

# Appendix C – Agency Consultation

*Kennedy Road Environmental Assessment between  
Steeles Avenue and Major Mackenzie Drive*



Organization	Name	Position
TRCA	Harsimrat Pruthi	Planner
MNR	Emmanuel Ogunjobi	Natural Resources Manager
MECP	Emilee O'Leary	Environmental Planner
CN	Michael Vallins	Public Works Manager
MTO	Frank Martins	Manager
MTO	Margaret Mikolajczak	Senior Project Manager
407ETR	Maria Efimova	Engineering Technician
407ETR	Jeff Booker	Manager
Metrolinx	Anna Krol	Project Coordinator
City of Toronto	Benjamin Morell	Assistant Planner
City of Toronto	Alan Filipuzzi	Program Manager
City of Markham	Mark Siu	Senior Capital Works Engineer
City of Markham	Marija Ilic	Manager
York Region Rapid Transit Corporation	Liza Sheppard	Director
York Region Rapid Transit Corporation	Paul May	Executive Vice President
York Region	Edward Chiu	Senior Project Manager
York Region	Jessica Lee	Planning and Design Coordinator

The following summarizes meetings with individual agencies, stakeholders, property owners/residents, and other interested parties throughout the duration of the Kennedy Road Environmental Assessment Study. Key correspondence and meeting minutes are included in this appendix. Records of all correspondence and meetings are documented in the Region's project file.

#### **TRCA**

- TRCA Meeting #1: December 12, 2017

#### **MNR**

- MNR Meeting #1: July 18, 2017
- MNR Meeting #2: January 29, 2018
- MNR Meeting #3: August 27, 2018

#### **MECP (formerly MOECC)**

- MECP Meeting #1: December 11, 2017

#### **CN**

- CN Meeting #1: February 15, 2018
- CN Meeting #2: August 20, 2018
- CN Meeting #3: April 4, 2019

#### **Ministry of Ontario (MTO) and 407ETR**

- 407ETR Design Options Meeting: January 18, 2019

#### **Metrolinx**

- Metrolinx GO Transit Meeting #1: August 11, 2017

- Metrolinx GO Transit Meeting #2: July 20, 2018
- Metrolinx GO Transit Meeting #3: April 2, 2019
- Metrolinx GO Transit Meeting #4: April 23, 2019
- Stouffville Rail Corridor Grade Separations Project Technical Advisory Committee #1: May 24, 2019
- Metrolinx GO Transit Meeting #5: October 31, 2019

**City of Markham Meetings:**

- City of Markham Meeting #1: June 1, 2017
- City of Markham Meeting #2: July 24, 2018
- Markham Heritage Meeting: August 16, 2019
- CN/Miller Avenue Extension: August 20, 2019
- City of Markham Meeting #3: October 29, 2019
- City of Markham Meeting #4: June 17, 2020
- City of Markham Meeting #5: December 15, 2020
- City of Markham Meeting #6: February 1, 2021

**YRRTC**

- YRRTC Meeting #1: January 12, 2018
- YRRTC Meeting #2: February 13, 2018
- YRRTC Meeting #3: October 10, 2018
- YRRTC Meeting #4: November 4, 2019
- YRRTC Meeting #5: February 2, 2021

**Technical Advisory Committee (TAC)**

- TAC Meeting #1: July 13, 2017
- TAC Meeting #2: January 11, 2018
- TAC Meeting #3: October 30, 2019

**Stakeholder Group (SHG)**

- SHG Meeting #1: October 24, 2017
- SHG Meeting #2: January 11, 2018
- SHG Meeting #3: June 6, 2018
- SHG Meeting #4: November 14, 2019

# TRCA Meeting Minutes

*Kennedy Road Environmental Assessment between  
Steeles Avenue and Major Mackenzie Drive*



# Meeting Minutes

Project: Kennedy Road, Steeles Avenue to Major Mackenzie Drive, Environmental Assessment

Subject: Kick-Off Meeting with TRCA (TRCA SLA Task# 1.4)

Date: Tuesday, December 12, 2017

Location: TRCA Office, 101 Exchange Avenue, City of Vaughan

Attendees: Edward Chiu (York Region) Tara Erwin (HDR)  
Jessica Lee (York Region) Michelle Li (HDR)  
Teresa Li (York Region) Katherine Bibby (LGL)  
Scott Smith (TRCA- Planner II)  
Eric Wang (TRCA- Water Resources Analyst)  
Brad Stephens (TRCA- Ecologist)  
Jamie Milnes (TRCA- Ecologist)

	Topic	Facilitator	Action
1	<p>Introduction</p> <p>Project Team presented the Kennedy Road EA as per attached presentation slides.</p> <ul style="list-style-type: none"> <li>Project Background: this is the first meeting with TRCA to review the Kennedy Road Environmental Assessment (EA) study. The study corridor is from Steeles Avenue to Major Mackenzie Drive in the City of Markham</li> <li>The project is being undertaken as a Schedule 'C' Class EA and is currently in Phase 2 of the EA process. As per the Region's Transportation Master Plan (TMP) the preferred solution is to widen Kennedy Road from Steeles Avenue to Major Mackenzie Drive to 6-lanes to accommodate transit and High Occupancy Vehicles (HOV), and to provide continuous Active Transportation facilities for pedestrians and cyclists. The existing Kennedy Road right-of-way (ROW) generally ranges between 36m to 43m, with right-of-way as narrow as 25m in some constrained locations.</li> </ul>	HDR	
2	<p>Environmental</p> <ul style="list-style-type: none"> <li>Multi-session field investigations were completed during summer 2017, including wildlife, vegetation, tree inventory, and fisheries surveys.</li> <li>A Natural Heritage Report (NHR) that documents the existing findings will be circulated to TRCA for review</li> <li>No Provincially Significant Wetlands (PSWs) and no Areas of Natural and Significant Interest (ANSI) are within the study area</li> <li>Lands north of Major Mackenzie Drive, beyond the study area, are designated as Protected Countryside and Natural Heritage System</li> <li>TRCA suggested to review the Milliken Center Secondary Plan for information regarding the wetland located near the Stouffville Go Rail Crossing north of Clayton Drive. The project team should discuss the related improvements and projected timelines with the City for consideration within the Kennedy Road EA study as</li> </ul>	LGL	<p>HDR to circulate</p> <p>HDR to review with City</p>

Topic	Facilitator	Action
<p>required.</p> <ul style="list-style-type: none"> <li>TRCA suggested to minimize impacts and avoid work near the wetland located north of the Stouffville Go Rail Crossing north of Clayton Drive as possible.</li> </ul>		
<p>3 Major Watercourse (Rouge River Crossing)</p> <ul style="list-style-type: none"> <li>The existing bridge structure is a single span structure with 30.5m in length and 17.0m in width.</li> <li>LGL noted that fish habitats were observed within the Rouge River, numbers of bird species and wildlife species at risk (SAR) were identified in the study area.</li> <li>The study team is in the process of confirming the Redside Dace habitat at this crossing with MNRF; TRCA noted that no Redside Dace habitat is present within the corridor.</li> <li>The proposed road cross-section will be a 6-lane cross section with active transportation facilities. Landscaping opportunities are reduced/eliminated at the crossing due to narrow ROW constraints and to minimize impacts to the watercourse.</li> <li>As per the Fluvial Geomorphic Assessment, the meander belt width of the reach ranges between 120 m to 270 m, and the 100-year erosion limit is 115 m. The meander belt width at the crossing is 120m. A span width of 30m – 45m is recommended for the crossing to address the Fluvial Geomorphic requirements.</li> <li>Under existing conditions the crossing meets the MTO Highway drainage design criteria of conveying a 100-year storm event; however, water is overtopping the road during regional storm event.</li> <li>Hydraulic assessment is to be completed based on 2-year to 100-year storm events, and to evaluate floodplain and backwater conditions based on the Regional storm event for the proposed preferred alternative.</li> <li>Options for bridge replacement or bridge widening are to be explored. It was acknowledged that the existing bridge span width is 30.5m. The project team is to come up a preferred recommendation based on best effort approach to balance the needs and impacts, with technical justification to support the decision.</li> </ul>	HDR/LGL	HDR to circulate Fluvial G Report
<p>4 Major Watercourse (Rouge River Tributary)</p> <ul style="list-style-type: none"> <li>The existing culvert is a twin elliptical 900mm x 1400mm corrugated steel pipe (CSP), with a length of 48m.</li> <li>The tributary of the Rouge River provides coolwater habitat within the study area, but the timing window is still warmwater riverine habitat</li> <li>No meander belt assessment is undertaken as the watercourse upstream and downstream to the culvert is engineered as a ditch.</li> <li>Structural inspection of the culvert is to be undertaken.</li> <li>The design return period is 50 year storm event, no existing condition hydraulic assessment is available from the TRCA's provided model. Hydraulic information is pending receipt from the City of Markham.</li> <li>The existing culvert length is 48 m, options to accommodate roadway widening are to be determined.</li> <li>The proposed road cross-section will be a 6-lane cross section with active transportation facilities. Landscaping opportunities are</li> </ul>	HDR/LGL	HDR to confirm RSD with MNRF

Topic	Facilitator	Action
<p>reduced/eliminated at the crossing due to narrow ROW constraints and to minimize impacts to the watercourse</p> <ul style="list-style-type: none"> <li>• TRCA noted this crossing aligns with Tributary 5 west of crossing location. The project team shall confirm the Redside Dace boundary and plan related to Redside Dace Recovery with MNRF.</li> <li>• TRCA noted there is a barrier upstream of this crossing, which is to be investigated.</li> </ul>		
5    Next Steps	All	
<ul style="list-style-type: none"> <li>• An Impact Assessment will be prepared by LGL to document the mitigation recommendation at a later stage based on the preferred road alternative.</li> <li>• TRCA noted that stormwater management design should provide water quality treatment to remove 80% total suspended solids for the entire road corridor in order to provide water quantity control from pre to post conditions. Best management practices to retain the first 5mm surface runoff from an ecology perspective should also be considered.</li> <li>• TRCA suggested to include calculations to support the proposed stormwater management strategy.</li> <li>• The conceptual design should identify locations for potential low impact development (LID).</li> <li>• TRCA noted that since the hydraulic model is missing at the Rouge River Tributary, other hydraulic assessment to demonstrate if the hydraulic performance at this location meets MTO drainage requirement are to be considered.</li> </ul>		<p>Project team to consider as required, as study progresses</p>

## CTC Source Protection Region

Tamkin Naghshbandi  
Transportation Planner  
HDR  
100 York Boulevard, Suite 300  
Richmond Hill, ON  
L4B 1J8

August 26, 2019

Dear Ms. Naghshbandi:

**RE: Kennedy Road Environmental Assessment**

The *Clean Water Act, 2006* ensures communities protect their drinking water supplies through prevention – by developing collaborative, watershed-based source protection plans that are locally driven and based on science. This correspondence confirms that the proposed project is located in the **Toronto and Region Source Protection Area**.

### VULNERABLE AREAS UNDER THE *CLEAN WATER ACT, 2006*

Upon review of the Toronto and Region Assessment Report, the study area for the proposed project transects the following vulnerable areas identified under the *Clean Water Act, 2006*:

- ☐ Wellhead Protection Area (Quality)
- ☐ Wellhead Protection Area (Quantity)
- ☐ Intake Protection Zone (IPZ)
- ☐ Event Based Area (EBA)
- ☒ Significant Groundwater Recharge Area (SGRA)
- ☒ Highly Vulnerable Aquifers (HVA)

A description of these vulnerable areas follows below.

- A **Highly Vulnerable Aquifer** can be easily changed or affected by contamination from both human activities and human process as a result of its intrinsic susceptibility (as a function of the thickness and permeability of overlaying layers), or by preferential pathways to the aquifer.
- A **Significant Groundwater Recharge Area** supplies a community or private residence with drinking water and is characterized by porous soils, which allow water to seep easily into the ground and flow to an aquifer.



## **PRESCRIBED THREATS**

Under the *Clean Water Act, 2006*, a “prescribed threat” (hereafter referred to as “threat”) is defined as “an activity or condition that adversely affects or has the potential to adversely affect the quality or quantity of any water that is or may be used as a source of drinking water, and includes an activity or condition that is prescribed by source protection regulation as a drinking water threat”.

The Province has identified 22 activities (see below) that, if they are present in vulnerable areas, now or in the future, could pose a threat (listed in Section 1.1 of O. Reg. 287/07). Twenty of these activities are relevant to drinking water quality threats, while two are relevant to drinking water quantity threats. It is possible that activities related to the project may pose threats to the vulnerable area(s) identified.

