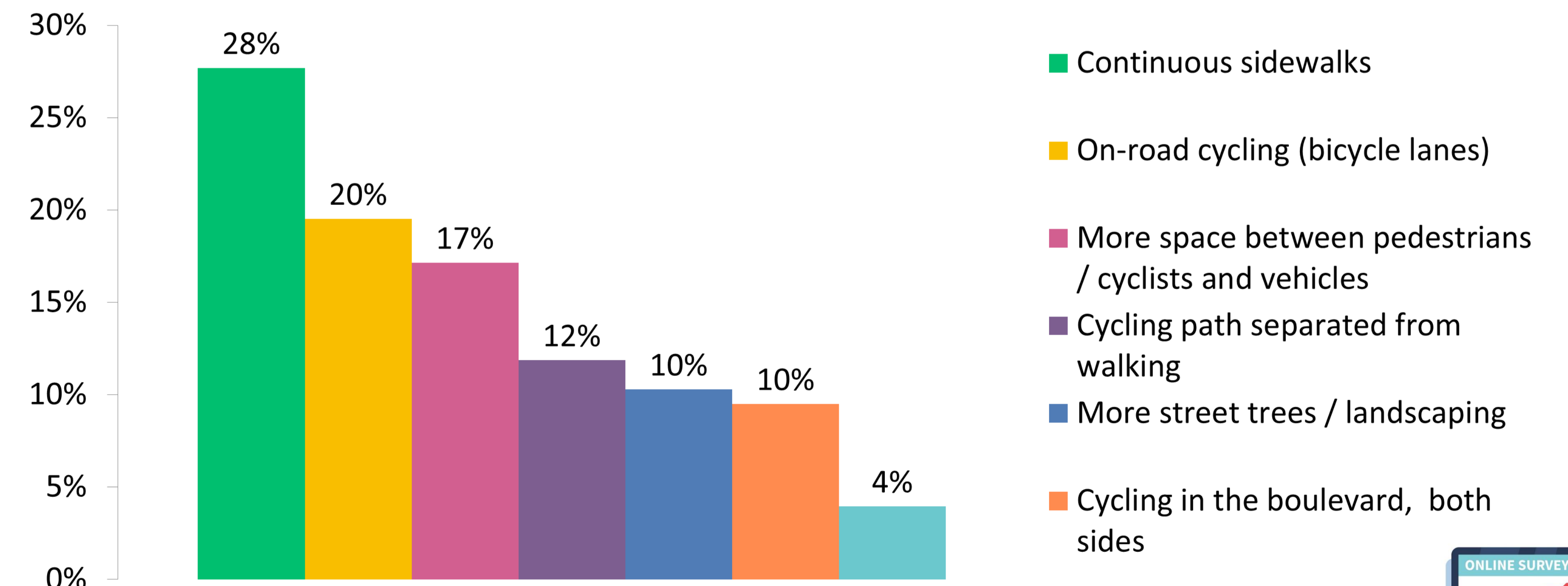
- Online Survey#1

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



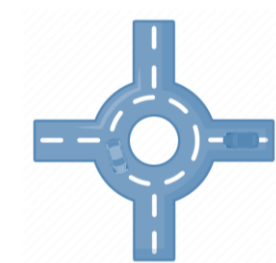
No physical separation from vehicles

→ 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

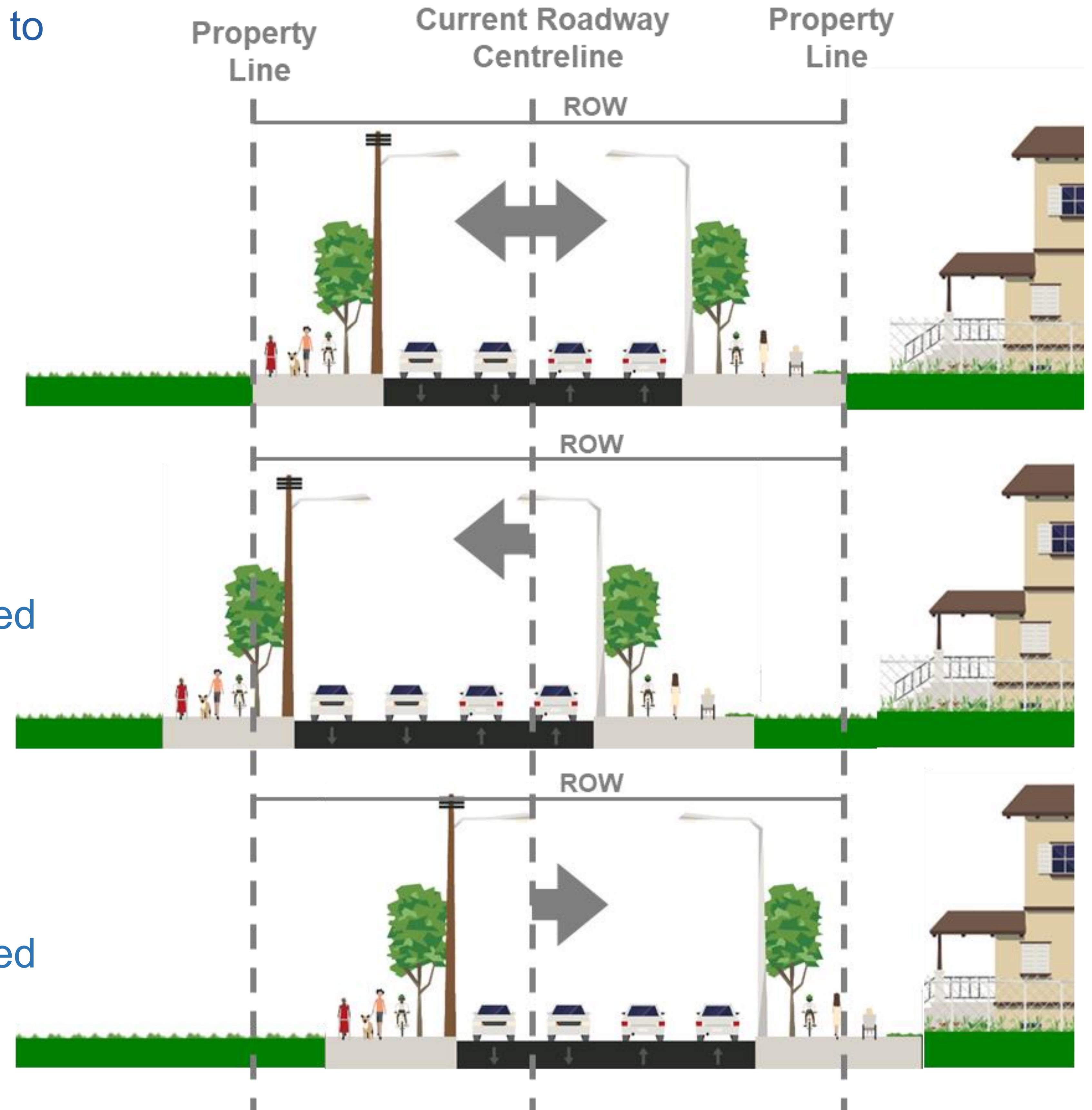
Provide additional lanes to both sides of the street to balance the impacts on both sides of Kirby Road

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

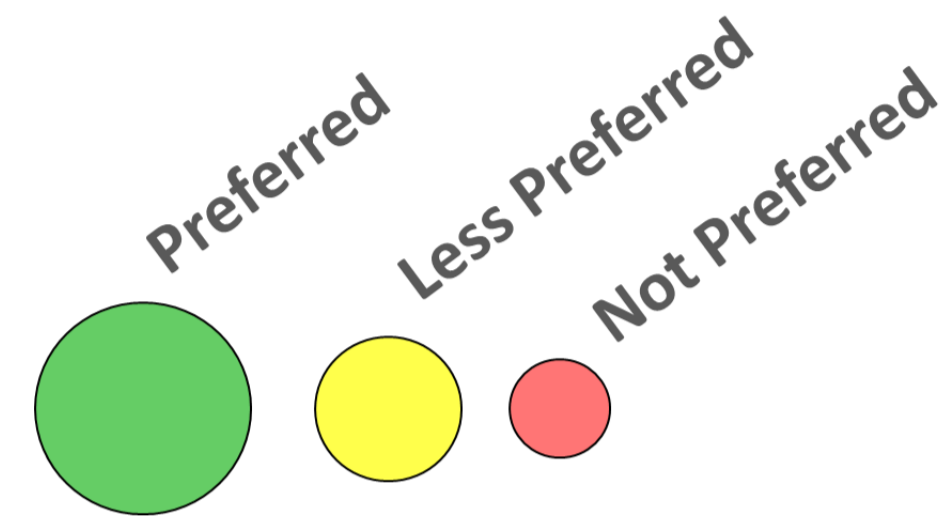
Shift road centreline so additional lanes and associated impacts occur on the south side of Kirby Road



Evaluation of Alternative Designs

(Widening)