- The establishment, operation, or maintenance of a waste disposal site within the meaning of Part V of the *Environmental Protection Act (EPA)*;
- The establishment, operation, or maintenance of a system that collects, stores, transmits, treats, or disposes of sewage;
- The application of agricultural source material to land;
- The storage of agricultural source material;
- The management of agricultural source material;
- The application of non-agricultural source material (NASM) to land;
- The handling and storage of non-agricultural source material (NASM);
- The application of commercial fertilizer to land;
- The handling and storage of commercial fertilizer;
- The application of pesticide to land;
- The handling and storage of pesticide;
- The application of road salt;
- The handling and storage of road salt;
- The storage of snow;
- The handling and storage of fuel;
- The handling and storage of a dense non-aqueous phase liquid;
- The handling and storage of an organic solvent;
- The management of runoff that contains chemicals used in the deicing of aircraft;
- An activity that takes water from an aquifer or a surface water body without returning the water taken to the same aquifer or surface water body;
- An activity that reduces the recharge of an aquifer;
- The use of land as livestock grazing or pasturing land, an outdoor confinement area, or a farm-animal yard; and
- The establishment and operation of a liquid hydrocarbon pipeline.

## CTC SOURCE PROTECTION PLAN POLICIES

The Province has created a [Source Protection Information Atlas](#) to assist in determining where policies apply in vulnerable areas across the province. The CTC Source Protection Plan contains policies, developed by residents, businesses, and municipalities to protect the vulnerable areas described above. The CTC Source Protection Plan became effective on December 31, 2015 and was recently amended in March 2019. The complete document is available on the CTC Source Protection Region [website](#) for reference. Policies that apply to HVAs and SGRAs include SAL 10-12 (application of road salt), DNAP-3 (handling and storage of dense non-aqueous phase liquids), and OS-3 (handling and storage of organic solvents).

Where an activity associated with the proposed project poses a risk to drinking water, the proponent must document and discuss in the report how the project adheres to or has regard to applicable policies in the CTC Source Protection Plan. Since this project applies to a roadway, the proponent is encouraged to work with the Planning Approval Authority to ensure that a salt management plan is in place (SAL-10, 11). This Salt Management Plan should include, but not be limited to, mitigation measures and best management practices regarding design of the roadway to minimize the need for repeat application of road salt.

I trust that this information will assist you in the design of the Kennedy Road Environmental Assessment. I strongly recommend that you liaise with Scott Lister, Risk Management Official (A), York Region (1-877-464-9675 ext. 75050 or 75139; [scott.lister@york.ca](mailto:scott.lister@york.ca)), should you have any questions when designing your project to ensure the protection of sources of drinking water. In the event that you have any questions with respect to this correspondence, please contact me at 416-661-6600 Ext. 5633 or by email at [Jennifer.Stephens@trca.ca](mailto:Jennifer.Stephens@trca.ca).

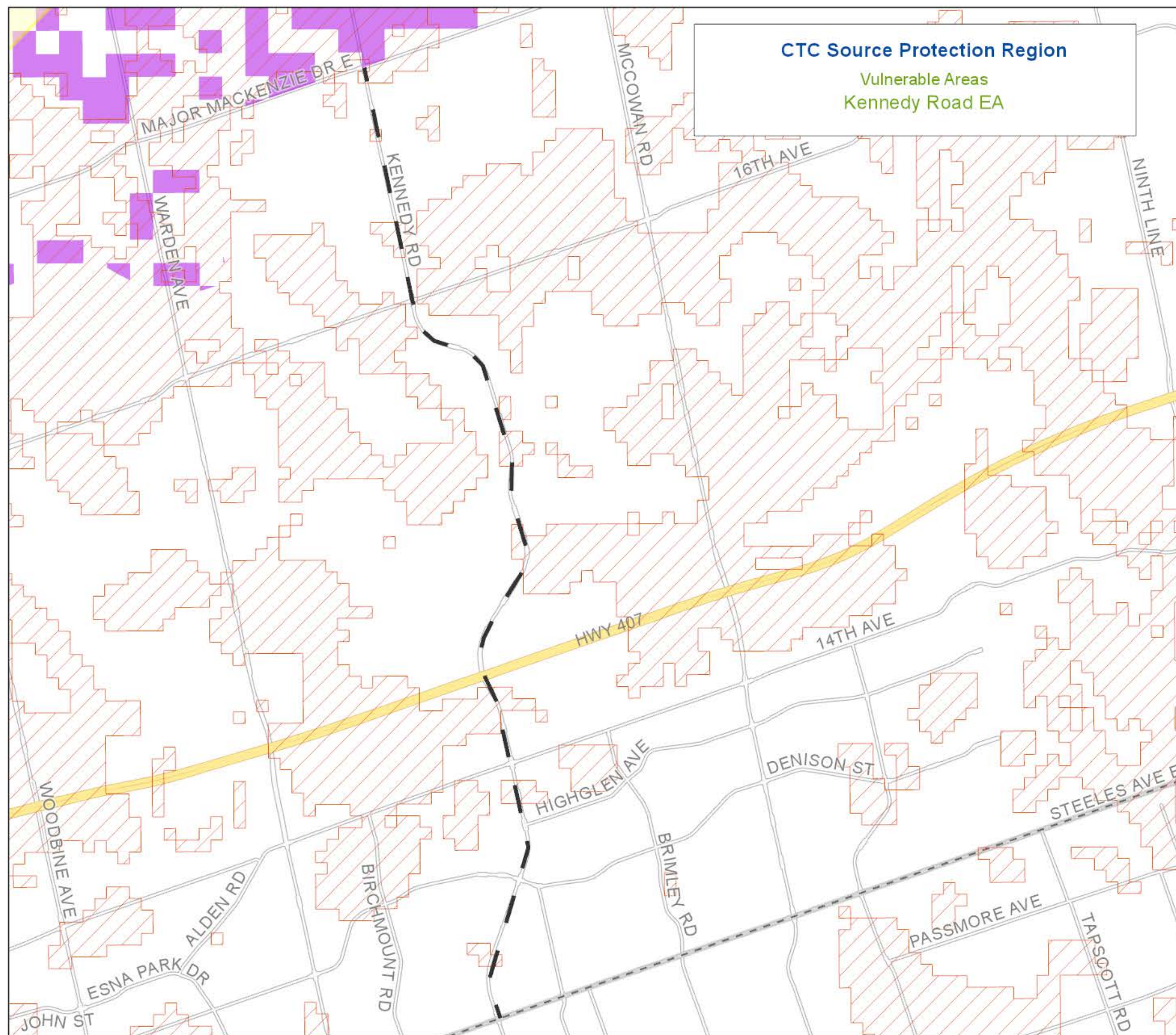
Best Regards,

Jennifer Stephens  
Program Manager, CTC Source Protection Region

Cc: Don Ford, Hydrogeologist, Toronto and Region Conservation Authority  
Scott Lister, Risk Management Official(A), York Region  
Source Protection Screening, Source Protection Programs Branch, Ministry of the Environment,  
Conservation and Parks

Attach.





## Legend

- Municipal Boundary
- Approximate Project Boundary
- Highly Vulnerable Area (HVA)
- WHPA-Q
- Significant Groundwater Recharge Area (SGRA)



(c) Copyright, Toronto & Region Source Protection Area, 2019.

This map has been prepared to meet provincial requirements under the Clean Water Act, 2006 and should be used for other purposes ONLY after consultation with the responsible conservation authority or source protection authority. The analysis used to produce this map relies on best available information as of the date of the map. Priority should be given to site specific information collected in accordance with accepted scientific protocols when being used for other purposes.

**DRINKING WATER  
SOURCE PROTECTION**  
ACT FOR CLEAN WATER



# MNRF Meeting Minutes

*Kennedy Road Environmental Assessment between  
Steeles Avenue and Major Mackenzie Drive*





# Meeting Minutes

Project: McCowan Road and Kennedy Road Class EA Assessment Study

Subject: MNRF Meeting

Date: Tuesday, July 18, 2017

Location: York Region Office - 90 Bales Drive, Room 20010

Attendees: Edward Chiu, York Region  
Jessica Lee, York Region  
David Atkins, York Region  
David Rahikka, York Region  
Jayesh Boily, York Region  
Jeff Anderson, MNRF  
Emmanuel Ogunjobi, MNRF  
Gerard Sullivan, York Region  
Katherine Bibby, LGL  
Grant Kauffman, LGL  
Tara Erwin, HDR  
Michelle Li, HDR

	<i>Topic</i>	<i>Facilitator</i>	<i>Action</i>
1	<p>Introduction</p> <ul style="list-style-type: none"><li>Project Background; two separate Class EAs being undertaken on McCowan Road and Kennedy Road, from Steeles Avenue to Major Mackenzie Drive.</li><li>Project Schedule: Both projects currently in Phase 1, with Open Houses for McCowan Road being planned for Fall 2017, and for Kennedy Road, Winter 2018.</li><li>Fisheries, Vegetation and Tree, Amphibian, and Wildlife field investigations have taken place within appropriate survey period</li><li>Background information was received from MNRF and TRCA</li><li>Existing Aquatic Species, Terrestrial and vegetation species were presented based on the NHIC findings and preliminary field investigation</li></ul>	HDR/ LGL	Information Only
2	<p>McCowan Road EA</p> <ul style="list-style-type: none"><li>LGL noted there are Provincially Significant Wetlands (PSW) within the study area: the Robinson Swamp Wetland Complex and Milne Park PSW</li><li>Two major water crossings are located within the McCowan Road corridor, including the Rouge River Crossing and Robinson Creek Crossing</li><li>Road widening from 4-lanes to 6-lanes is anticipated at the Rouge River Crossing; proposed recommendation is to be</li></ul>	HDR/ LGL	Information Only

determined with hydraulic assessment recommendation based on the preferred road alternative

- Proposed recommendation at Robinson Creek crossing is to be determined along with hydraulic assessment at a later stage based on the preferred road alternative
- There is an opportunity to improve fish habitat at Robinson Creek. The presence of potential spawning redds will be confirmed through field investigations.
- MNRF asked if the crossing at the Rouge River will span the river; this will be determined as the study progresses.

3	Kennedy Road EA	HDR/ LGL	Information Only
	<ul style="list-style-type: none"><li>• LGL noted that the Unionville March PSW is located west of Kennedy Road outside of the study corridor</li><li>• There are two major water crossings within the Kennedy Road corridor, including the Rouge River Crossing and Rouge River Tributary Crossing. The presence of fish habitat at the Rouge River tributary will be confirmed through field investigations. Regulated habitat for Redside Dace occurs at the Rouge River Crossing.</li><li>• Proposed recommendation is to be determined with hydraulic assessment recommendation based on the preferred road alternative</li></ul>		
4	General		
	<ul style="list-style-type: none"><li>• LGL noted that the Environmental Existing Conditions Report will be circulated for MNRF review in Fall 2017; Impact Assessment will be prepared at a later stage based on the preferred road alternative</li><li>• Field visit at the crossing locations could to be arranged with MNRF at a later stage as the project proceeds</li><li>• MNRF suggested having joint meetings with TRCA for these two projects</li><li>• A snag tree survey has been carried out by LGL. The Region should assume that bats are present and provide overall benefit as required. The Region may take the position that bats are not present and prepare the necessary justification to support this position.</li></ul>		

# Meeting Minutes

Project: Kennedy Road, Steeles Avenue to Major Mackenzie Drive, Environmental Assessment

Subject: MNRF Meeting

Date: Monday, January 29, 2018

Location: York Region Office - 90 Bales Drive, Room 20360

Attendees: Jeff Anderson, MNRF (Biologist)  
Mark Heaton, MNRF (Fish and Wildlife Biologist)  
Megan Eplett, MNRF (Management Biologist)  
Katherine Bibby, LGL (Environmental Planner)  
Edward Chiu, York Region (Project Manager)  
Gerard Sullivan, York Region (Environmental Specialist)  
Tara Erwin, HDR (Project Manager)  
Michelle Li, HDR (Water Resources Engineer)

	<b>Topic</b>	<b>Facilitator</b>	<b>Action</b>
1	<b>Introduction</b> Project Team presented the Kennedy Road EA as per attached presentation slides: <ul style="list-style-type: none"><li>Project Background: This is the first meeting with MNRF to review the Kennedy Road Environmental Assessment (EA) study. The study corridor is from Steeles Avenue to Major Mackenzie Drive in the City of Markham.</li><li>The project is being undertaken as a Schedule 'C' Class EA and is currently in Phase 2 of the EA process. As per the Region's Transportation Master Plan (TMP) the preferred solution is to widen Kennedy Road from Steeles Avenue to Major Mackenzie Drive to 6-lanes to accommodate transit and High Occupancy Vehicles (HOV), and to provide continuous Active Transportation facilities for pedestrians and cyclists. The existing Kennedy Road right-of-way (ROW) generally ranges between 36m to 43m, with right-of-way as narrow as 25m in some constrained locations.</li><li>Two watercourse crossing locations in the study corridor are the Rouge River and Rouge River Tributary</li></ul>	HDR	
2	<b>Design Considerations</b> <ul style="list-style-type: none"><li>Typical cross-sections have been developed for the 36m and 43m sections to accommodate the recommended improvements. Active transportation facilities (multi-use paths or combinations of sidewalk and cycle track) have not been determined at this time</li><li>Project team noted that opportunities to include a barrier wall between the cycle track and the road at the crossing location will be considered</li></ul>	HDR	
3	<b>Environmental</b> <ul style="list-style-type: none"><li>Multi-session field investigations were completed during summer 2017, including wildlife, vegetation, tree inventory and</li></ul>	LGL	

fisheries surveys.

- No Provincially Significant Wetlands (PSWs) and no Areas of Natural and Significant Interest (ANSI) are within the study area.
- Lands north of Major Mackenzie Drive, beyond the study area, are designated as Protected Countryside and Natural Heritage System.

4	<b>Major Watercourse (Rouge River Crossing)</b> <ul style="list-style-type: none"><li>• The existing bridge structure is a single span structure, 30.5m in length and 17.0m wide.</li><li>• LGL noted that fish habitats were observed within the Rouge River. Bird and wildlife species at risk (SAR) were identified in the study area.</li><li>• The study team is in the process of confirming the Redside Dace habitat at this crossing with MNRF.</li><li>• MNRF suggested the design team to circulate the Natural Heritage Report in order to confirm Redside Dace habitat mapping.</li><li>• The proposed road cross-section will be a 6-lane cross section with active transportation facilities. Landscaping opportunities are reduced/eliminated at the crossing due to narrow ROW constraints and to minimize impacts to the watercourse.</li><li>• As per the Fluvial Geomorphic Assessment, the meander belt width of the reach ranges between 120 m to 270 m, and the 100-year erosion limit is 115 m. The meander belt width at the crossing is 120m. A span width of 30m – 45m is recommended for the crossing to address the Fluvial Geomorphic requirements.</li><li>• Under existing conditions the crossing meets the MTO Highway drainage design criteria of conveying a 100-year storm event; however, water is overtopping the road during regional storm event.</li><li>• Hydraulic assessment is to be completed based on 2-year to 100-year storm events, and to evaluate floodplain and backwater conditions based on the Regional storm event for the proposed preferred alternative.</li><li>• Options for bridge replacement or bridge widening are to be explored. It was acknowledged that the existing bridge span width is 30.5m. The project team will develop a preferred recommendation based on a best effort approach to balance the needs and impacts, with technical justification to support the decision.</li></ul>	HDR/ LGL	HDR to circulate Phase 1: Needs and Justification Report
5	<b>Major Watercourse (Rouge River Tributary)</b> <ul style="list-style-type: none"><li>• The existing culvert is a twin elliptical 900mm x 1400mm corrugated steel pipe (CSP), with a length of 48m.</li><li>• The tributary of the Rouge River provides coolwater habitat within the study area, but the timing window is still warmwater riverine habitat.</li><li>• This watercourse is not considered regulated Redside Dace habitat</li><li>• No meander belt assessment is undertaken as the watercourse upstream and downstream to the culvert is engineered as a ditch.</li></ul>	All	Project team to consider as required, as study progresses



- Structural inspection of the culvert is to be undertaken.
- The design return period is the 50 year storm event, no existing condition hydraulic assessment is available from the TRCA model. Hydraulic information is pending receipt from the City of Markham.
- The proposed road cross-section will be a 6-lane cross section with active transportation facilities. Landscaping opportunities are reduced/eliminated at the crossing due to narrow ROW constraints and to minimize impacts to the watercourse.
- As the existing culvert length is 48 m, options to accommodate roadway widening are to be determined.

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## 6 Next Steps

- The first Open House is planned for late February 2018
- MNRF suggested project team to submit IGF (Information Gathering Form) with the Phase 1: Needs and Justification Report (applicable to both Kennedy and McCowan EA study)
- Project team will complete Phase 3 of the EA in Fall 2018, and Phase 4 of the EA in Spring 2019.

HDR/ LGL  
to circulate  
Phase 1:  
Needs and  
Justification  
Report and  
IGF form

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Please advise the Michelle Li ([michelle.li@hdrinc.com](mailto:michelle.li@hdrinc.com)) of any comments on these meeting minutes within five business days.

# MECP Meeting Minutes

*Kennedy Road Environmental Assessment between  
Steeles Avenue and Major Mackenzie Drive*



# Meeting Summary

Project:	Class Environmental Assessment (EA) Studies Kennedy Road from Steeles Avenue to Major Mackenzie Drive McCowan Road from Steeles Avenue to Major Mackenzie Drive	
Subject:	Ministry of Environment and Climate Change Meeting Summary	
Date:	Monday, December 11, 2017	
Location:	5775 Yonge Street – 8 <sup>th</sup> Floor (Newtonbrook Room)	
Attendees:	<div> <b>MOECC</b>  Amanda Graham (MOECC)  Emilee O’Leary (MOECC)  Steven McAvoy (MOECC)  Zeljko Romic (MOECC) </div> <div> <b>Kennedy Road EA Project Team &amp; McCowan Road EA Project Team</b>  Edward Chiu (York Region)  Jessica Lee (York Region)  Teresa Li (York Region)  Tara Erwin (HDR)  Michelle Mascarenhas (HDR) </div> <div> <b>Other Project Team Representatives</b>  Paul Acquah (York Region)  David Atkins (York Region)  Gerard Sullivan (York Region)  Colin Wong (York Region)  Kenny Sun (York Region)  Veronica Restrepo (HDR)  Jackson Marin (York Region)  Billy Cheung (York Region)  Jamal Ahmed (York Region)  Vitha Sivatharman (York Region)  Lloyd Fernandes (York Region) </div>	

Topic	Action
1 <b>Kennedy Road EA – Study Background</b>	
<i>Study Background:</i>	
<ul style="list-style-type: none"> <li>Kennedy Road EA Study is planning improvements from Steeles Avenue to Major Mackenzie Drive in the City of Markham.</li> <li>Phases 1 and 2 of the EA study builds on the recommendations of the 2016 York Region Transportation Master Plan (TMP).</li> <li>The preferred solution for Kennedy Road is to widen to six lanes for Transit/High Occupancy Vehicles (HOV) to support the Region’s Frequent Transit Network and promote multiple people in vehicles, as well as providing dedicated separated active transportation facilities for pedestrians and cyclists.</li> </ul>	
<i>Timing of Improvements:</i>	
<ul style="list-style-type: none"> <li>Based on the Region’s 2017 10-Year Roads and Transit Capital Construction Program (which undergoes annual review): <ul style="list-style-type: none"> <li>Kennedy Road from 14<sup>th</sup> Avenue to Highway 407 is planned for construction to commence in 2023,</li> <li>Kennedy Road from Steeles Avenue to 14<sup>th</sup> Avenue and from Highway 407 to Highway 7 in 2024, and from Highway 7 to Major Mackenzie Drive beyond the 10 year plan.</li> </ul> </li> </ul>	

*Key Constraints:*

- The corridor right-of-way generally ranges from 36m to 43m with some constrained sections of the right-of-way as low as 21m.
- Areas of special consideration in the corridor include: Stouffville GO at-grade rail crossing (north of Clayton Drive), Hagerman Cemeteries, CN Rail crossing, 407ETR crossing, Tributary of the Rouge River crossing, YRRTC Rapidway, Rouge River crossing, Stouffville GO at-grade rail crossing (north of Austin Drive) and cemeteries north of 16<sup>th</sup> Avenue.
- Natural heritage field studies were completed.

*Potential for impacts to Cemetery Lands:*

- There are cemeteries adjacent to the Kennedy Road right-of-way located north of 14<sup>th</sup> Avenue and north of 16<sup>th</sup> Avenue, on either side of the road in both locations.
- As part of the EA study Ground Penetrating Radar (GPR) investigations were undertaken at all four cemeteries to inform the impact assessment.
- The project team is currently developing alternatives for consideration to implement the proposed recommendations while minimizing potential impacts to cemetery lands. These options will be evaluated however preliminary assessments note that impacts to cemetery lands may not be avoidable.
- The Hagerman cemeteries at 14<sup>th</sup> Avenue adjacent to the study corridor are owned by the City of Markham and will require direct consultation with the cemetery board. The cemeteries north of 16<sup>th</sup> Avenue are privately owned and will require direct consultation with the property owners. Some options for these locations have been proposed; however, the option requiring the narrowing of cross-section element widths, specifically lane widths, may be a concern.
- York Region has previously worked with the cemeteries between 16<sup>th</sup> and Major Mackenzie Drive for previous improvements and will continue to consult these stakeholders on this study.

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**2 MOECC Air Quality Impact Assessment (AQIA) Draft Protocol**

- MOECC is in receipt of the Region's comments on the Draft AQIA Protocol. Finalization of the AQIA Protocol is currently on hold due to Senior Management staff changes at MOECC.
- MOECC to provide a status update on the AQIA protocol at the next YR/MOECC Meeting.

**MOECC**

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**3 Kennedy Road EA – Air Quality Impact Assessment Scope:**

- A Partial AQIA is recommended for emissions modelling using a “hot spot area” to represent the worse-case scenario for the entire study corridor. This is based on:
  - Corridor is ~8km in length
  - Recommendations are to widen from four to six lanes for Transit / High Occupancy Vehicle (HOV), provide continuous Active Transportation facilities for pedestrians and cyclists, and streetscaping, where feasible
  - No significant road curvature, posted speed of 60km/h

- The “hot spot area” identification assessment divided the corridor up into segments generally 1km in length and considered the following criteria:
  - Traffic volumes;
  - Critical receptors (i.e., parks, schools, recreational facilities within 300m of either side of the roadway);
  - Sensitive receptors (i.e., residences within 300m of either side of the roadway); and
  - Road geometry considering areas of road curvature or significant change in slope/grade
- MOECC is in agreement with the aforementioned approach to undertake a Partial AQIA for the Kennedy Road EA, where a hot spot area representative of the worse-case scenario is selected for detailed air quality modelling for Kennedy Road.
- The receptors for the analysis will be identified during the modelling stage.
- HDR presented each of the seven segments for consideration, identifying the critical and sensitive receptors and traffic volumes for each.
- The recommended “hot spot area” to represent the “worst case scenario” for the Kennedy Road EA is the segment from Denison Street to Highway 407 based on the following attributes:
  - Second highest future traffic volumes of all segments
  - Largest cluster of critical receptors adjacent to Kennedy Road
  - High volume of sensitive receptors
- MOECC is in agreement with the representative segment from Denison Street to Highway 407 to represent the “hot spot area” for the Kennedy Road EA.
- HDR to undertake a Partial AQIA for the Kennedy Road EA by completing emissions modelling for the segment from Denison Street to Highway 407.

HDR

#### 4 **McCowan Road EA – Air Quality Impact Assessment Scope:**

- HDR presented the proposed air quality scope for McCowan Road EA which follows the same approach outlined for Kennedy Road EA as well as the same recommendations; to undertake a Partial AQIA for the McCowan Road EA.
- MOECC is in agreement with the aforementioned approach to undertake a Partial AQIA for the McCowan Road EA, where a hot spot area representative of the worse-case scenario is selected for detailed air quality modelling for McCowan Road.
- The receptors for the analysis will be identified during the modelling stage.
- HDR presented each of the seven segments for consideration, identifying the critical and sensitive receptors and traffic volumes for each. The recommended “hot spot area” to represent the “worst case scenario” for the McCowan Road EA is the segment from Highway 7 to Carlton Road based on the following attributes:
  - Highest future traffic volumes of all segments
  - Largest cluster of critical receptors adjacent to McCowan Road;
  - High volume of sensitive receptors on both sides of McCowan Road from the Stouffville GO Rail Crossing to Carlton Road

- MOECC is in agreement with the representative segment from Highway 7 to Carlton Road to represent the “hot spot area” for the McCowan Road EA.
- HDR to undertake a Partial AQIA for the McCowan Road EA by completing emissions modelling for the segment from Highway 7 to Carlton Road. HDR

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## 6 First Nations and Public Consultation for Region's EAs

- Mississauga of New Credit have requested to have active on-site participation at all archaeological surveys and assessments for the Region's EA studies. York Region is not obligated by law to accommodate this request but will review.
- MOECC noted that different levels of consultation are required with Indigenous Groups depending on whether the consultation is Indigenous rights-based or Indigenous interest-based.
- Guidance is requested by York Region from MOECC as the duty to consult has changed in recent years, and clarification on responsibilities would be helpful to determine Region-wide updates to process with First Nations.
- Region and MOECC to discuss further and clarify Crown's requirements to address this request/concern.
- York Region noted that other methods of notification were more effective than the newspaper postings that are mandated by the EA process.
- MOECC supports the use of alternative methods to notify the public however, mentions that the newspaper postings are still necessary.
- MOECC notes that the Municipal Engineers Association (MEA) is in the process of providing an update to the EA process with regards to the notification process.