Legend



Transportation Service

Social Environment

Infrastructure Design and Economic Environment

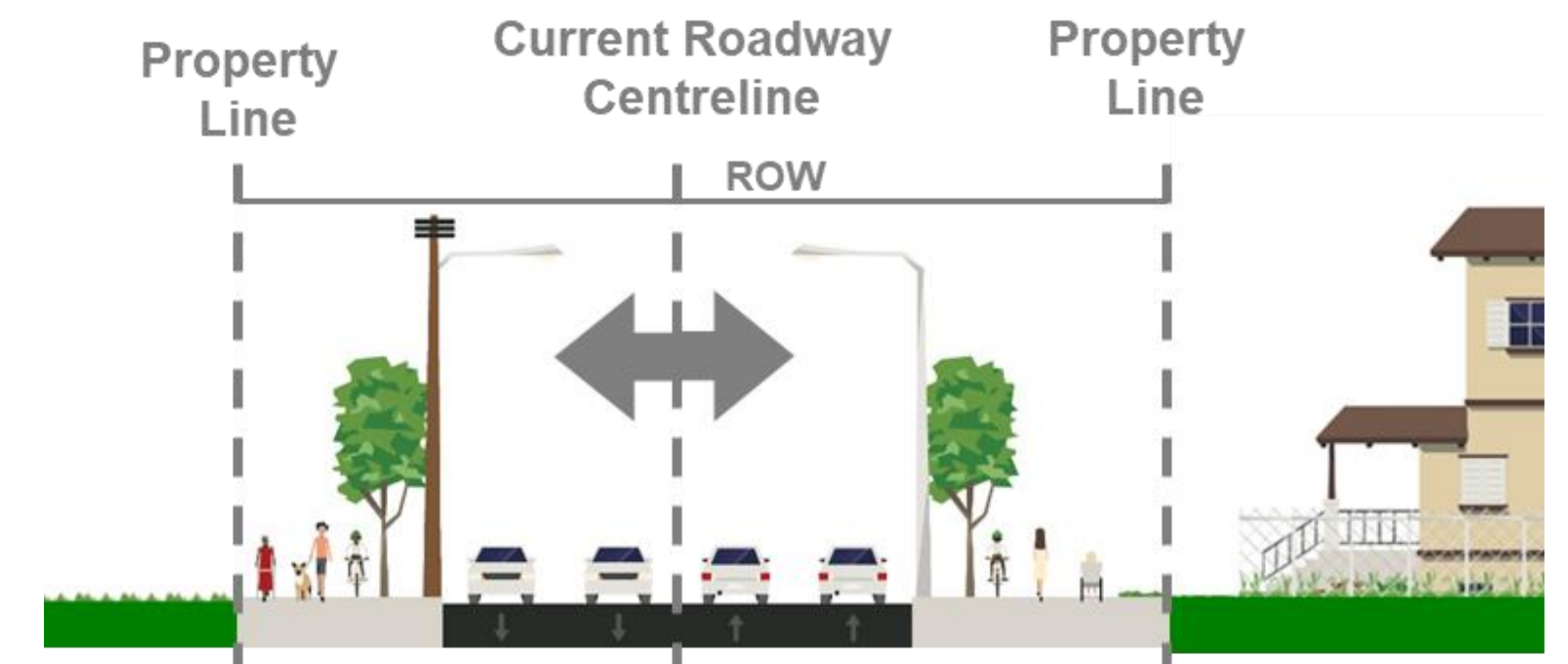
Natural Environment

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.

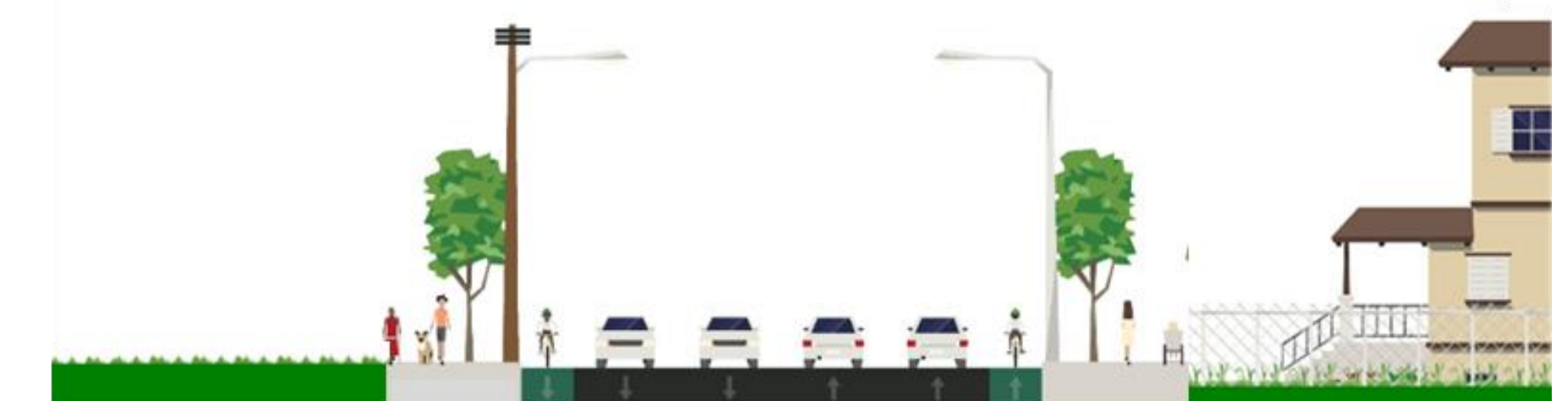
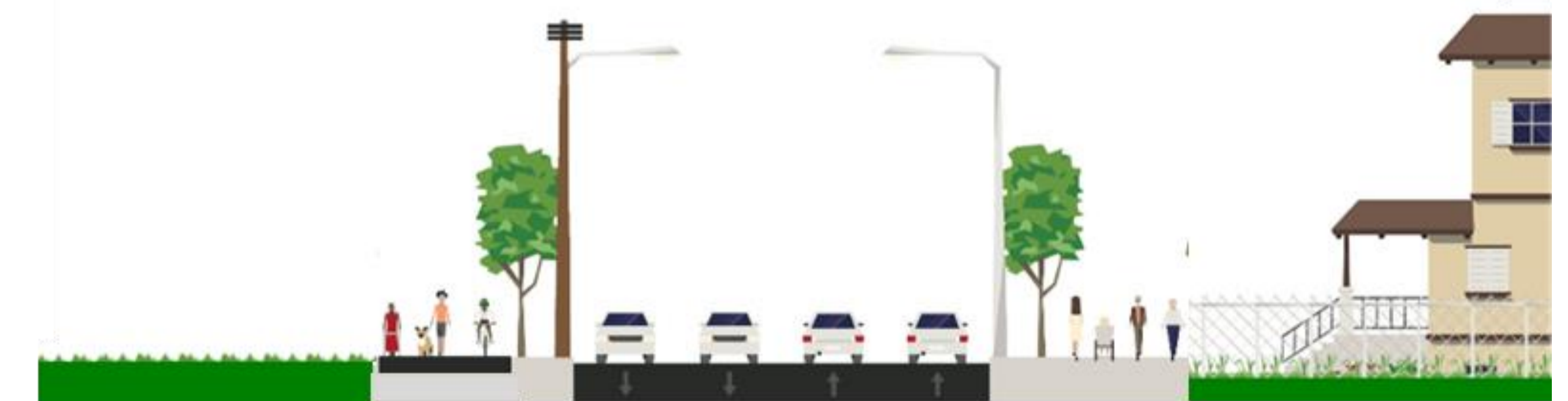
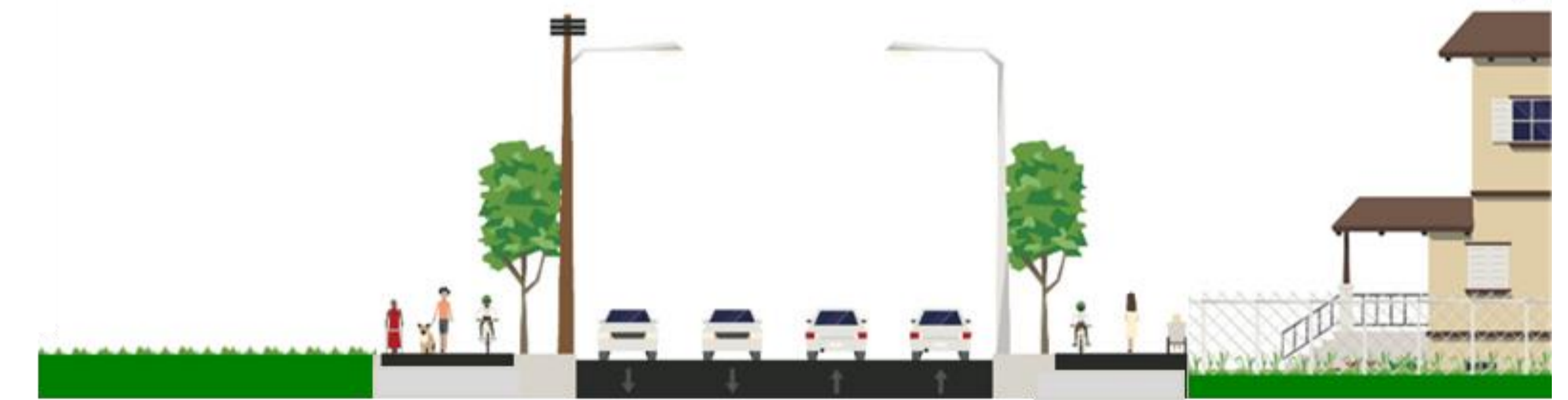
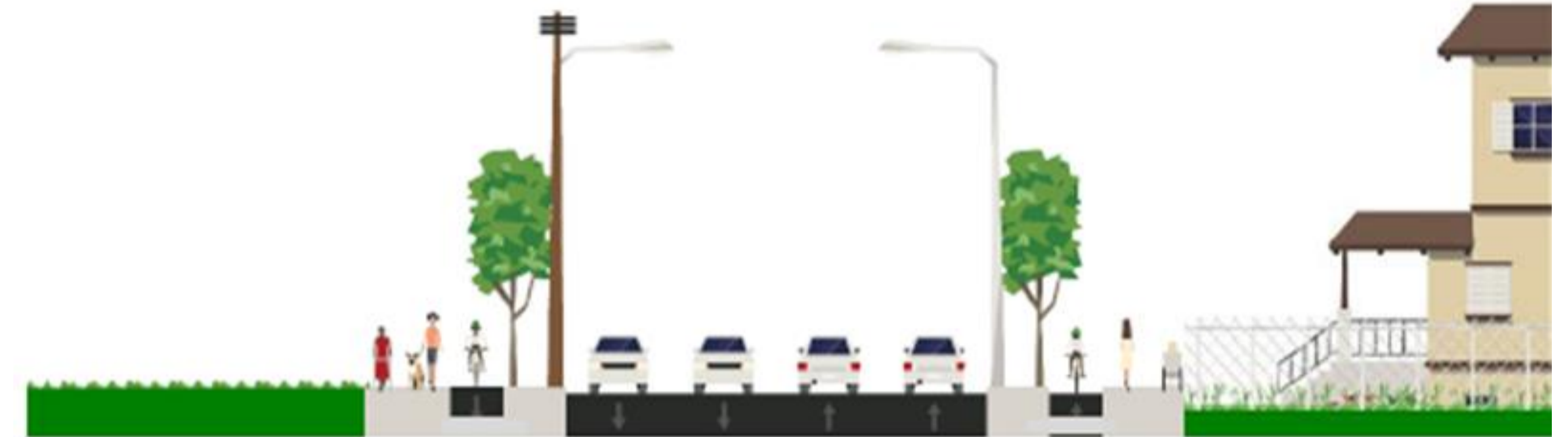
Carried Forward

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

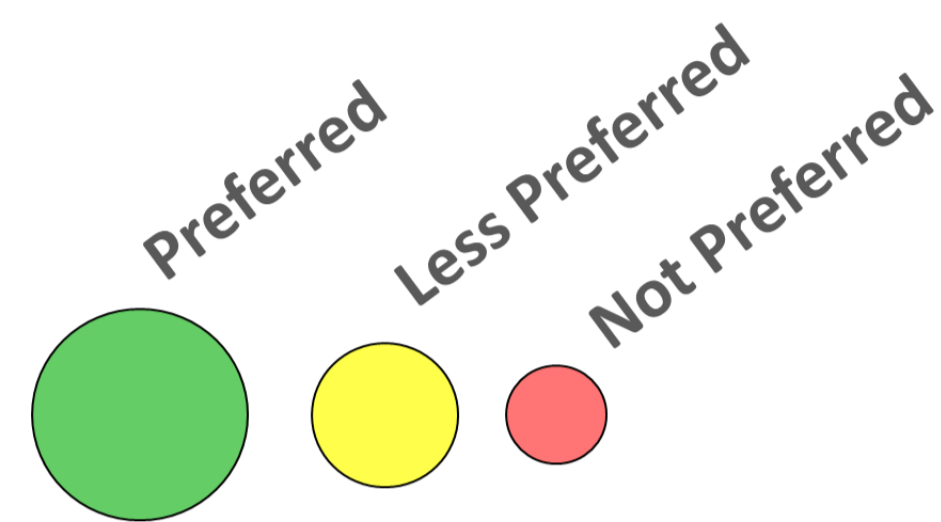


*Not supported/aligned with the Pedestrian and Bicycle Master Plan all ages and abilities framework

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		

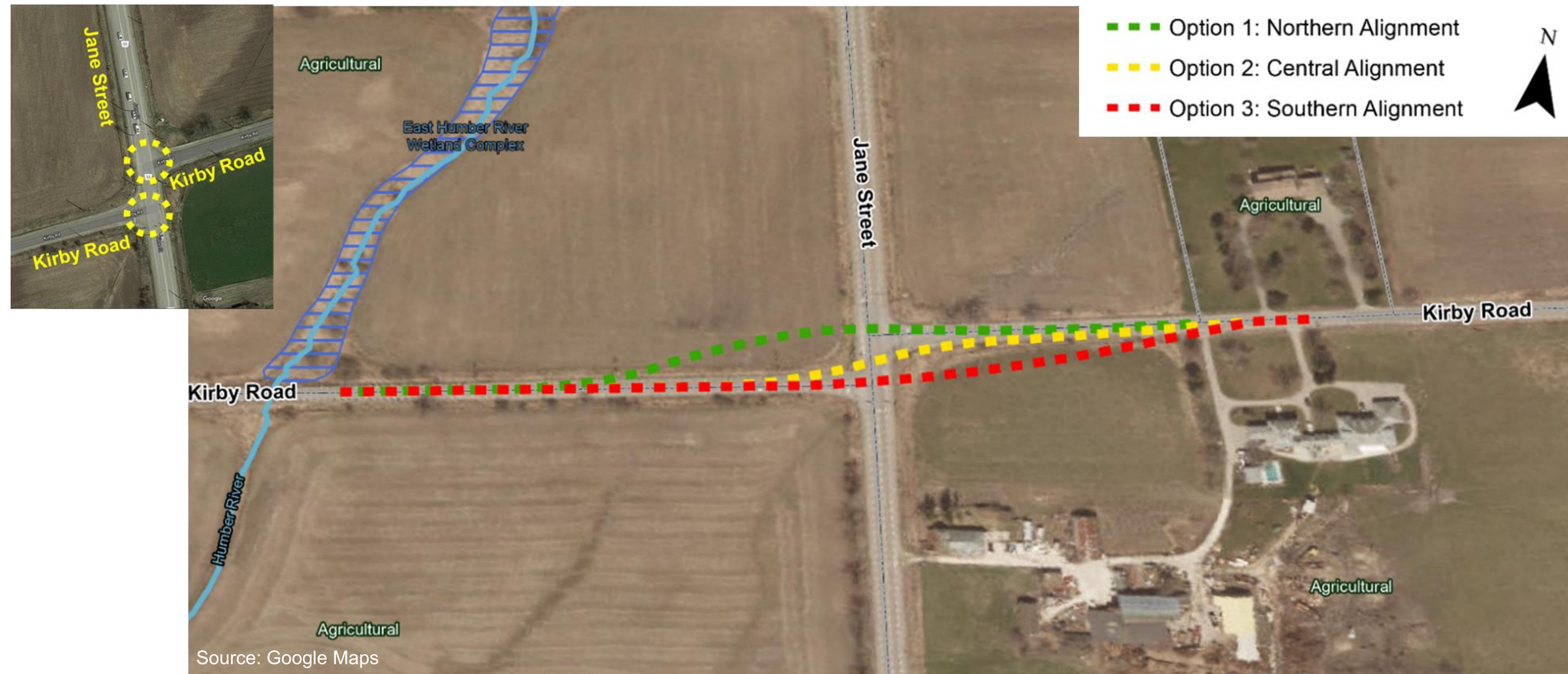
Boulevard Cycle Tracks and Sidewalks on Both Sides is recommended because it:

- 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)



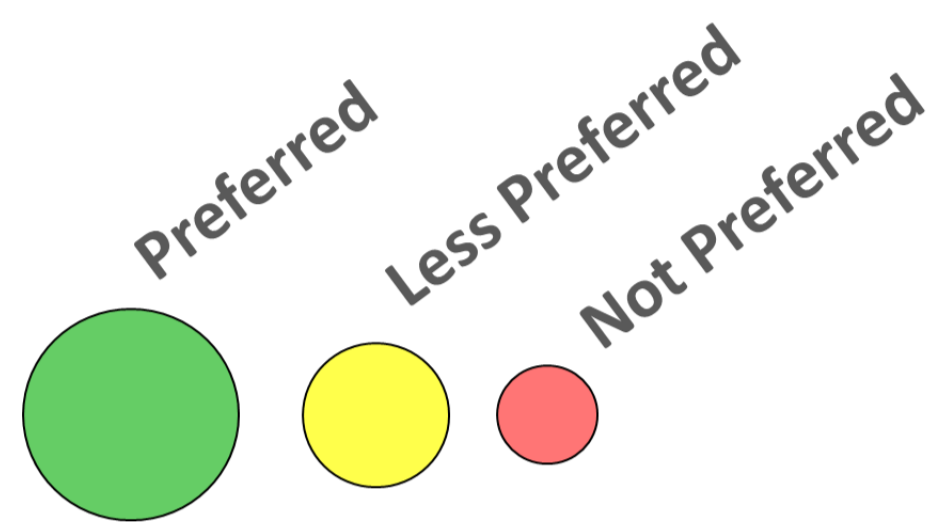
The existing jog at Kirby Road and Jane Street causes significant delay for drivers during the AM and PM peak hours. Re-aligning Kirby Road at Jane Street provides an opportunity to improve operations and accommodate other users such as pedestrians and cyclists.

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

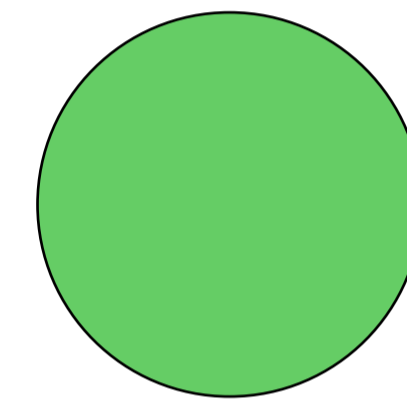
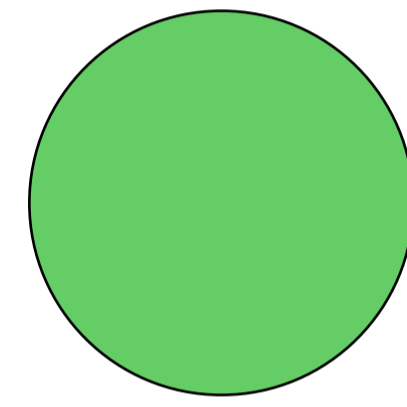
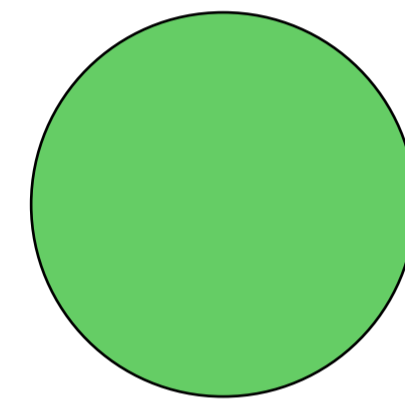


Alternative 1
Northern Alignment

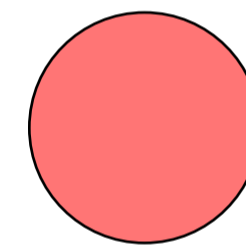
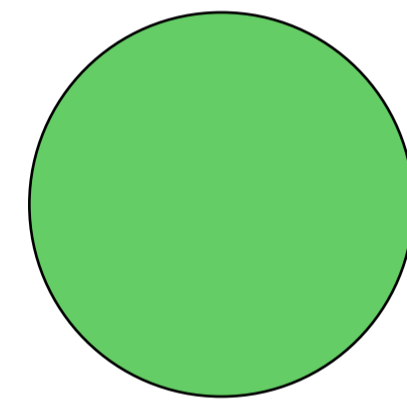
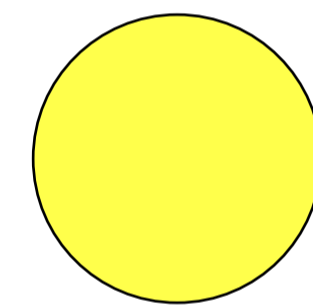
Alternative 2
Central Alignment

Alternative 3
Southern Alignment

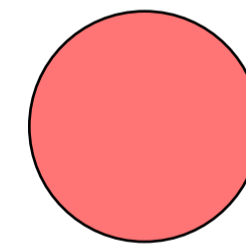
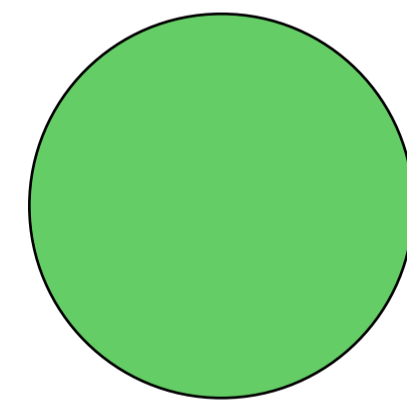
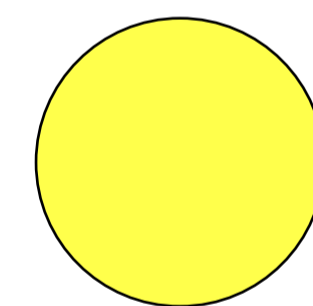
Transportation
Service