If there are any errors or omissions, please advise [michelle.mascahenas@hdrinc.com](mailto:michelle.mascahenas@hdrinc.com) within five business days.

Minutes prepared by



# CN Meeting Minutes

*Kennedy Road Environmental Assessment between  
Steeles Avenue and Major Mackenzie Drive*



The Regional Municipality of York

Courier Address: 90 Bales Drive East | East Gwillimbury, ON L0G 1V0

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Our Values: *Integrity, Commitment, Accountability, Respect, Excellence*



Please consider the environment before printing this email.

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**From:** Chiu, Edward

**Sent:** Thursday, March 08, 2018 6:25 PM

**To:** 'michael.vallins@cn.ca'

**Cc:** MacKay, Doug

**Subject:** Kennedy Road and McCowan Road EAs - Summary of Discussion with CN Rail (draft)

Hi Michael,

Here are my notes on our discussion with CN Rail on February 15:

[REDACTED]

- I [REDACTED]  
[REDACTED]
- I [REDACTED]  
[REDACTED]
  - [REDACTED]  
[REDACTED]
- I [REDACTED]  
[REDACTED]
- I [REDACTED]  
[REDACTED]
- I [REDACTED]  
[REDACTED]
- I [REDACTED]  
[REDACTED]

#### Kennedy Road

- Existing CN bridge will need to be replaced as there is insufficient width to provide 3 lanes of traffic in each direction
- Two options of bridge structure is provided (with or without centre pier), future meeting(s) will be held with CN to provide more details on the bridge options and to discuss the recommended bridge concept
- CN indicated the existing bridge a ballasted deck bridge, which is a preferred bridge type as this type of structure is very good for train operation (rails aren't rigid to the bridge)
- CN noted there is substantial land available to permit new or temporary bridge to be provided north or south of the existing structure



- CN prefer to maintain the existing 2 tracks during bridge replacement as this would minimize disruption to their operation (require approximately 8 hours to shift tracks)
- Alternatively, CN may be able to reduce to single track for six months during construction; however, significant signal relocation work would be necessary. The estimated cost to do this signal relocation is \$2M to \$3M
- York Region inquired about the opportunity to provide a road bridge (Miller Ave. Extension) adjacent to CN structure. A minimum of 30' (say 10m) separation is required between the CN bridge and other structure
- A list of data request is provided to CN, CN to review and provide available information

Please let me know if I missed anything, thanks.

**Edward Chiu, P.Eng** | Sr. Project Manager, Capital Planning & Delivery, Transportation Services

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# Meeting Minutes

Project:	McCowan and Kennedy Road Environmental Assessment Studies, between Steeles Avenue and Major Mackenzie Drive		
Subject:	CN Rail Meeting #2 – Review of Design Alternatives		
Date:	Monday, August 20, 2018		
Location:	CN Rail Offices, 1 Administration Road, Vaughan		
Attendees:	Michael Vallins, CN Rail	Edward Chiu, York Region Solmaz Rezaei, York Region Teresa Li, York Region	
		Tyrone Gan, HDR Matthew Goulet, HDR Merlin Yuen, HDR	
Meeting Purpose:	Meeting with CN to discuss design options for the CN crossing at McCowan Road. The discussion for Kennedy Road included design and detour options for the CN and Miller Avenue segments along Kennedy Road between Highway 407 and 14 <sup>th</sup> Avenue.		

	<b>Item</b>	<b>Action</b>
1	<b>Introductions and Safety Briefing</b>	<i>Information Only</i>

## 2 Key Points of Discussion

### McCowan Road – CN Rail Segment

- For the McCowan Road CN Rail segment, CN is not concerned with widening for the preferred alternative as long as the construction does not impact the existing structure and the new cross section does not facilitate trespassing on the railway right of way.
- CN noted that it would need to review the design and construction techniques at the detail design stage for any potential impacts to footings and piers.
- CN noted that there shouldn't be any restrictions with construction on the slopes however, this should be confirmed with the structural assessment at this location.
- CN did not have a preference with the type of active transportation (AT) facility as long as it promoted the reduction of trespassing along CN Rail property and has no impact to the bridge abutment and footing if the AT facility is behind the piers.

### Kennedy Road – CN Rail Segment

- For the design of the new bridge structure, CN prefers a track on ballast configuration as opposed to having the ties fixed to the bridge structure due to flexibility of maintenance.
- CN will not accept a permanent design that has less clearance than the existing structure. The permanent structure must be designed to the latest clearance standards which is 5.3m.
- CN will not accept a raise in track profile as the Kennedy Road

crossing is located on a crest and will negatively impact the railway's operation.

- CN does not have a preference to the space between detour and main track as it will not have additional cost implications for CN – typically 10 meters.
- Construction staging for the detour should minimize track outage. CN advised that 4 hours on one track would be a realistic work window but at no time should both tracks be closed simultaneously.
- CN Rail brought up concern with detour proximity to hydro towers – induction issues may interfere with signaling.
- Assuming that track elevation is maintained on existing detour options, CN does not need the vertical profile of the preferred detour design at the EA stage.
- There is opportunity to increase slope on north side – with a 5.3 m buffer, the project team needs to ensure this is possible. York Region does not want to extend past Duffield Drive if possible.
- South detour – Option 2 is not viable as CN Rail will not accept a raise of 1 m in track profile.

CN Rail to review other projects previously undertaken in proximity to hydro towers to provide information on minimum distances to hydro towers.

#### Kennedy Road – CN Rail – Suggested Alternatives

- CN Rail had suggested three alternatives separate from the alternatives proposed by HDR and York Region to facilitate the bridge replacement.
- Option one included a new set of crossovers being installed to the west of the Kennedy Road.
  - This alternative would allow flexibility for a single track.
  - Potential issues with timing of construction as all signals within vicinity of the crossover would need replacement.
  - Testing plan and replacement of signals would require road closure on several major regional roads where there are existing at-grade crossings during testing at the same time for approximately 8-hour period. This option will also incur significant costs due to the complexity of signal designs and testing.
- Option two includes eliminating the existing switch and placing it at Kennedy Road.
  - Construction staging would be a constraint for this option.
  - Tying the rail track to the McCowan Road crossing would also be a design challenge.
- Option three includes a permanent diversion however; the diversion would require a design speed of 60 mph. The bridge to the north would be permanent.
- If any of the three options suggested by CN are carried forward, discussion with CN is still required to ensure constructability prior to completion of the EA.
- CN would prefer a separate meeting be set up when the preferred design is selected.

Project team to explore the design options proposed by CN Rail.

HDR to set up a separate meeting when the preferred design is selected for this segment.

Kennedy Road – Miller Avenue Extension

- CN was not aware of the proposed tunnel under rail tracks for the Miller Avenue preferred solution on the approved Miller Avenue EA prepared by City of Markham.
- CN cautioned the Region with regards to the buttonhook design (Concept 2) that the road would need to be outside of the CN ROW and that the design would need to consider safety such as dividers to prevent light from vehicles and trains impacting drivers and train operator at night, as well as crash protection in the event of a derailment.

CN Rail to review previous correspondence and consultation log with the City of Markham regarding the Miller Avenue extension.

Kennedy Road – Detailed Design

- During detailed design and construction, CN would split the work into two separate projects – Track and Structure design and construction will be led by CN, and road design and construction led by the Region.

Miscellaneous

- CN suggested for budgeting purposes, an estimate of \$1M per track per shift during staging should be used.

If there are any omissions or errors within these minutes, please contact Merlin Yuen at [merlin.yuen@hdrinc.com](mailto:merlin.yuen@hdrinc.com).

# Meeting Minutes

Project:	Kennedy Road Environmental Assessment between Steeles Avenue and Major Mackenzie Drive	
Subject:	CN Meeting – Design Update	
Date:	Thursday, April 04, 2019	
Location:	CN Office - 1 Administration Rd, Concord, ON L4K 1B9, Canada	
Attendees:	Michael Vallins, CN Edward Chiu, York Region Solmaz Rezaei, York Region	Tyrone Gan, HDR Michelle Mascarenhas, HDR Matthew Goulet, HDR

<i>Item</i>	<i>Action</i>
1. Introductions (ALL) Safety Briefing by Michael Vallins	
2. Study Overview <ul style="list-style-type: none"> <li>The purpose of this meeting is to discuss the Kennedy Road improvements at the CN rail crossing.</li> </ul>	Information Only.
3. Key Discussion <ul style="list-style-type: none"> <li>Previous meeting with CN discussed the need for a temporary structure and rail detour to accommodate the proposed improvements at Kennedy Road. Rail detour options considered a north detour alignment and a south detour alignment. Construction staging includes two structures, the new bridge construction and temporary bridge construction.</li> <li><b>Project team to prepare cost-benefit analysis of staging options</b> to assist in reviewing the proposed alternatives. Staging options are: <ul style="list-style-type: none"> <li>1) Permanent Track Diversion</li> <li>2) Temporary Track Diversion</li> <li>3) Single Track Diversion and moving CN control location</li> <li>4) Single Track Diversion and Install x-over. (Affects crossings and signals at Doncaster Diamond control location)</li> </ul> </li> <li>Consideration to be given to: track design speed, construction period / CN work blocks, construction costs, flagging requirements, structural requirements and overall impacts to CN operations.</li> <li>Permanent diversion reduces duration of construction and minimize CN working blocks.</li> <li>Track design speed of 60 mph for permanent diversion. Existing design track speed is 55mph.</li> <li>A new bridge will need to meet current vertical clearance standards (5.2 - 5.3m). To achieve this either the rail will need to be raised or the road lowered. CN does not want to increase the gradient of the York Subdivision.</li> <li>Miller Avenue Extension options consider use of temporary rail bridge as permanent structure for Miller Avenue Extension. The</li> </ul>	HDR

location of the permanent bridge, if it carries Miller Ave., will need to be located outside of the CN ROW. Consideration is needed of its proximity to Hydro Towers and high voltage lines.

- Project team to confirm distances from permanent rail diversion to hydro tower don't interfere with induction. **CN to send information regarding allowable proximity of tracks to High Voltage transmission lines.**

CN

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4. Next Steps

- **Project team to schedule follow-up meeting as the study progresses.**

HDR

If there are any omissions or errors within these minutes, please contact Laura Chong  
[laura.chong@hdrinc.com](mailto:laura.chong@hdrinc.com)

# MTO and 407ETR Meeting Minutes

*Kennedy Road Environmental Assessment between  
Steeles Avenue and Major Mackenzie Drive*



# MTO – 407 Meeting Summary

Project:	Class EA Study for McCowan Road from Steeles Avenue to Major Mackenzie Drive and Kennedy Road from Steeles Avenue to Major Mackenzie Drive	
Subject:	MTO – 407 Design Options Meeting	
Date:	Friday, January 18, 2019	
Location:	159 Sir William Hearst Ave, Toronto ON, M3M 0B7, 7 <sup>th</sup> Floor Main Boardroom	
Attendees:	Edward Chiu, York Region Solmaz Rezaei, York Region Dragan Mrkela, 407 ETR Jeff Booker, 407 ETR Tony Angelo, 407 ETR	Frank Martins, MTO Margaret Mikolajczak, MTO Tyrone Gan, HDR Ben Loucks, HDR Laura Chong, HDR
Meeting Overview:	T.Gan and B. Loucks presented materials as per attached presentation slides including project overview, design approach, VISSIM analysis results, design options at the 407ETR interchange, evaluation criteria, and next steps.	