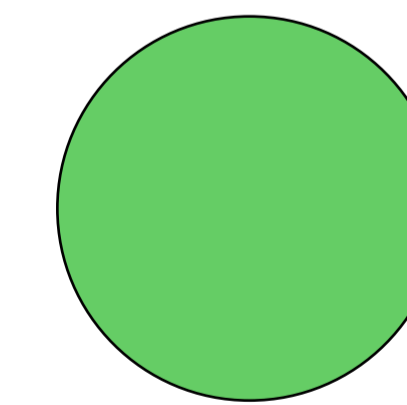
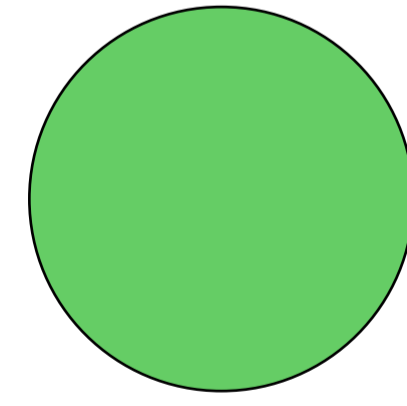
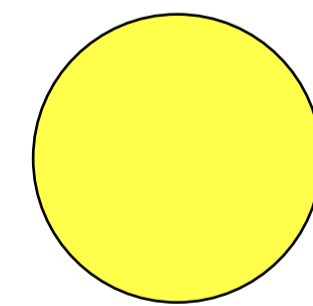
Social
Environment



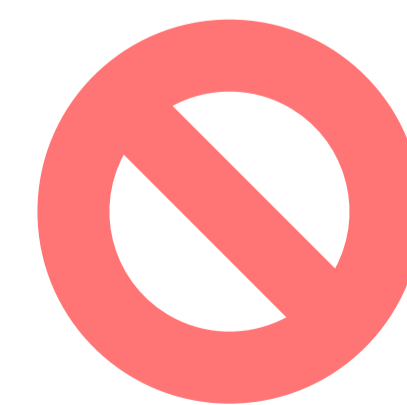
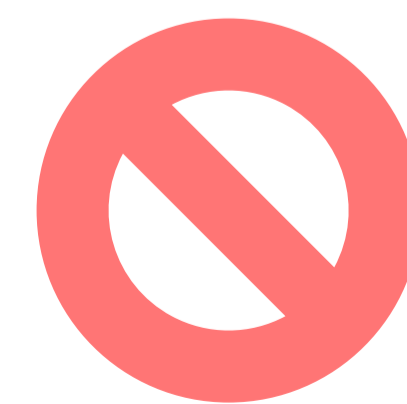
Infrastructure Design
and Economic
Environment



Natural
Environment



Summary



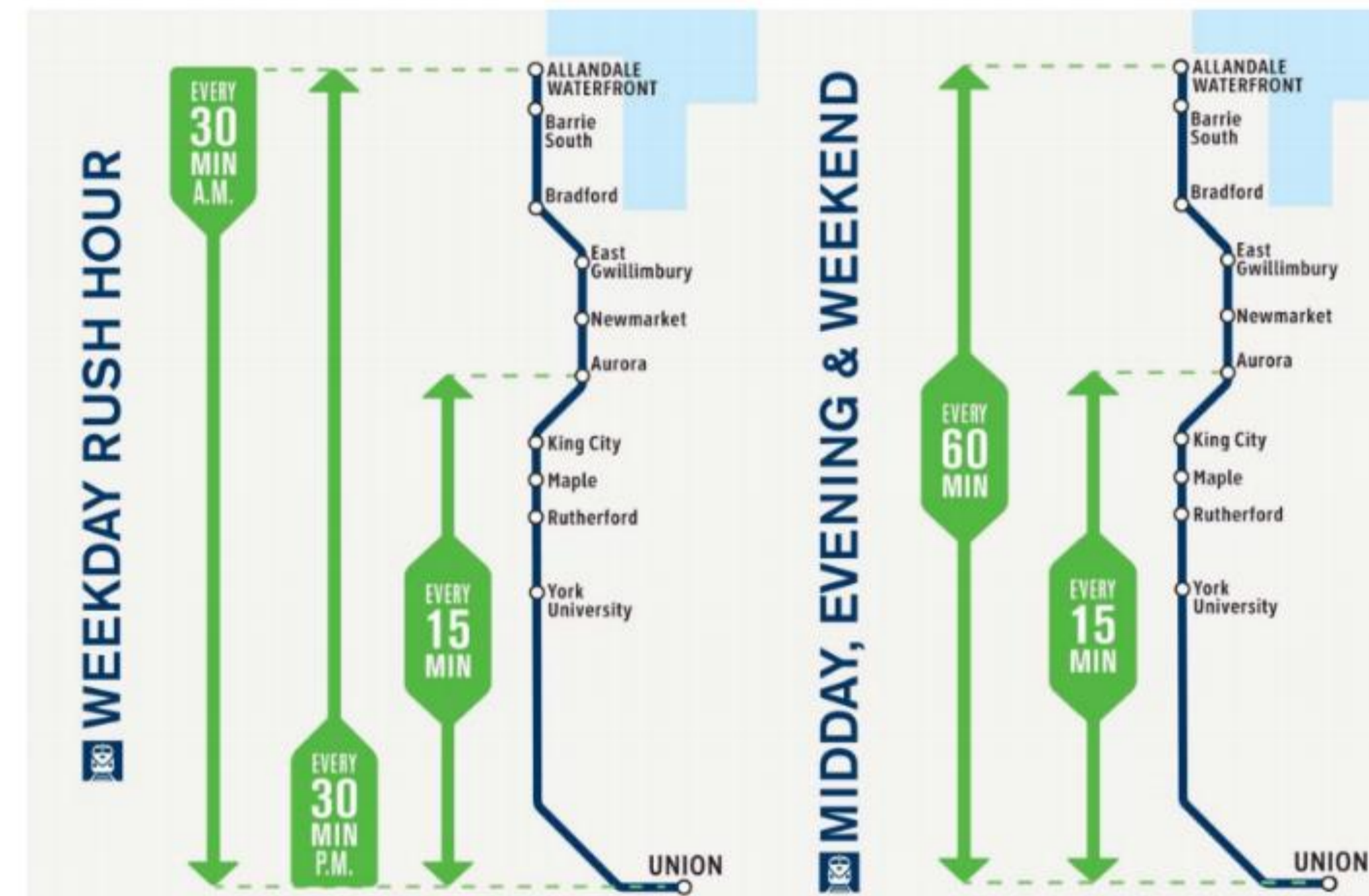
Re-align Kirby Road at Jane Street about a **Central Alignment** is recommended because it:

- 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:

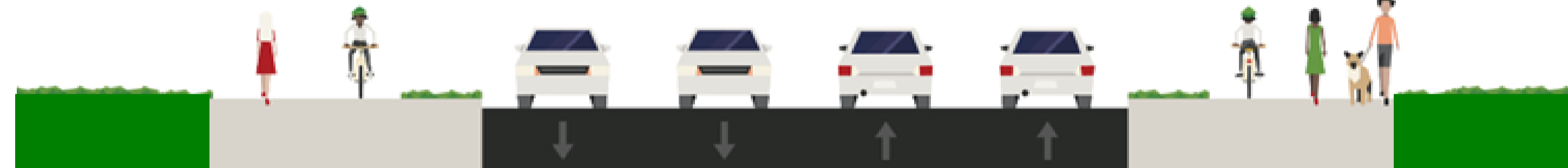
Trains up to every 15 minutes	Service in both directions	More all-day service	Faster electric trains
 EVERY 15 MINUTES			
			

Source: GO Regional Express Rail, 2016

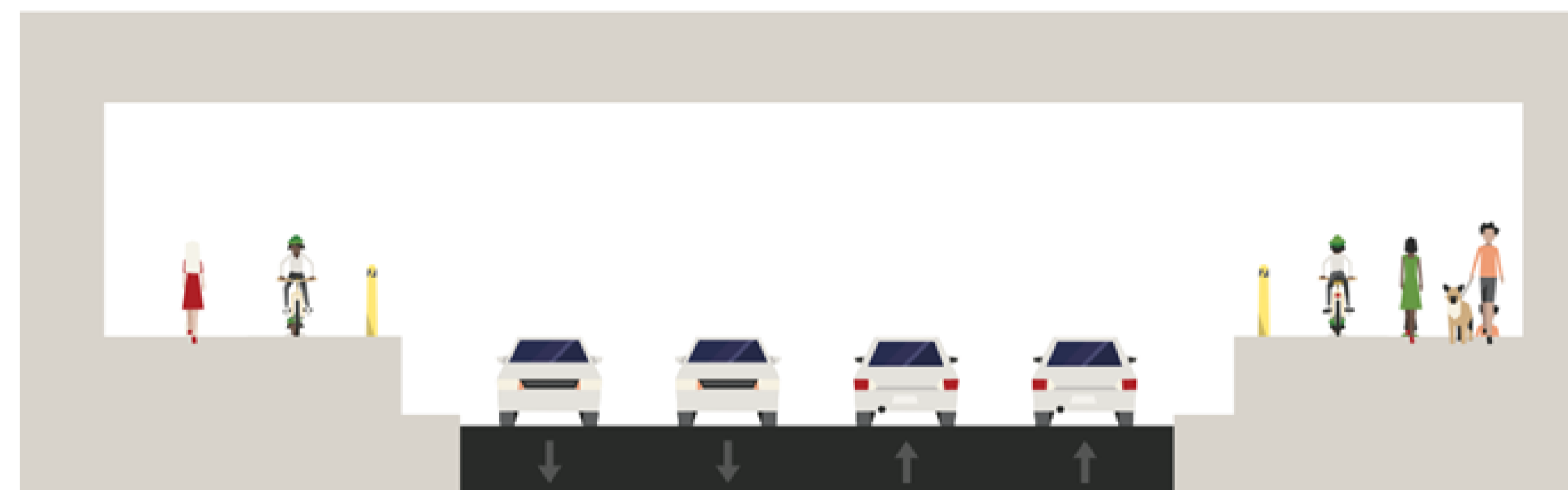
Alternative Designs (Barrie GO Rail Crossing)

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

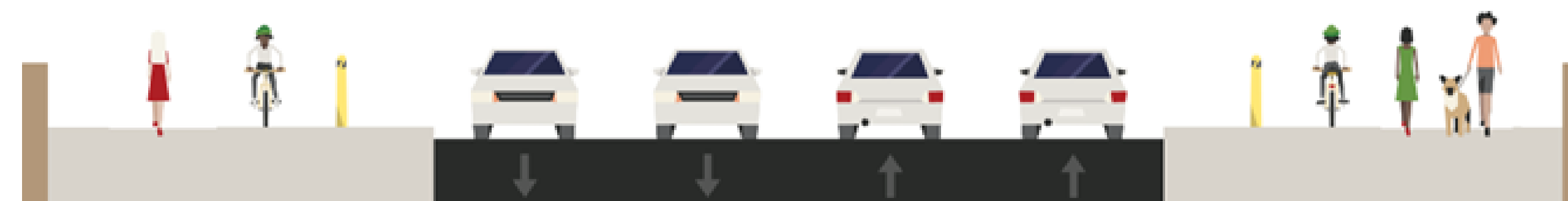
Alternative 1: At-Grade Crossing



Alternative 2: Underpass (Rail over Road)



Alternative 3: Overpass (Road over Rail)



Existing at-grade Kirby Road crossing west of Keele Street



Underpass example on Major Mackenzie Drive east of Keele Street

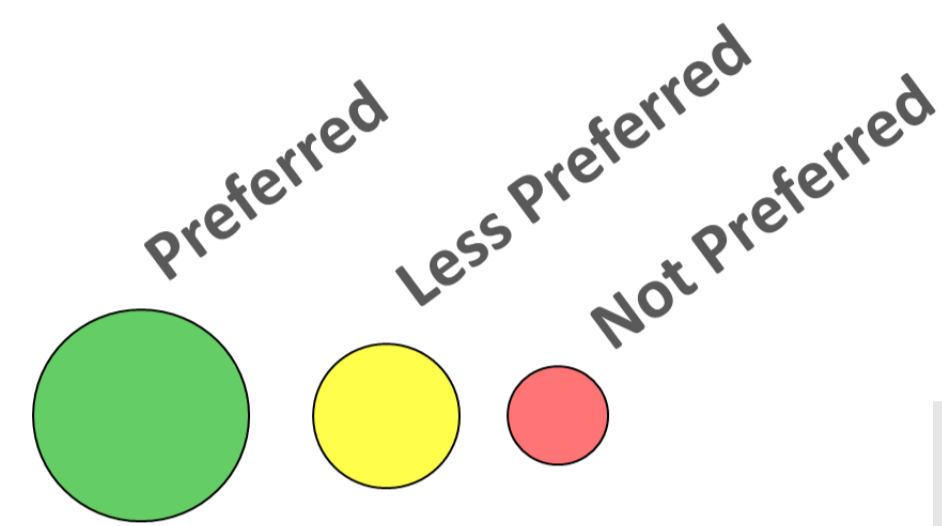


Overpass example on Bayview Avenue south of Highway 401

Evaluation of Alternative Designs

(Barrie GO Rail Crossing)

Legend



Transportation Service

Social Environment

Infrastructure Design and Economic Environment

Natural Environment

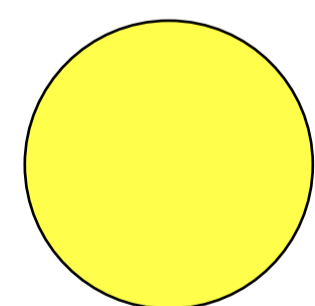
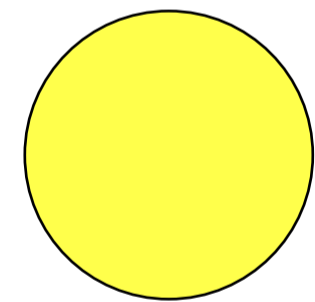
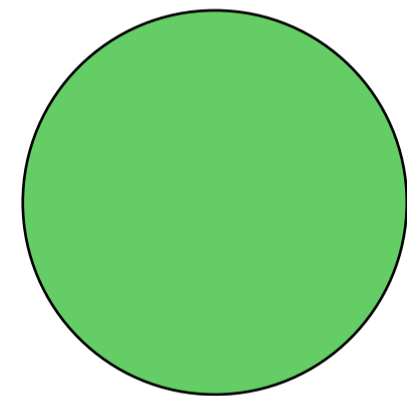
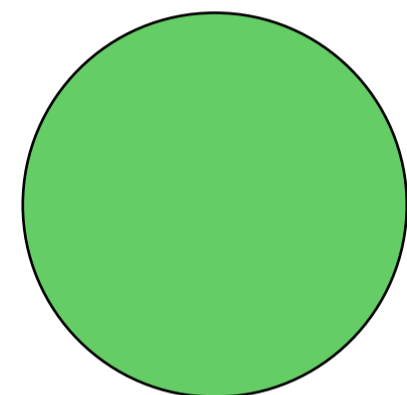
Summary

Alternative 1
At-Grade Crossing

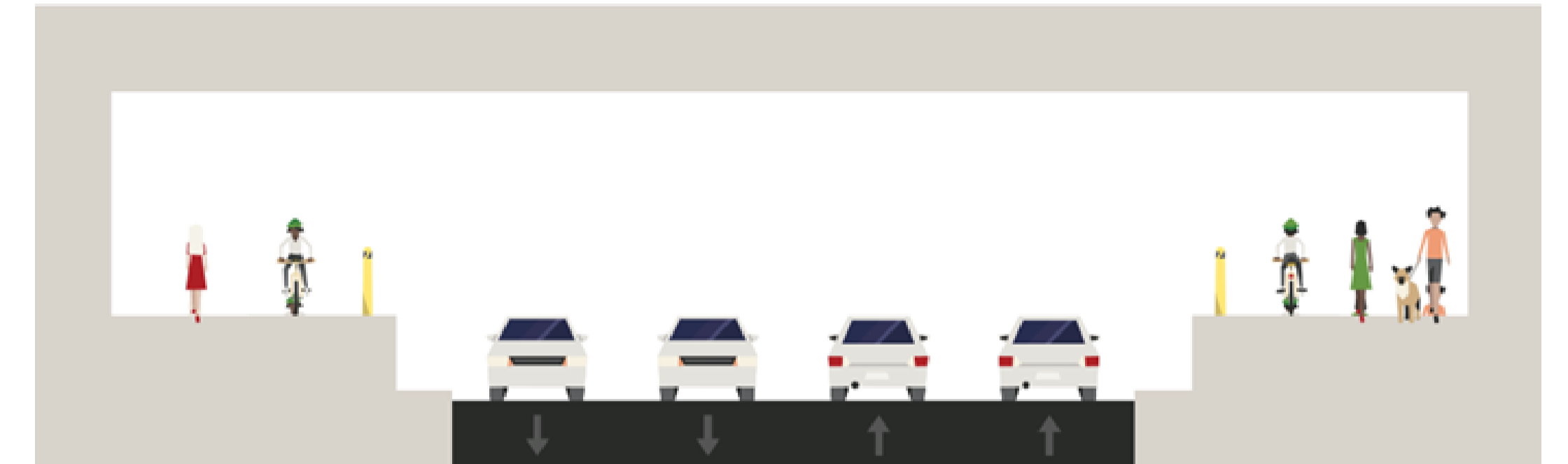
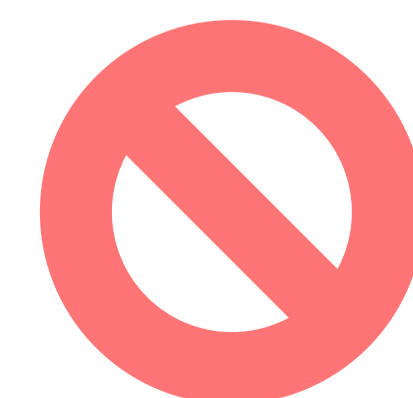
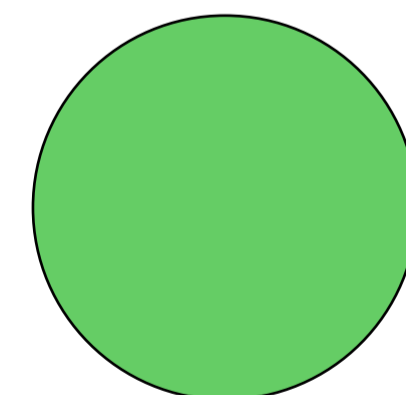
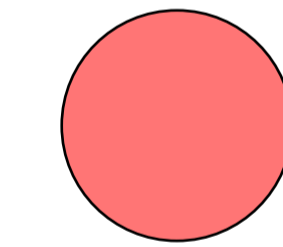
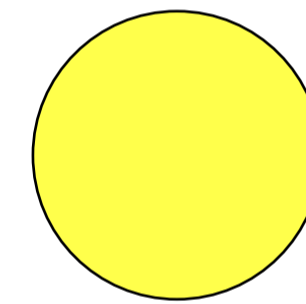
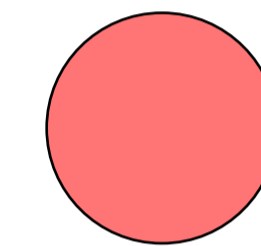
Not carried forward. Does not address problems and opportunities to address delays from increased rail service.