<i><b>Item</b></i>	<i><b>Action</b></i>
1. Introductions (ALL)	
2. Study Overview (E.Chiu and T.Gan) <ul style="list-style-type: none"> <li>Two separate Schedule 'C' Class EAs are being undertaken: McCowan Road (Steeles Avenue to Major Mackenzie Drive) and Kennedy Road (Steeles Avenue to Major Mackenzie Drive). The projects are being run concurrently.</li> <li>Project Schedule: Both projects are in Phase 3 – Alternative Design Concepts of the Class EA process. Second Open House for each project is planned for 2019.</li> <li>The purpose of this meeting is to discuss what options the project team is considering for the 407 crossing and to present the VISSIM analysis.</li> <li>Background information, widening options, and active transportation options were presented.</li> </ul>	Information Only.
3. VISSIM Analysis Results (B.Loucks) <ul style="list-style-type: none"> <li>Three scenarios were assessed: existing conditions, 2041 without Speed Change Lanes (SCL), and 2041 with SCL.</li> <li>Key measures of effectiveness included delay for traffic using the loop ramps and queue lengths that could impact ramp operations.</li> <li>Overall, the delay analysis indicated very little benefit from speed change lanes. The only movement with a noticeable benefit is the McCowan SB to 407ETR EB movement in the AM (-2 s improvement).</li> <li>Queue analysis results are consistent with the delay analysis, as observed queues do not extend beyond the gore of the loop ramps in the HOV/Transit lane.</li> </ul>	



- 407ETR inquired whether or not we are looking at changing the lane configuration at off-ramps. Currently the median island prohibits a double left-turn. 407ETR is contemplating revising the off ramps (where needed) to provide double left movements.
- HDR responded that for the purposes of analysis we assumed double-left turn movements at the off-ramp. The project team will investigate what needs to change to accommodate it and incorporate into the preliminary design. MTO commented that SCL are not provided when there are 3 lanes of through traffic.
- 407ETR noted that from a business perspective, they have to make the highway attractive to customers. The bridges are girder bridges that are easy to widen. There are also new Active Transportation (AT) requirements that we need to take into consideration.
- 407ETR commented that they permitted median transit infrastructure on the Bathurst Street underpass but this is not desirable as this configuration created operational issues for them.
- 407ETR commented that TAC standard is 3.5 m lanes minimum for all lanes.
- HDR noted that the McCowan Road controlling points are 14<sup>th</sup> and Hwy 7, so widening will help improve traffic flow to the 407ETR interchanges, increasing potential customer traffic.
- HDR commented that they're not widening for Cycle Track (CT) and Sidewalk (SW), 2.4 m clear space is needed for Multi-Use Path (MUP).
- 407ETR inquired if 2.4 m is sufficient for an MUP based on current TAC guidelines. HDR to confirm.
- 407ETR noted that the heights of barrier walls should be considered for each scenario to accommodate AT users.
- Key documentation needed for 407ETR to proceed includes cross-sections, conceptual GA, and preliminary construction staging.
- HDR is reviewing staging as part of the preliminary design process.
- 407ETR commented that, they have to maintain traffic lanes for customers on the mainline.
- 407ETR noted that vertical clearances should be reviewed before advancing the design.
- 407ETR commented that median construction at other crossings is planned for 2021. McCowan and Kennedy could be bundled with this construction if contract packages are ready in time.
- 407ETR inquired if cycle lengths were adjusted in the optimization process for the analysis. HDR responded that existing green ratios for the off-ramps were maintained.
- The Region commented that they are not anticipating a signal at Miller Avenue. 407ETR will only allow a Right In-Right Out (RIRO) access at this location.
- MTO commented that with respect to normalizing the on-ramps from high-speed ramps to right turns to facilitate pedestrian and cyclist crossings, the terms of the agreement with 407ETR is that all interchanges must be Parclo A4. This may preclude normalizing the ramps. In addition, the normalization of the ramps will also reduce the operations of the ramps.

*407 to provide  
pavement info for  
under the bridges*

HDR will provide  
queuing analysis for  
off-ramps.

- HDR noted that the preliminary design will include the 407 Transitway crossing concept.
- MTO commented that MTO permits will be required to cross the transitway alignment.
- 407ETR noted that they are obligated to meet TAC and MTO standards.
- The Region inquired who would be responsible for maintenance of a separate AT structure if this is selected as the preferred concept. 407ETR prefers to maintain everything within their right-of-way. This could be arranged through a cost agreement.

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4. Next Steps

- 407ETR to review VISSIM memos (2 weeks) and will prioritize McCowan Road.

407ETR to send comments  
by February 1, 2019

If there are any omissions or errors within these minutes, please contact Laura Chong  
[Laura.Chong@hdrinc.com](mailto:Laura.Chong@hdrinc.com)

# Metrolinx Meeting Minutes

*Kennedy Road Environmental Assessment between  
Steeles Avenue and Major Mackenzie Drive*



# Meeting Minutes

Project: McCowan Road Environmental Assessment  
Kennedy Road Environmental Assessment  
16<sup>th</sup> Avenue Environmental Assessment

Subject: GO Transit Meeting

Date: Friday, August 11, 2017

Location: GO Transit Office 20 Bay St, 5th Floor (Locomotive Boardroom)

Attendees:	Dindial Baljit Jana Neumann Brandon Gafoor Michael Sone	Edward Chiu Jessica Lee Tyrone Gan Nico Malfara
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*Topic*

*Action by*

- 1 **Stouffville GO Line Status and Planning**
  - i. GO Transit confirmed the following service will be provided in their planning horizon:
    - a. Weekday rush hour: 15 minute, two-way service between Unionville and Union Station
    - b. Weekday rush hour: 20 minute, peak direction service from Union Station to/from Lincolnville
    - c. Midday, evening and weekend: 15 minute, two-way service between Unionville and Union Station
    - d. Midday, evening and weekend: 60 minute, two-way service between Mount Joy and Union Station
    - e. ~ 160 – 166 daily trips between Union and Unionville
    - f. ~ 40 daily trips between Unionville and Mount Joy
    - g. ~ 10 – 14 daily trips between Mount Joy and Unionville
    - h. The train volumes noted above are estimates and subject to change
  - ii. Double track planned up to Unionville Station. No plans for double tracking north of Unionville Station at this time. Double tracking will involve shifting the existing tracks to fit double tracks within the existing rail right-of-way.
  - iii. RER service planned for in 10 year time horizon, assume a 19 hour service day.
  - iv. Electrification planned between Union Station and Lincolnville
  - v. 7.2 – 7.3 m vertical clearance required for trains. GO Transit to confirm vertical clearance requirement.
  - vi. Unionville Station to have three tracks with one as a pocket track for turnaround.
  - vii. Metrolinx/GO Transit have no plans for grade separations on the Stouffville GO Line north of Steeles Avenue at this time other than those committed to as part of the 10 year RER program (i.e. Steeles Avenue).
  - viii. Construction anticipated to begin in 2019-2020, subject to AFP.

## 2 Potential Grade Separations

- i. Metrolinx/GO Transit to determine if they can share potential grade separation options of Kennedy Road and Stouffville GO Line from the Feasibility Report with York Region consultations (HDR).

**Metrolinx/GO  
Transit (2i)**

- ii. HDR to request GO Design Requirements Manual (DRM) for GO Transit. HDR (2ii)
- iii. York Region expressed interest in protecting for additional right-of-way and potential construction staging/detour space for grade separations.
- iv. York Region suggested double tracking and grade separation to be constructed at the same time to minimize road disruption. Metrolinx noted that construction timing will not be able to coordinate as double tracking will be moving ahead to support the RER program.
- v. Metrolinx/GO Transit noted that at the crossings, HDR should span the width of the rail ROW. HDR also noted that since the Rouge River and Kennedy Road are very close together, groundwater and aquifers for permanent pumping stations may need to be considered.

3

### Stations and Station Access

- i. Mobility hub study for Unionville GO Station ongoing. It is identified as an option development.
- ii. All stations part of RER program are to be rebuilt.
- iii. Metrolinx/GO Transit noted that there are no plans for changes to the access at Centennial GO Station at this time.
- iv. Metrolinx/GO Transit raised issues with safety (i.e. fire, emergency) at Centennial GO Station with respect to the safety gate arms coming down when trains are sitting in the station and not moving.
- v. Metrolinx/GO Transit noted that there are no current plans for expansion of parking at Centennial GO Station. Metrolinx/GO Transit referred HDR/York Region to the GO Rail Station Access Plan.

4

### York Region Environmental Assessments

- i. The preferred solution from the York Region TMP is to widen Kennedy and McCowan Road to 6 lanes (for Transit/HOV) and active transportation.
- ii. HDR to provide Metrolinx with cross-section concepts at these locations once completed. The preferred preliminary design will not be available until the end of next year (2018). HDR (4ii)
- iii. York Region construction (widening) schedule for Kennedy and McCowan Road are as follows:
  - a. 2021 for McCowan Road
  - b. 2023 for Kennedy Road
- iv. York Region indicated that the grade separations may be deferred depending on funding availability
- v. HDR to share Draft cross sections with Metrolinx once completed.
- vi. Metrolinx to provide contact information for the representative from communications to share information about upcoming consultation events. HDR (4iv)  
**Metrolinx/GO Transit (4v)**
- vii. 16th Avenue EA was also discussed citing similar issues and concerns as Kennedy and McCowan Road at-grade crossings. Metrolinx indicated that there are no plans to double track or grade separate the existing at-grade crossing of the Stouffville GO Line just east of Markham Road at this time. Metrolinx also noted that Markham is looking at installing pedestrian gates at the 16th Avenue / Stouffville line crossing.

If there are any errors or omissions, please advise [nico.malfara@hdrinc.com](mailto:nico.malfara@hdrinc.com) within ten business days of the issuance of these minutes.



Minutes prepared by





(feasibility study) for the Kennedy crossing north of Clayton. Metrolinx provided consent to share with HDR. If materials are missing, YR to request from Metrolinx (C.Daza Ortiz).

- Metrolinx has not undertaken a grade separation study at the Kennedy crossing north of Austin Drive.

YR to provide Metrolinx grade separation study to HDR and request of C.Daza Ortiz any additional materials.

#### 4. **Grade Separation Design Options and Design Parameters (T.Gan)**

- Grade-separation overpass and underpass designs at the three rail crossings were prepared by HDR. Detour designs were prepared for McCowan Road north of Bullock Drive and Kennedy Road north of Clayton Drive, and assume only one rail track, four lanes of traffic and one sidewalk are in operation during construction. T.Gan presented plans, profiles, access impacts, and detour/staging concepts as per presentation slides for discussion with the meeting attendees.
- Overpass and underpass designs span the full Metrolinx right-of-way at all three locations to allow for future rail expansion.
- Overpass designs accommodate vertical clearance of 9.58m to allow for potential future electrification at all three crossings (7.58m clearance based on Metrolinx standards for electrification + 2m bridge deck).
- Designs reflect 5-6% grades but intent is to flatten grade where possible as they are too steep.
- Detour options will be reviewed and revised as required to minimize impacts from at-grade and grade-separated detour roads (for example maximize separation between at-grade detour road and residential communities).
- HDR has completed topographic survey of the rail at all three crossings.
- McCowan crossing north of Bullock Drive overpass and underpass options require closure of access to Cennential GO Station from McCowan Road due to grades.

HDR to flatten grades where feasible.

HDR to review opportunities to refine detour roads.

#### 5. **Metrolinx Double-Track and Service Expansion Plans**

- K. O'Brien confirmed double tracks are planned to be constructed up to Unionville GO Station by 2021 as detailed design of the second track is complete; double tracks are currently installed at the crossing of Kennedy Road north of Clayton Drive. North of Unionville GO Station double tracks have not yet been identified through an EA, but are anticipated to be required.
- I.McNeil confirmed second track at Kennedy Road north of Clayton Drive, although constructed, is not currently in service. Service along the second track is currently discontinuous at Steeles Avenue.
- Service plans north of Unionville GO Station to be confirmed by another Metrolinx contact.
- I.McNeil confirmed hourly service is currently provided between Unionville GO Station and Mount Joy GO Station. Mid-day service and weekend service will be extended to Mount Joy GO Station by January 2019 and April 2019, respectively.
- I.McNeil noted service is anticipated on the second track at the crossing of Kennedy Road north of Clayton Drive up to Unionville GO Station is anticipated by 2020/2025 (TBC).

K.O'Brien to send as-builts for 2<sup>nd</sup> track designs to YR.

I.McNeil to provide contact to address service plans north of Unionville GO Station.

I.McNeil to confirm when second track is needed for service.

HDR to review if two rail tracks can be maintained for detour at Kennedy crossing north of



Clayton Drive.

- Feasibility of maintaining two rail tracks during construction has not been reviewed.

6. **Pedestrian and Transit Considerations**

- Metrolinx noted multi bus-bays are proposed along McCowan Road to service Centennial GO Station. It was clarified that transit is proposed to stop in live Transit/HOV curb lane. Bus-bays would be considered in addition to Transit/HOV lane on an individual basis and would be subject to available property.
- Existing transit stops that service the at-grade crossing configuration may need to be relocated during construction only with grade separation options as at-grade access would no longer be provided (for example McCowan bus stop at Loblaws entrance to be relocated to Bullock Drive intersection).
- Metrolinx's objective is to increase transit user access to the station five times the existing usage by improving the transit and walking experience.
- Direct at-grade pedestrian access to Centennial GO Station platform from the community will likely not be maintained due to property requirements and grade-separation conflicts.
- Metrolinx suggested provision of a pedestrian bridge at track level with the underpass option at crossings at McCowan Road north of Bullock Drive and Kennedy Road north of Clayton Drive to service and connect the existing/planned communities. A pedestrian bridge was protected for in the Rutherford-Carrville Road EA to provide access to the Rutherford GO station. A pedestrian bridge is also being constructed at the crossing of Stouffville GO line at Steeles Avenue.
- The detour typical section protects for pedestrian access on one side only to minimize property impacts. Concern was raised that transit will still service both the northbound and southbound directions and how pedestrian access can be maintained on both boulevards while adjacent to the grade-separated construction zone. Consideration should be given to providing pedestrian access on both boulevards during construction; this could be achieved with at-grade pedestrian facilities adjacent to the property line in addition to the pedestrian detour facility.
- Metrolinx has an example of how pedestrian access was maintained during construction to service the Agincourt GO Station.

HDR to review potential for bus bays at McCowan Road at Centennial GO Station.

HDR to discuss potential stop reconfiguration with transit authorities.

Metrolinx to confirm if a pedestrian bridge is requested to be protected for at these locations.

HDR to confirm if pedestrian access can be provided on both sides during construction.

Metrolinx to provide example on pedestrian access during construction.

7. **City of Markham's Whistle Cessation Policy**

- Metrolinx noted City of Markham's whistle cessation policy is in effect which has included implementation of pedestrian crossing gates and extra signage along the rail corridor crossings. Compliance with the whistle cessation policy during construction should be confirmed with the City.

HDR to confirm if compliance with whistle cessation policy is required during construction for documentation in ESR.

8. **Secondary Plan (Kennedy Road Crossing North of Clayton Drive)**

- Secondary plan identified location of a potential GO Station. The City of Markham had added this when they were reviewing the potential to relocate the Milliken GO Station

Information only.

however Metrolinx confirmed that this location has no status and is no longer carried forward as relocation of the Milliken GO Station..

- Metrolinx noted a pedestrian bridge will connect existing and planned communities north and south of the rail corridor at this location. The City of Markham's thoughts on rail corridor/access is required.

9. **Hybrid Option (Kennedy Crossing North of Austin Drive)**

- As per the presentation slides there are technical challenges with both the overpass and underpass options with respect to the existing water table, 1500mm dia. watermain, adjacent residential communities, Rouge River crossing and maintaining access to Austin Drive. However the exposure index still identifies a need to review grade separation options, especially in consideration of the delays to traffic with the additional rail service.
- Metrolinx suggested consideration of hybrid design (lower/raise track profile while lower/raise road profile). Can potentially raise the track by ½ level given lowering track will impact the cover to the watermain and Rouge River structure. Consideration would need to be given to upstream and downstream impacts to the rail profile, in particular impacts to the at-grade rail crossing at Main Street Unionville and the rail bridge at the Rouge River.

Metrolinx to identify potential height that is acceptable to raise the track at this location.

10. **Construction Schedule and Timing of Improvements**

- Construction Schedule for McCowan Road improvements:
  - Steeles Avenue to 16<sup>th</sup> Avenue – 2026, based on YR's 2018 10-Year Capital Plan, but may not include the grade separation. Detailed design would likely commence in 2020.
  - 16<sup>th</sup> Avenue to Major Mackenzie Drive – identified for construction to start beyond the current 10 year plan.
- Construction Schedule for Kennedy Road improvements:
  - Steeles Avenue to 14<sup>th</sup> Avenue – 2024, based on YR's 2018 10-Year Capital Plan, but may not include the grade separation.
  - 14<sup>th</sup> Avenue to 407ETR – 2023, based on YR's 2018 10-Year Capital Plan.
  - 407 ETR to Highway 7 – 2024, based on YR's 2018 10-Year Capital Plan.
  - Highway 7 to Major Mackenzie Drive – identified for construction to start beyond the current 10 year plan.
- Kennedy Road crossing north of Clayton Drive is the highest priority crossing for Metrolinx over the other two crossings because double track is already constructed and service increases are planned in the near future to Unionville GO Station. Timing for double-track service is 2025 (TBC).
- Kennedy Road crossing north of Austin Drive is the second priority of these locations as it is the next crossing closest to Unionville GO station. Metrolinx EA has not initiated the double-track study at this location.
- McCowan Road crossing north of Bullock Drive is the third priority of these locations. Metrolinx EA has not initiated the

double-track study at this location.

- Region's current timing of improvements for Kennedy Road grade separation north of Clayton Drive does not align with Metrolinx's planned service expansion if double-track service is to be in place by 2025 along the Stouffville GO Line up to the Centennial GO Station. Opportunities to revisit construction timing should be reviewed to minimize challenges with maintaining rail service on two tracks where possible.
- Construction timing for grade separations at Kennedy crossing north of Austin Drive and McCowan crossing north of Bullock Drive to be reviewed based on timing of improvements from Metrolinx.

Region to review 10 year capital plan and timings for grade separations for coordination and future discussions with Metrolinx

Metrolinx to provide timings of improvements for all crossings

11.

#### **Next Steps**

HDR circulated presentation materials (drawing and presentation slides) following the meeting. Metrolinx to provide comments on materials by **August 7, 2018**.

Metrolinx to provide comments by August 7, 2018.

If there are any omissions or errors within these minutes, please contact Merlin Yuen  
[Merlin.Yuen@hdrinc.com](mailto:Merlin.Yuen@hdrinc.com).

# Meeting Minutes

Project:	Kennedy Road Class Environmental Assessment between Steeles Avenue and Major Mackenzie Drive	
Subject:	Metrolinx Meeting – Study Update	
Date:	Tuesday, April 02, 2019	
Location:	Metrolinx Office, 10 Bay Street Floor 14, Room 14A	
Attendees:	Melissa Dagenais, Metrolinx Laura Witherow, Metrolinx Brandon Gaffoor, Metrolinx Sandeep Malhotra, Metrolinx James Hartley, Metrolinx	Edward Chiu, York Region Solmaz Rezaei, York Region Christopher Rotella, York Region Tyrone Gan, HDR Michelle Mascarenhas, HDR
Meeting Overview:	T.Gan presented materials as per attached presentation slides to provide a study update and discuss next steps.	

<i><b>Item</b></i>	<i><b>Action</b></i>
1. Introductions (ALL)	
2. Study Overview <ul style="list-style-type: none"> <li>A Schedule 'C' Class EA is being undertaken: Kennedy Road (Steeles Avenue to Major Mackenzie Drive).</li> <li>Project Schedule: Currently in Phase 3 – Alternative Design Concepts of the Class EA process.</li> </ul>	Information Only.
3. Key Discussion	
<u>GO Expansion Project (Metrolinx)</u>	
<ul style="list-style-type: none"> <li><b>HDR to change reference from Regional Express Rail (RER) to “GO Expansion” Project</b></li> <li>There are seven mandated grade separations that Metrolinx is overseeing; five in Toronto and two in York Region (Denison and Kennedy)</li> <li>Metrolinx has retained Stantec to complete the review and EA for the grade separation for the Stouffville GO Rail Line at the crossings along Kennedy Road and Denison Street. Both grade separations are proposed as underpass designs.</li> <li>Metrolinx will complete the EA study and 30% conceptual design, and provide high level performance specifications.</li> <li>Metrolinx plans to release an RFPQ in May 2019 and detailed RFP at the end of 2019. The work includes retaining a contractor for a 30 year term to design, construct and maintain the structures.</li> <li>Metrolinx requires the Region's input into the grade separation design at Kennedy Road north of Clayton Drive.</li> </ul>	HDR
<u>Construction Timelines</u>	
<ul style="list-style-type: none"> <li>Metrolinx's anticipated timeline is 2021 for completion of design with the grade separation planned for construction ~2024/2025.</li> </ul>	

**Metrolinx to confirm construction timelines and share with the Region.**

Metrolinx

- Region's timelines for the Kennedy Road EA improvements in the presentation slides reflect the 2018 10-year Capital Construction Program. **Region to provide Metrolinx with the 2019 10-year Capital Construction Program.**

Region

Coordination of Metrolinx and Region Studies

- **HDR to circulate the Kennedy Road EA Phase 1 and 2 Reports to Metrolinx, when ready.**
- **Metrolinx to review Kennedy Road EA Phase reports with Stantec and identify additional investigations needed to meet their requirements.**
- Metrolinx had completed 10% design that has been reactivated. **Metrolinx to share design with the Region.**
- **HDR to provide Metrolinx with typical section and EA identified requirements for the underpass design developed to date.** Typical section includes design of cycle track and sidewalk in raised Active Transportation (AT) facility on both boulevards of the underpass design.
- Market Village (lands adjacent to crossing north of Clayton) are under demolition for reconstruction as per a new site plan. **York Region's Development Engineering to provide any updated informations regarding this site plan to Metrolinx.**
- Metrolinx inquired if a pedestrian bridge is recommended with the underpass design. The project team noted the EA study does not preclude the implementation of a pedestrian bridge by others, however the Region does not require one for the EA recommendations. There is also no station at this crossing as the station is located further south at Steeles Avenue.
- Metrolinx noted the City of Markham requested a multi-use trail in this area.
- **Metrolinx to share noise protocol** with Region to review for GO expansion projects.

HDR

Metrolinx

Metrolinx

HDR

Region

Metrolinx

Road and Rail Construction Staging

- Metrolinx is reviewing construction staging of rail and road improvements and assessing rail detour options.
- HDR (T.Gan) confirmed that the Region's Kennedy Road EA study includes road detour option that maintains four lanes of traffic on Kennedy Road at all time. The rail detour options also accommodates one live rail and one detour rail.
- Rail detour options may only need to accommodate one track although there are two tracks in place, currently only one track is in operation. As such one track can become the rail detour track.
- **HDR to share underpass design staging scheme developed to date with Metrolinx.**
- Metrolinx does not want to prescribe the staging scheme to the contractor but can use it as a reference with the concept design.
- Region noted high groundwater table will likely require permanent pumping station.

HDR

Crossing North of Austin Drive

- Metrolinx is advancing the grade separation of crossings south of Unionville GO Station because of the planned 7 min service.

North of Unionville GO Station as service is every hour, Metrolinx isn't reviewing these locations at this time because the business case is not yet established.

- The second Kennedy Road at-grade crossing of the Stouffville GO rail line is north of Austin Drive which is located north of Unionville GO Station.
- There are greater challenges at this crossing regarding grade separation because of an existing 1500mm diameter watermain that was recently installed under Kennedy Road near the rail crossing. There may not be sufficient cover to provide an underpass and an overpass will be challenging. As such the project team is reviewing hybrid options that consider raising the rail track profile. Only a 2% grade raise for the track alignment is tolerable.

Kennedy Road EA - Environmental Study Report

- Metrolinx has to have EA final recommendations by March 2020 before proceeding. HDR
  - **Project team to review Rutherford-Carrville EA Project Specific Output Specifications (PSOS)** for understanding of future commitments to be documented in the Kennedy Road EA for the grade separation design north of Clayton. **Project team to allocate 6-8 weeks for Metrolinx** to review future commitments in draft ESR. This section (Kennedy Road design from Steeles Ave to 14<sup>th</sup> Ave) can be expedited and extracted from the complete draft ESR and issued to Metrolinx in advance to accommodate their review timelines. HDR
  - **Project team to circulate draft commitments to James H and Melissa at Metrolinx.** Metrolinx
- Region

Other items - Metrolinx Grade Separation at Denison

- The grade separation at Denison is outside the scope of the Kennedy Road EA study.
- **Metrolinx to set-up a meeting with the City of Markham** regarding grade separation at Denison Street.
- **Region to provide Region contact(s) to Metrolinx to discuss the grade separation on Denison Street (Vi Bui and / or John Kazilis)**

4. Next Steps

- **Project team will arrange a meeting** with Metrolinx in the upcoming months to discuss study findings to date and review the recommendations. HDR
- Open House is tentatively planned for Fall 2019 and ESR filing for early 2020.