Alternative 2
Underpass
(Rail over Road)



Alternative 3
Overpass
(Road over Rail)

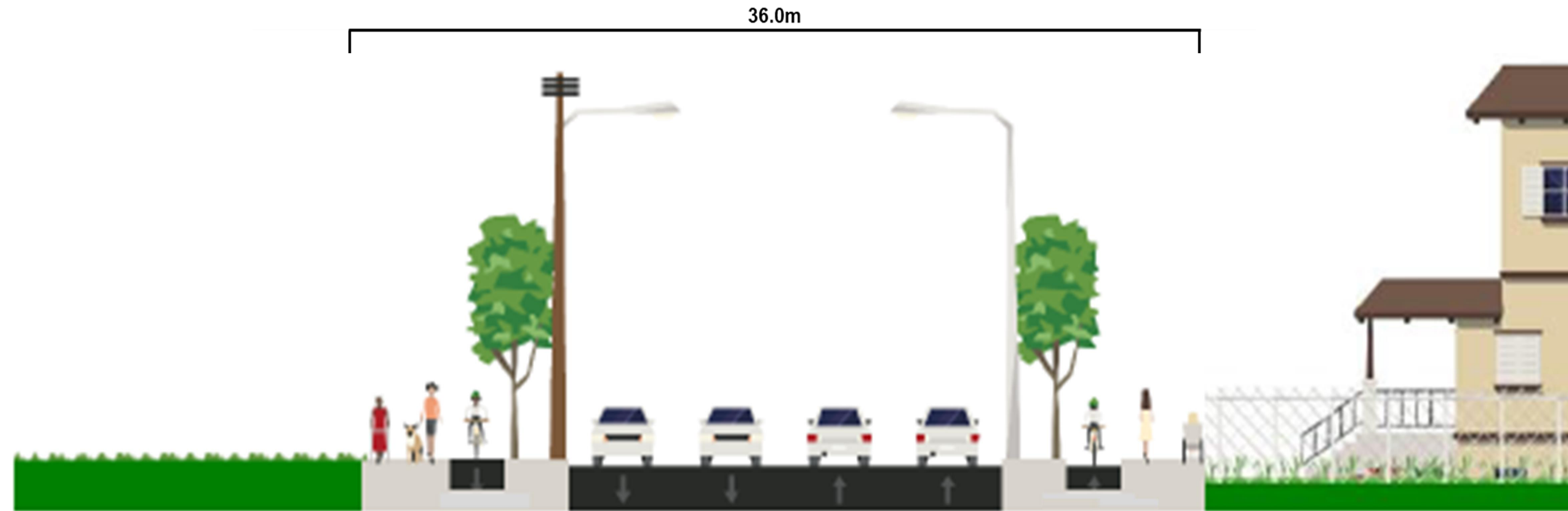


Underpass example on Major Mackenzie Drive east of Keele Street

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:

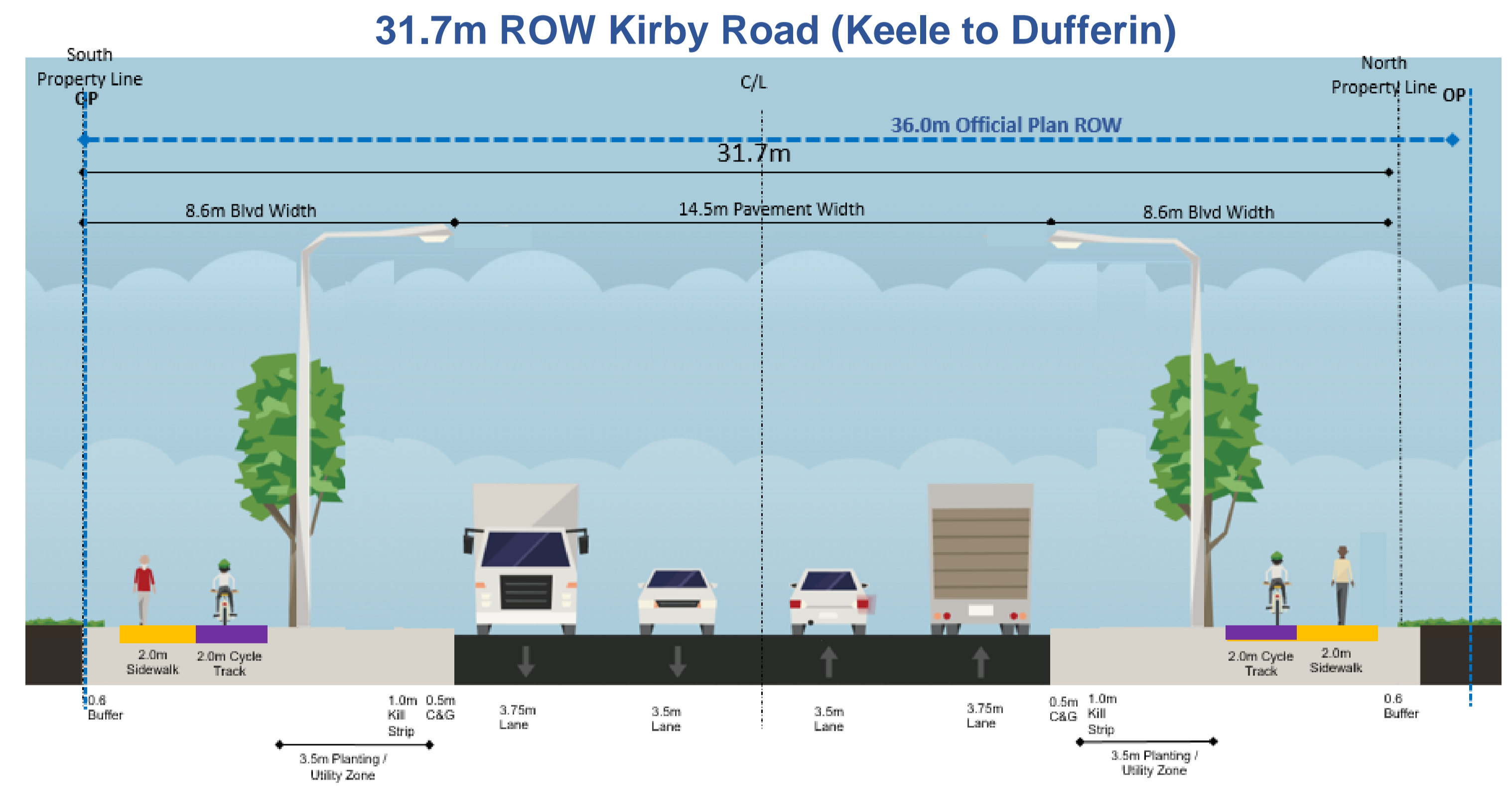
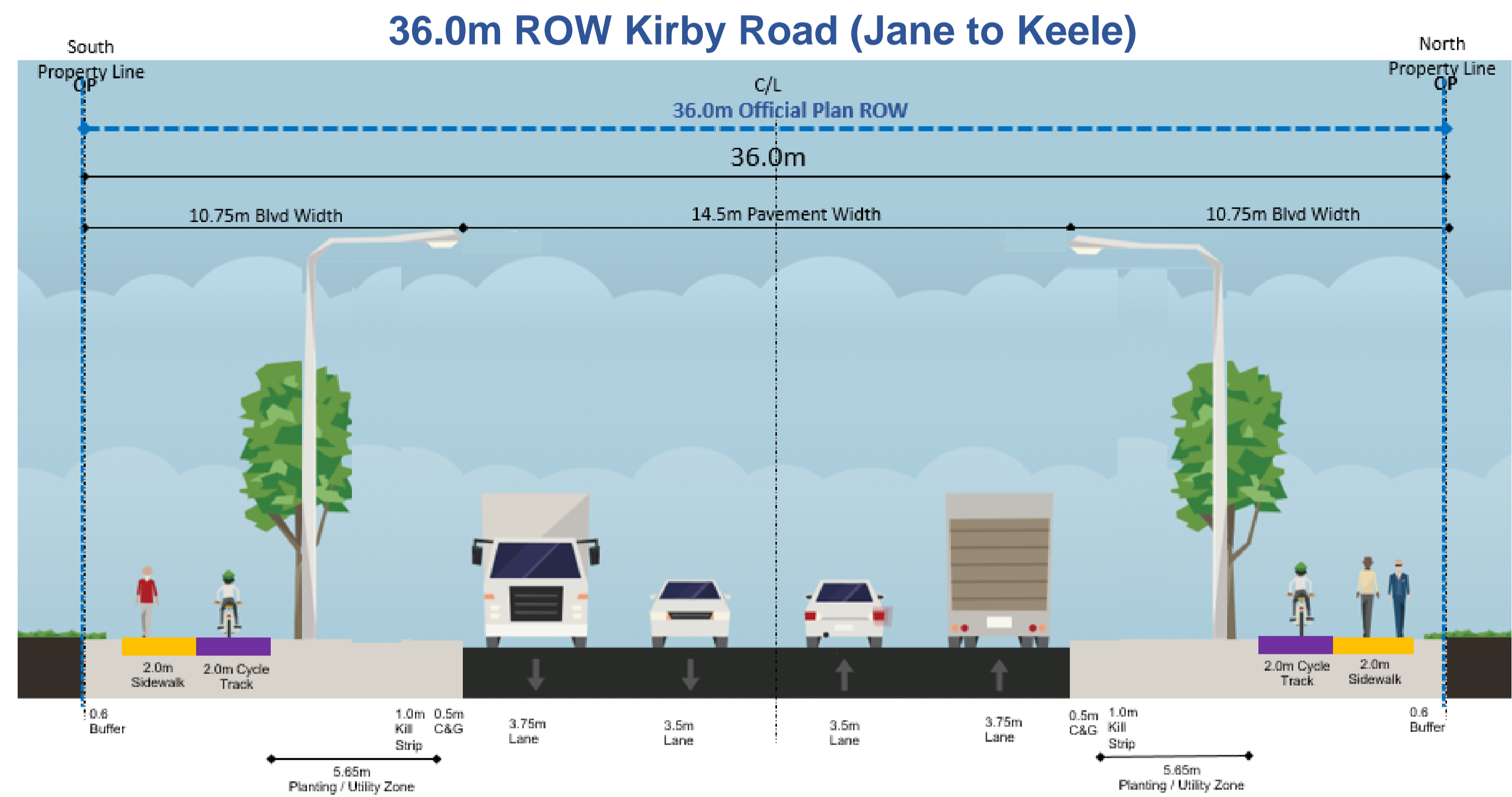
- Widen to four lanes and urbanize
- Boulevard Cycle Tracks and Sidewalks on both sides
- Crossrides at intersections
- Re-align Kirby Road about a Central Alignment at Jane Street
- Underpass at Barrie GO Rail Crossing
- Structural Modification / Replacement at West Don River Tributary
- Illumination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

Timing of Improvements:

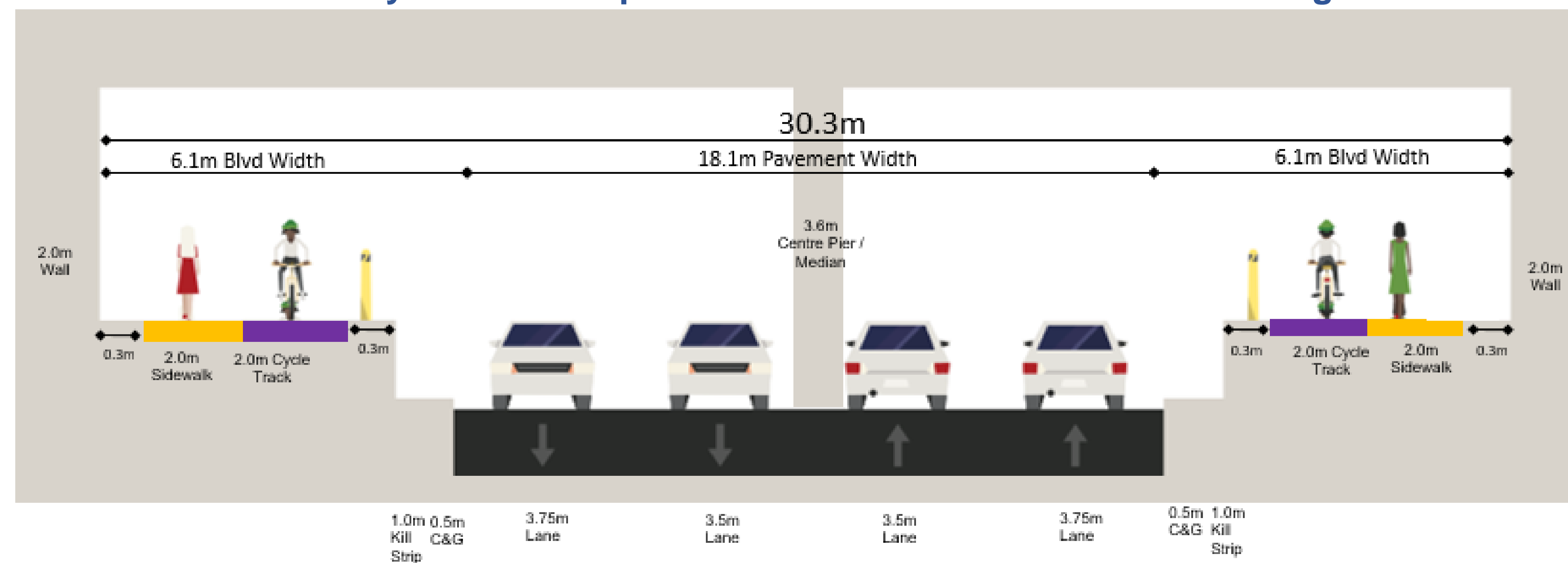
- Kirby Road Widening construction is anticipated to commence in **2026** following detailed design.

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



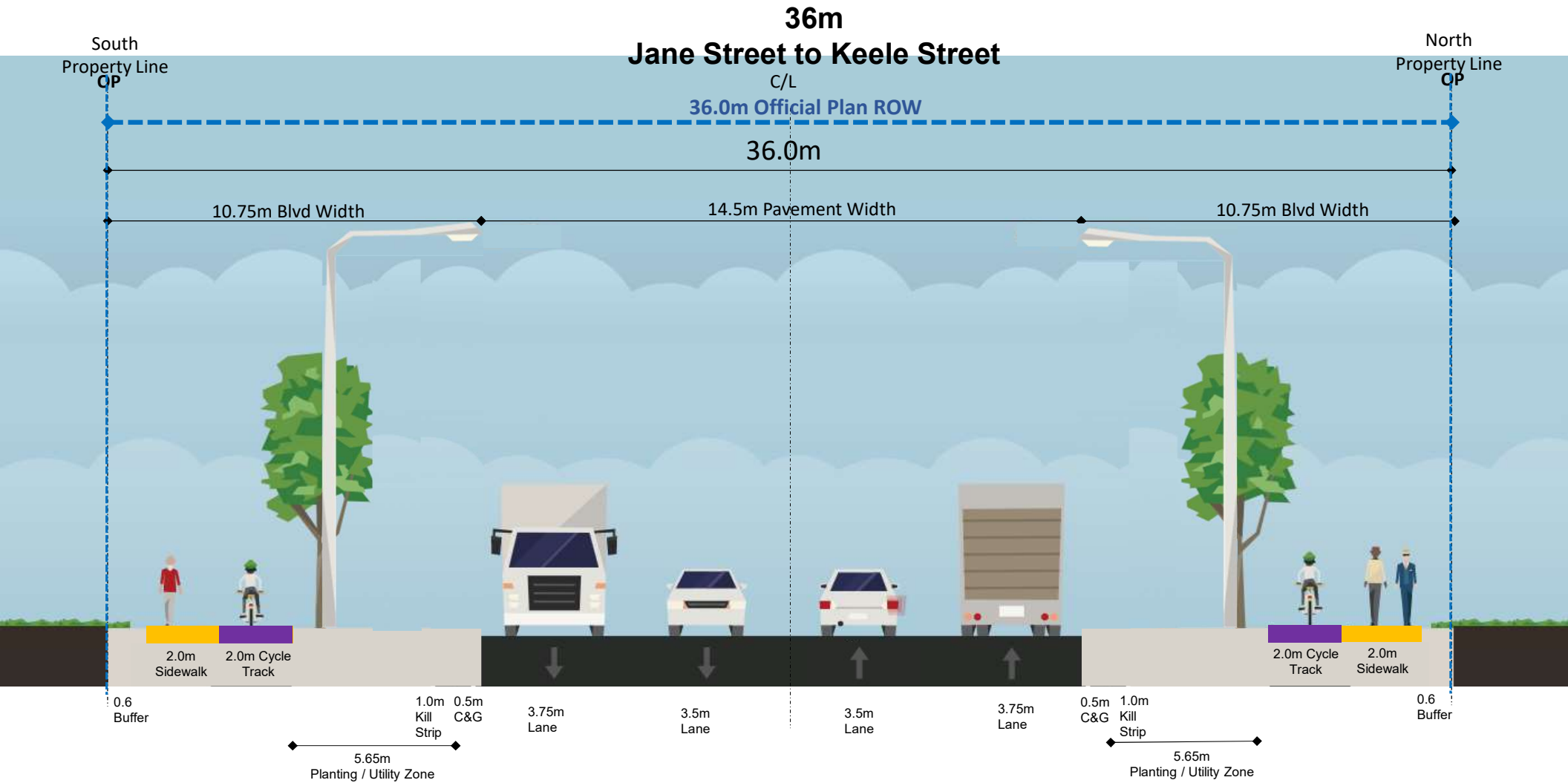
Request to join the Study Mailing List



Thank You!



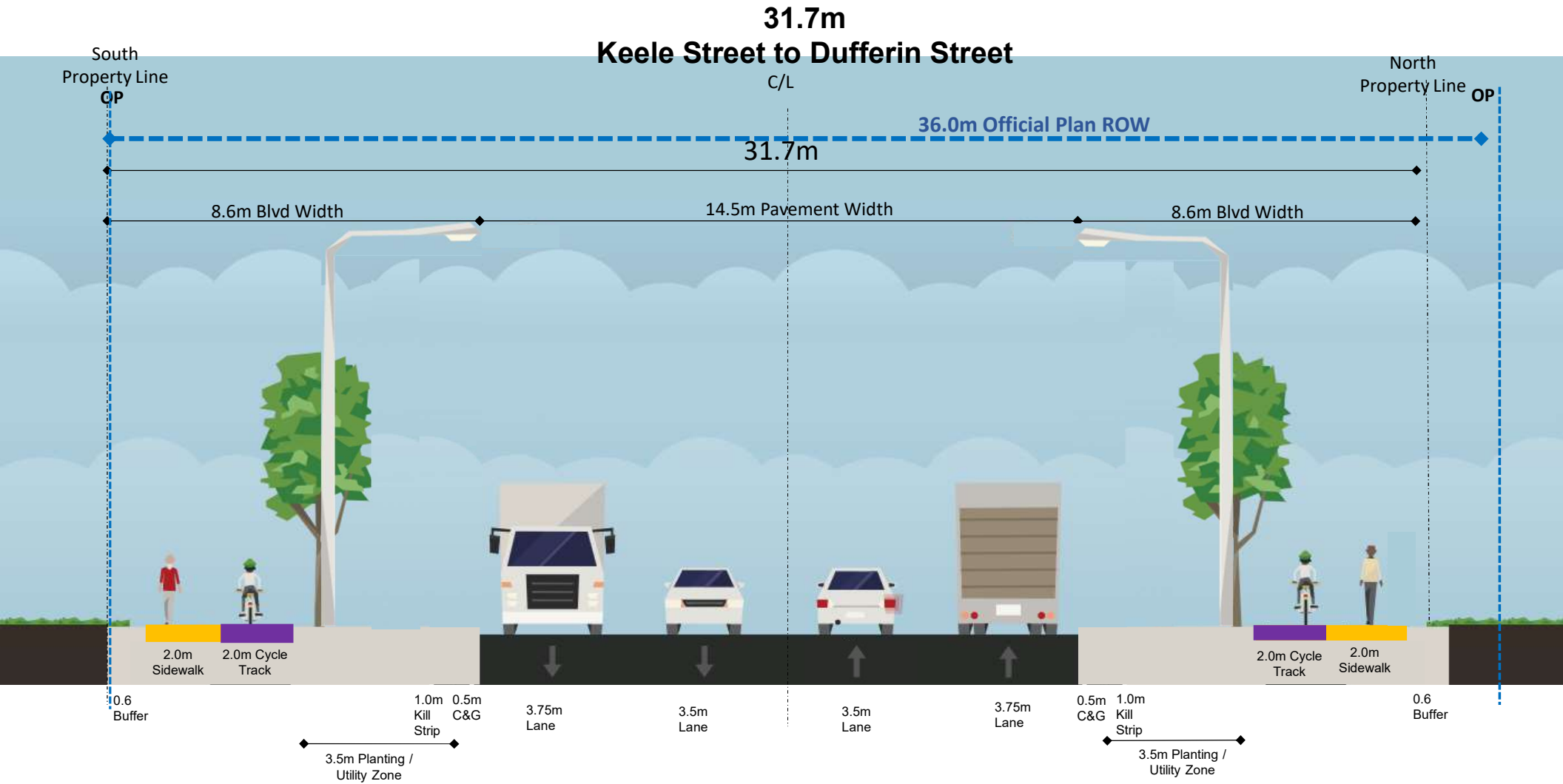
The Recommended Design is based on the following typical sections. In some locations in the corridor, the width of the boulevards and area for street trees / landscaping are further reduced than shown below to minimize impacts to properties and sensitive natural features.