If there are any omissions or errors within these minutes, please contact Laura Chong  
[Laura.Chong@hdrinc.com](mailto:Laura.Chong@hdrinc.com)

**Meeting Name:** Kennedy Road Environmental Assessment (EA) Conference Call

**Meeting Date:** April 23, 2019, 10:30 am - 11:30 am

**Participants:**

Name	Organization	Email Address
James Hartley (JH)	Metrolinx (MX)	james.hartley@metrolinx.com
James Francis (JF)	Metrolinx	james.francis@metrolinx.com
Melissa Dagenais (MD)	Metrolinx	melissa.dagenais@metrolinx.com
Laura Witherow (LW)	Metrolinx	laura.witherow@metrolinx.com
Edward Chiu (EC)	York Region (YR)	edward.chiu@york.ca

Item	Discussion	Actions
Reporting		
1.0	<u>Report Structure - Environmental Study Report (ESR)</u> <ul style="list-style-type: none"> <li>MX asked what supporting studies are being completed as part of the ESR? YR indicated that the following studies are being completed: <ul style="list-style-type: none"> <li>Geotechnical report</li> <li>Hydrogeological study</li> </ul> </li> <li>EC explained that the ESR is a high-level document that contains summaries of technical studies. <ul style="list-style-type: none"> <li>Appendices will include detailed technical studies</li> </ul> </li> <li><b>EC to share supporting studies with MX when available.</b> <ul style="list-style-type: none"> <li>EC explained that Denison Street is not being examined as it is outside of YR construction limits.</li> </ul> </li> </ul>	YR
1.1	<u>Reliance on Technical Reports</u> <ul style="list-style-type: none"> <li>MX asked whether reliance can be provided to MX on YR's technical studies for the Kennedy Road Municipal Class EA (MCEA). <ul style="list-style-type: none"> <li><b>EC to confirm if reliance on reports can be provided to MX.</b></li> </ul> </li> <li>MX is requesting reliance because ProjectCo. requires assurance in order to be able to rely on the information contained in the technical reports. <ul style="list-style-type: none"> <li><b>MX to provide Reliance Memo to EC.</b></li> </ul> </li> </ul>	YR  MX
Public Meetings/Stakeholder Engagement		
2.0	<ul style="list-style-type: none"> <li>YR and MX are planning public meetings in the fall of 2019.</li> <li>MX asked whether the YR has any Frequently Asked Questions (FAQ) sheets or other information that can be provided to MX?</li> </ul>	

	<ul style="list-style-type: none"> <li>○ EC responded that there are no materials ready at this point. EC explained that the road underpass is the current preferred option.</li> <li>○ MX asked EC how best to ensure consistent messaging between both projects.</li> </ul> <ul style="list-style-type: none"> <li>▪ Response was that there are two potential options to address this: <ul style="list-style-type: none"> <li>○ 1) MX staff could attend the YR Open Houses to help provide a MX perspective. So far, only options have been presented to the public.</li> <li>○ 2) Defer to MX public meetings to provide preferred option. YR can send a representative to MX public meeting to provide the Kennedy Road MCEA perspective.</li> <li>○ If MX is ready to present a recommended GS option by early fall, this would be the preference.</li> </ul> </li> </ul>	
2.1	<p><u>Other stakeholder meetings</u></p> <ul style="list-style-type: none"> <li>▪ MX inquired if they can be involved in other stakeholder meetings that are to be carried out as part of the MCEA for Kennedy Road. <ul style="list-style-type: none"> <li>○ EC indicated that it would be beneficial to have MX involved in these meetings. <ul style="list-style-type: none"> <li>○ It was noted that there is a proposed development on the southeast side (near Pacific Mall) and the northeast side (residential/commercial development) of the Grade Separation (GS) location. Developers are to be contacted by YR for input. <ul style="list-style-type: none"> <li>▪ Developers were invited to Phase III Stakeholder Meeting and they did not attend.</li> </ul> </li> <li>○ MX asked whether access to these properties have been protected for in YR's plans. <ul style="list-style-type: none"> <li>▪ EC responded that YR's consultant is looking into this information but access has not been finalized as of yet.</li> <li>▪ MX indicated that there is a risk of a potential Part II order if access is lost.</li> </ul> </li> <li>○ Early summer 2019 - YR to start engaging these developers. <ul style="list-style-type: none"> <li>▪ MX to be included in these meetings (as long as potential impacts are already established).</li> <li>▪ The Reference Concept Design (RCD) being completed by Stantec would be beneficial to have ready for these meetings.</li> </ul> </li> </ul> </li> </ul> </li> <li>▪ EC suggested that it may be beneficial to exclude Kennedy GS from the YR Kennedy Road MCEA and instead have MX include the GS as part of the Stouffville Grade Separations (SGS) Transit Project Assessment Project (TPAP) EA. <ul style="list-style-type: none"> <li>○ <b>MX to bring YR's suggestion of including the Kennedy Road GS in the SGS TPAP back to discuss internally, and will provide a response to YR regarding this item.</b></li> </ul> </li> </ul>	MX



2.2	<u>Kennedy Road MCEA Contact List</u> <ul style="list-style-type: none"> <li>MX asked EC whether YR has a contact list of stakeholders and/or community groups that they have already engaged or plan on engaging. <b>EC to look into the Contact List for Phase III Stakeholder Meetings and see whether the list can be shared and suggested a few options regarding this:</b> <ul style="list-style-type: none"> <li>1) YR can reach out to each Community Group/Stakeholder and ask whether they want to be involved. If so, YR can provide MX contact info for them to reach out (YR's preferred option).</li> <li>2) YR can ask for their consent and then send contact information back to MX.</li> </ul> </li> </ul>	YR
Schedule		
3.0	<u>YR-Kennedy Road EA Schedule</u> <ul style="list-style-type: none"> <li>MX asked EC what the general timelines are for the Kennedy Road EA. EC provided approximate timelines: <ul style="list-style-type: none"> <li>MX review of ESR would be roughly 4-6 week review</li> <li>Open House early fall</li> <li>Draft ESR expected around December 2019</li> <li>Filing would take place around January/February 2020</li> </ul> </li> </ul>	
Other		
4.0	Ministry of the Environment, Conservation and Parks (MECP)  York Region's main MECP contact for MCEA: Emily O'Leary <ul style="list-style-type: none"> <li><b>If MX were to take on the Kennedy Road GS in the SGS TPAP, MX would need to inquire with MECP regarding the process for taking this component out of the Kennedy Road MCEA.</b></li> </ul>	MX
4.1	<u>MX - Kennedy EA</u> <ul style="list-style-type: none"> <li><b>MX to discuss internally and provide an email or a phone call to EC regarding whether MX will include the Kennedy Road GS in the SGS TPAP.</b></li> </ul> Follow-Up Notes: <ul style="list-style-type: none"> <li>As a future ask, it would be beneficial to get a summary of mitigation and monitoring from the YR up to this point in their EA process.</li> </ul>	MX

**Stouffville Rail Corridor Grade Separations Project Technical Advisory Committee (TAC) #1**Stouffville Rail Corridor Grade Separations Project / 165011004

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**Date/Time:** May 24, 2019 / 2:45 PM  
**Place:** York Region Office, 90 Bales Drive, East Gwillimbury, Room 20010  
**Next TAC Meeting:** TBD  
**Invitees:**

<b>Name</b>	<b>Email</b>	<b>Company</b>	<b>Attended</b>
Laura Witherow	<a href="mailto:laura.witherow@metrolinx.com">laura.witherow@metrolinx.com</a>	MX	Yes
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May 24, 2019

Stouffville Rail Corridor Grade Separations Project Technical Advisory Committee (TAC) #1

Mehrak Hakimi mehrak.hakimi@york.ca

York Region Yes

David Van Veen dvanveen@king.ca

King Township No

Peter Angelo pangelo@king.ca

King Township Yes

**Distribution:** Invitees

Item	Notes	Action:
1.0	<b>Introductory Slides</b> <ul style="list-style-type: none"><li>Metrolinx provided an overview of the agenda, introduced the project team, and outlined the information that is being requested from York Region.</li><li>Metrolinx elaborated on performance indicators:<ul style="list-style-type: none"><li>The Stouffville Rail Corridor Grade Separations (SGS) Project (Project) is planned to be undertaken as a Design-Build-Finance-Operate-Maintain (DBFOM) project.</li><li>Performance indicators will be included in the procurement process as specified outputs to ProjectCo.</li><li>MX will look to York Region for what it would like included in the performance indicators (e.g., number of lanes to be kept open during construction).</li></ul></li></ul>	Info
2.0	<b>Stouffville Grade Separations Transit Project Assessment Process (TPAP)</b> <ul style="list-style-type: none"><li>Metrolinx provided an overview of the SGS Project, noting two grade separations are being considered in the City of Markham/York Region: Denison Street and Kennedy Road.</li><li>Metrolinx is coordinating with York Region regarding the environmental assessment (EA) approach for Kennedy Road.</li><li>Five additional grade separations are being considered in the City of Toronto, including Passmore Avenue, McNicoll Avenue, Huntingwood Drive, Havendale Road, and Progress Avenue.</li></ul>	Info
3.0	<b>Project Rationale</b> <ul style="list-style-type: none"><li>Metrolinx noted the SGS Project is part of the GO Expansion Program as the grade separations will enhance safety, on time performance and provide operational flexibility/reliability as 15-minute two way all day service is planned on the Stouffville Line south of Unionville Station.</li><li>Towards the end of last year, Metrolinx completed a Full Business Case for the GO Expansion Program.<ul style="list-style-type: none"><li>The Business Case outlined the proposed investment program, the benefits and costs and the requirements to implement the program.</li></ul></li></ul>	Info
4.0	<b>Procurement Approach</b> <ul style="list-style-type: none"><li>Metrolinx plans on procuring the SGS Project through a Public Private Partnership (P3) approach.<ul style="list-style-type: none"><li>Performance indicators will allow Metrolinx to set limitations while still leaving room for flexibility.</li></ul></li><li>Metrolinx is working through the standards and requirements that will be</li></ul>	Info

Item	Notes	Action:
	included in the contracts.	
5.0	<p><b>SGS Feasibility Study</b></p> <ul style="list-style-type: none"> <li>Metrolinx completed a Feasibility Study in 2016 to assess the proposed grade separation sites.</li> <li>Seven options were considered and screened for the road/rail grade separations: rail underpass, road underpass, rail overpass, road overpass, road closure, crossing upgrades, and do nothing.</li> <li>Metrolinx noted the road underpass is the preferred design option for Denison Street and Kennedy Road because it: <ul style="list-style-type: none"> <li>Minimizes the Project footprint (including property and access impacts)</li> <li>Allows continued traffic flow of vehicular and pedestrian traffic</li> <li>Reduces the number of retaining structures</li> <li>Enhances rail efficiency and safety</li> </ul> </li> </ul>	Info
6.0	<p><b>Denison Street, Road Underpass</b></p> <ul style="list-style-type: none"> <li>Stantec provided an overview of the 10% design drawings.</li> <li>Stantec is currently progressing toward RCD.</li> <li>An underpass was selected for this location due to the limiting factors of getting back up to grade to maintain connection at Gorvette Road and Clayton Drive.</li> <li>There are more stringent separation requirements due to electrification of the rail in a road over rail scenario. <ul style="list-style-type: none"> <li>Although the vertical geometry of the road will be the same it takes longer to get back down to grade due to the height differential (clearance) that is required for road over (i.e., 7.4m vs. 5.3 m required for road under).</li> </ul> </li> <li>To the northwest, an entrance to Canon Canada will be impacted but there is an existing second entrance off of Clayton Drive.</li> <li>There will be an access impact to Everest Tile (located to the southeast of the Denison Street/Gorvette Road intersection) as the entrance off of Denison Street will be closed, however there is a second entrance off of Gorvette Drive that will be maintained. Access implications for loading and unloading are being investigated and will be factored into staging plans and final design.</li> <li>Stantec continues to investigate options to mitigate access impacts, taking retaining wall and grading requirements into account.</li> <li>For the most part, the Project footprint stays within Metrolinx property lines, however there are a few areas shown in red (referring to slide 13) that are anticipated to require permanent property takes. <ul style="list-style-type: none"> <li>Stantec is still undertaking topographic and survey work and grading continues to be refined.</li> </ul> </li> </ul>	Info