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.

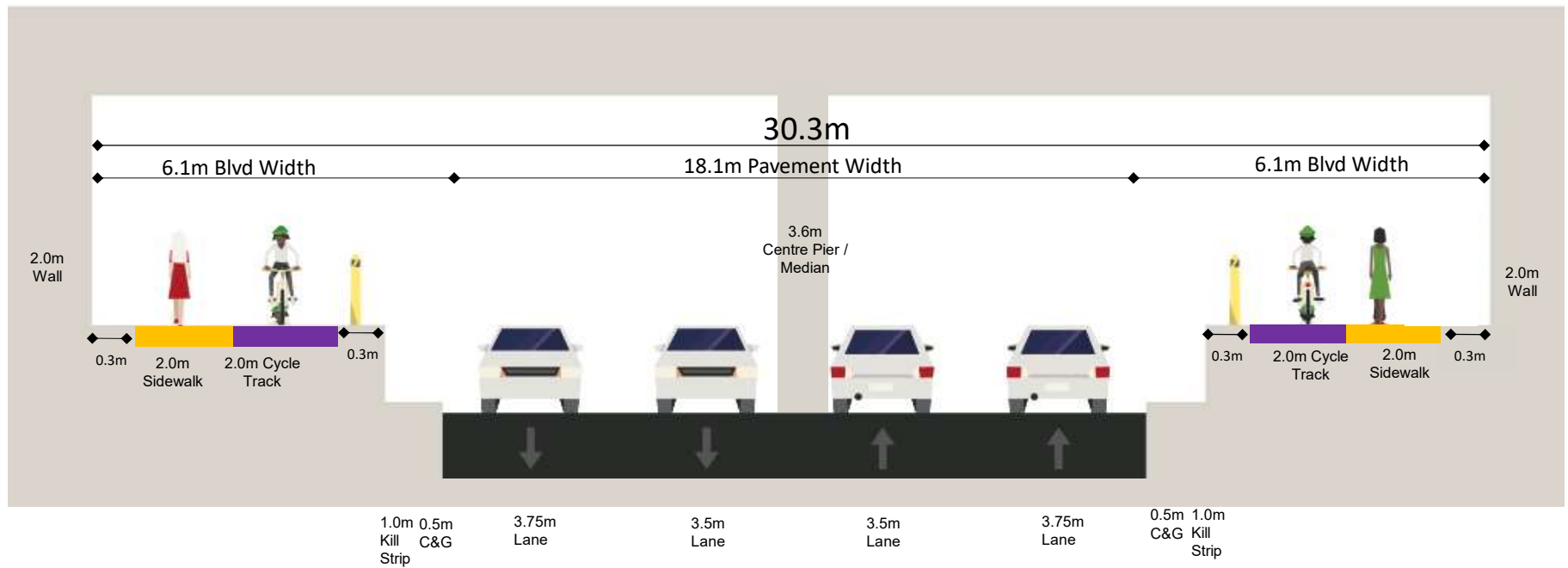


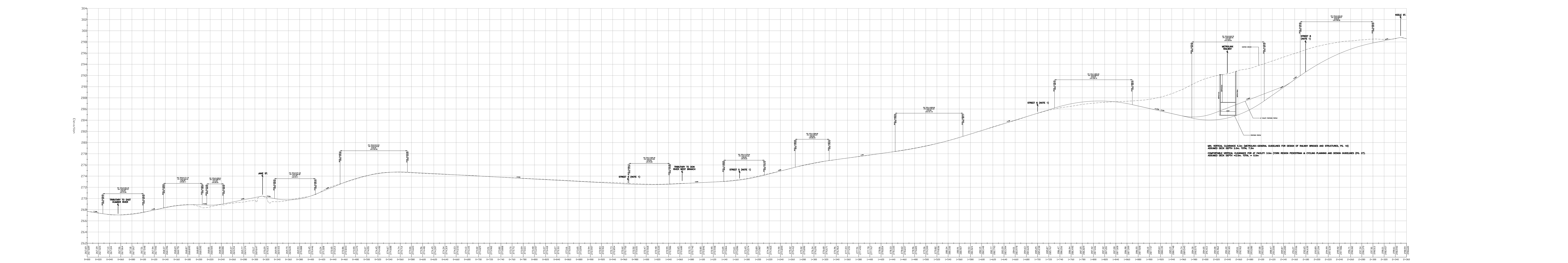
DRAFT FOR DISCUSSION

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
- PROPOSED ROW
- TEMPORARY/PERMANENT EASEMENT

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 PROVIDE THE LOCATION OF UTILITIES AND 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 FOR ERRORS OR OMISSIONS.

NO.	DESCRIPTION	BY	DATE
1			
2			
3			
4			
5			
6			
7			
8			

UPDATES & REVISIONS

DR

ENGINEER'S STAMP:

APPROVED AS TO THIS PLAN BEING TRUE AND CORRECT AND AS TO THE DESIGN AND CONSTRUCTION OF THE WORK SHOWN THEREON.

FOR VICTORIA, I AM REGISTERED AS A PROFESSIONAL ENGINEER.

DATE: _____

SCALE:

HORIZONTAL: 1" = 100'

VERTICAL: 1" = 10'

KIRBY ROAD WIDENING ENVIRONMENTAL ASSESSMENT DRAFT PLAN AND PROFILE

VAUGHAN
Infrastructure Delivery

DESIGNED BY: JF CHECKED BY: VC TITL: NO. T18
 DRAWN BY: JF APPROVED BY: JF PROJ. NO.:
 SCALE: 1:1000 DWG. NO.:
 HORIZONTAL: 1:1000 18- 1 of 2
 VERTICAL: 1:100

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: _____

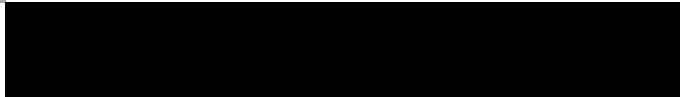
Would you like to be added to the mailing list?

Yes

No



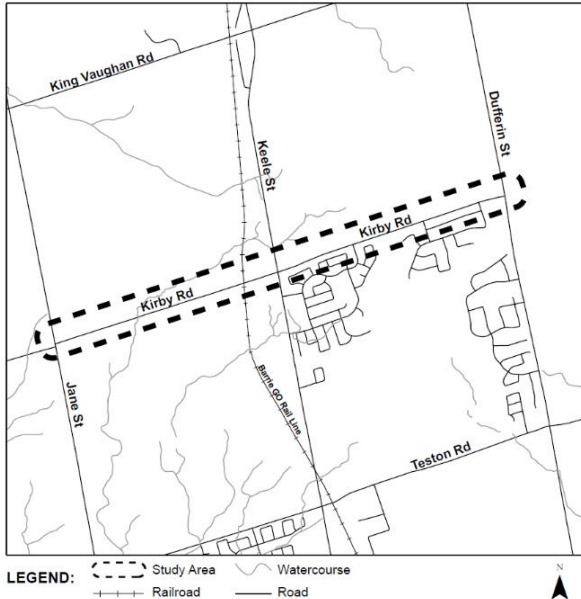
Appendix B





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

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Richmond Hill, ON L4B1J8
D 289.695.4671 **M** 416.997.4498
azadeh.heydari@hdrinc.com

hdrinc.com/follow-us

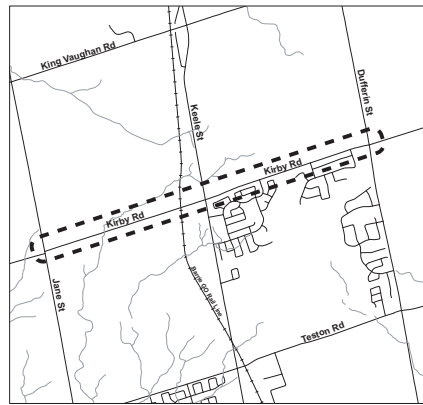
Kirby Road Widening (Jane Street to Dufferin Street) EA
 City of Vaughan - Social Media Posts for PIC June 2021

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**

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



LEGEND: Study Area, Railroad, Watercourse, 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).

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.
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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.

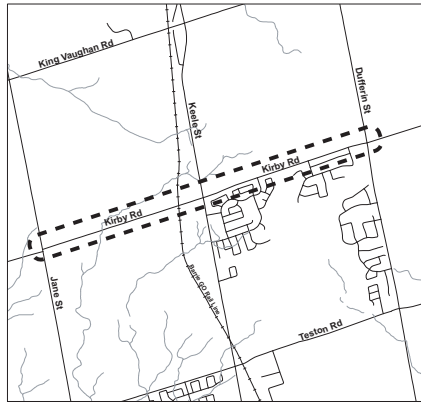
Making a Will and Powers of Attorney without having to come inside our law office (a three step process):

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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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!

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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

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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
2141 Major Mackenzie Dr.
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Michelle Mascarenhas, P.Eng.
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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.

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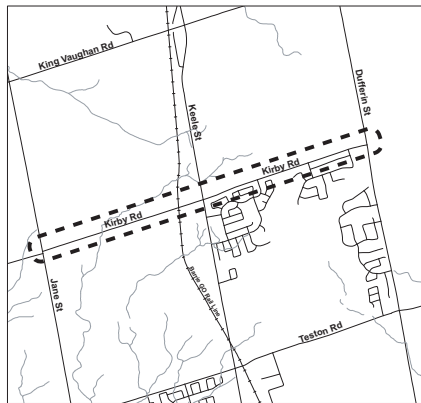


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BUSINESS

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.



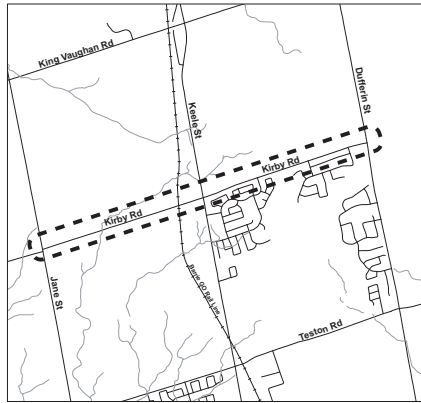
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The Canadian National Exhibition thanks its valued media partner Star Metroland Media for its support in this difficult time.



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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
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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.”

Headlines newsletter

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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.

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