Item	Notes	Action:
	<ul style="list-style-type: none"> <li>○ Depicted property impacts continue to be refined.</li> <li>• Stantec noted there would be temporary impacts to the York Region Bus Route (Route 2) during construction, due to bus stop location in the construction zone.               <ul style="list-style-type: none"> <li>○ Metrolinx is looking for input from York Region to mitigate potential effects, determine the minimum service level and to appropriately stage construction. This will be discussed further at TAC #2 when traffic and utility impacts are reviewed.</li> <li>○ Stantec confirmed there will be a detour provided that could accommodate the bus route; however, there may need to be shifts of the bus stop locations during construction</li> </ul> </li> <li>• Mx inquired if there is a threshold York Region uses to determine how long bus delays can be. York Region stated there is not a threshold for delay; however, there will need to be investigation into how the quantity of buses can be increased in order to meet existing bus frequency on affected routes. York Region may consider adding more buses to the route during construction to maintain frequency.</li> <li>• During Construction, a double rail diversion is proposed on the west side of the tracks in order to maintain service while construction is ongoing.</li> <li>• York Region inquired if it will need to be a dual track diversion because the second track currently under construction may not be operational yet. Metrolinx confirmed the second track will be built at this point; however, it is possible that there may only be one track used in service during construction of the grade separation. Metrolinx will confirm the potential for only a single track diversion, based on the construction schedule.</li> <li>• During construction, Denison Street is planned to be diverted temporarily to the south to allow for the grade separation and then returned to its original alignment. Currently a four-lane diversion is being contemplated, but the possibility of reducing this to two-lanes will be applied, if traffic impacts are manageable.</li> </ul>	
7.0	<p><b>Kennedy Road, Road Underpass</b></p> <ul style="list-style-type: none"> <li>• Stantec provided an overview of the planned grade separation at Kennedy Road.</li> <li>• Kennedy Road is planned to be detoured to the east of its current location.               <ul style="list-style-type: none"> <li>○ Currently a four-lane diversion is identified, however options to reduce this to limit impacts will be considered.</li> </ul> </li> <li>• The northwest corner of the Pacific Mall parking lot is in conflict with the detour of Kennedy Road;               <ul style="list-style-type: none"> <li>○ Stantec is investigating the number of lanes required for the diversion and the resulting impacts. Although a four-lane diversion is currently identified, options to reduce this to limit impacts will be considered and the environmental studies currently underway will be taken into account for this design decision.</li> </ul> </li> <li>• An entrance to the Immigrant Service Centre (located to the north of the crossing) will be blocked, however there a second entrance that will allow</li> </ul>	Info

Stouffville Rail Corridor Grade Separations Project Technical Advisory Committee (TAC) #1

Item	Notes	Action:
	access to the building from Gorvette Road.	
	<ul style="list-style-type: none"> <li>• York Region noted the Remington Centre development is in progress north of the Pacific Mall. Depending on construction timing, this development may be complete, possibly creating a conflict with the detour plan. York Region noted that a construction staging plan and traffic impacts have been investigated for Kennedy Road during their EA process that can be shared.</li> <li>• York Region noted the high water level in the area of the wetland in the southeast quadrant of the intersection and that a pumping station may be required.</li> <li>• York Region inquired if a grade separation is required at this location, noting that although it is part of their Municipal Class EA, it is not slated for construction in the near term, and funding for implementation has not been confirmed. Metrolinx noted that, in addition to the Region's identification of a need for a grade separation at this location in the Municipal Class EA, Metrolinx's feasibility study recommended a grade separation at this location.</li> <li>• York Region asked how long the overall traffic delay for the at-grade crossing is. Metrolinx confirmed that the gates are usually down for up to 15 minutes every hour and that this can cause even further time delays in traffic flow.</li> <li>• York Region stated they aren't planning on building the expansion of this section of the road in the next 10 years.</li> <li>• Metrolinx indicated that a grade separation beyond like-for-like replacement (4 lanes wide) would be developed through a grade separation agreement.</li> <li>• York Region indicated that a meeting should be held prior to the next TAC between Metrolinx and York Region to further discuss the grade separation.</li> <li>• As with Denison Street, discussion with York Region is needed to address the potential impacts to bus service and adjust stops as needed.</li> <li>• Permanent and temporary property impacts are anticipated (as shown on slide 15).</li> <li>• A potential wetland has been identified in the southeast quadrant of the Kennedy rail crossing. Survey work completed a few years ago identified this a moist forest area; however, a recent site visit confirmed seasonally wet conditions that require further investigation. Natural environment studies are being progressed.</li> <li>• Hydrogeological impacts are also being investigated and preliminary investigations show that there is limited surface drainage. Consultation with the City of Markham is also occurring regarding this area. The need for pumping or other drainage requirements will be investigated. The primary focus for this Project will be to confirm the potential impacts of the grade separation, though there may be the opportunity to work with the City of Markham to coordinate with future restoration or protection plans for the area.</li> <li>• York Region noted that natural environment and hydrogeology investigations have been completed as part of the Municipal Class EA. It will be shared with Metrolinx when it is finalized; however, reliance on reports</li> </ul>	<p>York Region to share draft construction staging plan for Kennedy Road.</p>          <p>Metrolinx to schedule a meeting with York Region to discuss the need for and agreements related to the grade separation.</p>          <p>York Region to share completed</p>

Item	Notes	Action:
	<p>needs to be confirmed. Stantec noted that receiving early drafts of the report for consideration would be ideal to support ongoing field plans and avoid duplication. York Region confirmed that investigations only include the areas within their right of way, but that detail should be useful for the Project.</p> <ul style="list-style-type: none"> <li>York Region also noted that utility information is available up to SUE level B.</li> <li>Stantec stated that it would be helpful if any information that has been collected through the Municipal Class EA process could be shared with Mx and Stantec.</li> </ul>	<p>hydrogeology and natural environment investigations.</p> <p>York Region to share completed utility investigation.</p>
8.0	<p><b>Infrastructure that may Require Municipal Agreements</b></p> <ul style="list-style-type: none"> <li>Metrolinx identified infrastructure that may be captured in grade separation agreements moving forward.</li> <li>Metrolinx has a template to negotiate with municipalities that has been used in the past for other grade separation projects.</li> <li>Future discussions will be required.</li> </ul>	Info
9.0	<p><b>Project Design Assumptions</b></p> <ul style="list-style-type: none"> <li>Stantec presented the basic design criteria used for Denison Street and Kennedy Road.</li> <li>York Region and City of Markham standards are being followed.</li> <li>Bridge foundation assumptions will be refined as further geotechnical work is completed.</li> <li>York Region noted that sidewalks on regional roads are owned by the lower-tier municipalities so should be built to the municipal standards. Everything else in the regional road corridor is owned by York Region, except mid-block lighting. City of Markham sidewalk standard is 1.8 m width.</li> <li>Stantec stated the York Region EA is using 1.5 m standard. York Region confirmed 1.5 m sidewalk was being used but an on-boulevard bike lane was included (3.3 m total required for multi-use path).</li> <li>York Region inquired about the 5.3 m vertical clearance required. Stantec confirmed this is based on Transportation Association of Canada's Geometric Road Design Manual and Metrolinx standards. York Region stated that their design work and assessments have assumed a 5 m clearance.</li> </ul>	Info
10.0	<p><b>Project Utility Impacts</b></p> <ul style="list-style-type: none"> <li>Stantec is currently undertaking a Subsurface Utility Engineering (SUE) investigation with final reports anticipated by the end of May.</li> <li>Utility impacts identified are based on the 10% level of design and will be confirmed following the SUE work.</li> <li>In general, most utilities running parallel to the rail corridor will be severed when they cross Kennedy Road/Denison Street once these level crossings</li> </ul>	Info

Item	Notes	Action:
	<p>are grade separated.</p> <ul style="list-style-type: none"> <li>• In some areas, telecommunications can be maintained as will any street level aerial utilities.</li> <li>• Utilities outside of retaining walls at Denison Street will be maintained. <ul style="list-style-type: none"> <li>○ A 300 mm watermain will need to be rerouted.</li> <li>○ Currently, no trunk sewers or transmission mains will be impacted.</li> <li>○ Investigation regarding storm sewers is ongoing as the intent is to avoid any maintenance requirements and have the sewers drain by gravity if possible. A capacity analysis is also underway to determine how much flow the pipes can withstand.</li> <li>○ Stantec is working on a model that will help determine if drainage by gravity is possible. For the roads, the worst-case is a sump pump.</li> <li>○ York Region noted the preference to provide ongoing pump monitoring, so that failure can be detected before roads flood. Stantec confirmed that it would be a fairly simple sump pump used but there would need to be a storage area to control flows during storm events.</li> </ul> </li> <li>• Utilities at Kennedy include a 1500mm watermain owned by the City of Toronto among other minor utilities including stormwater and telecom utilities.</li> <li>• Stantec noted the City of Toronto 1500 mm watermain is problematic at Kennedy Road and work is currently ongoing on how to resolve the issue and reroute the watermain. <ul style="list-style-type: none"> <li>○ Part of the watermain runs west of the road and is encased under the rail corridor – it is anticipated that this section will be salvaged but the section that follows the grade separation will need to be relocated.</li> <li>○ There is room within the boulevards to provide some flexibility in utility location to limit conflicts with the design.</li> <li>○ There is a similar situation with the storm sewer at Denison, which is separated at the rail corridor. The storm sewer does not cross the grade separation but is still impacted by the grade separation and will need to be relocated accordingly.</li> </ul> </li> </ul>	
11.0	<p><b>Data Request and Issues Tracking Status</b></p> <ul style="list-style-type: none"> <li>• Stantec noted that most of the information needs relate to stormwater; drainage plans, design sheets, reports, etc. are being requested.</li> <li>• Obtaining this information will help facilitate the EA and the design process.</li> </ul>	<p>Metrolinx to work with Vi Bui (York Region) to obtain requested information.</p>
12.0	<p><b>TPAP and Scheduling</b></p> <ul style="list-style-type: none"> <li>• The EA is being carried out according to the Transit Project Assessment Process (TPAP).</li> <li>• The Project is currently within the pre-planning stage.</li> <li>• Metrolinx is currently conducting background studies and holding TAC</li> </ul>	<p>Info</p>



Item	Notes	Action:
	<p>meetings. Metrolinx is planning to hold a public meeting in the fall.</p> <ul style="list-style-type: none"> <li>At the beginning of the year, the draft EPR is planned to be released for stakeholder review and a second public meeting is planned to be held.</li> <li>In March 2020, the Notice of Commencement is planned to be issued which starts the regulated timeline.</li> <li>Metrolinx noted the various components on the OnCorr Program will be progressing in parallel. The TACs will be combined for OnCorr and the SGS Project. Same as the public meetings – intent is to have a coordinated approach where information on all projects is presented at the same time. Metrolinx is proposing a phased approach for review of draft studies by York Region and the City of Markham; , starting in October of this year.</li> <li>Metrolinx outlined the technical studies that are being completed.</li> <li>Metrolinx proposes holding a TAC meeting on a monthly basis to have frequent touch points.</li> <li>Ideally, the TAC meetings would be combined with the City of Markham and York Region. In addition, having the City of Toronto included in discussions related to utilities would also be preferred.</li> <li>Prior to any public meetings, materials will be presented at the TAC for review.</li> <li>The next TAC will discuss traffic and utilities. Metrolinx requested that the City arrange for appropriate Subject Matter Experts to attend.</li> <li>Metrolinx is working on a community and stakeholder contact list. If York Region is aware of any groups that should be added, it would help Metrolinx develop the list.</li> <li>Melissa Dagenais is the primary contact for the SGS Project.</li> <li>York Region noted that the impact to YRT services will need to be investigated. Metrolinx confirmed that for the next TAC that any feedback and attendance at the meeting can be accommodated, that would be helpful.</li> <li>York Region noted that topic-focused meetings (e.g., traffic) moving forward may be better for scheduling.</li> <li>York Region noted that they are planning to go to the Public in September for their Municipal Class EA and the information that will be provided at that public meeting will need to be coordinated.</li> </ul>	<p>Metrolinx requested York Region's traffic and utilities Subject Matter Experts attend the next TAC meeting.</p> <p>York Region to provide contact information for any relevant community groups that are active in the areas of the Project.</p> <p>Metrolinx will work with York Region to schedule the next TAC meeting.</p>
13.0	<p><b>Summary of Key Action Items:</b></p> <ul style="list-style-type: none"> <li>Metrolinx to schedule a meeting with York Region to discuss agreements related to the Kennedy grade separation.</li> <li>York Region to share draft investigations from the Municipal Class EA as soon as possible to avoid duplication in efforts.</li> <li>Metrolinx to work with Vi Bui (York Region) to obtain requested information.</li> <li>York Region to provide contact information for any relevant community groups that are active in the areas of the Project.</li> </ul>	

May 24, 2019

Stouffville Rail Corridor Grade Separations Project Technical Advisory Committee (TAC) #1

Item	Notes	Action:
	<ul style="list-style-type: none"><li>Metrolinx to continue to communicate with York Region, including coordination of RFIs, future TACs, planned public consultation, and opportunities for comment/review.</li></ul>	

The meeting adjourned at 3:40 pm

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

# City of Markham Meeting Minutes

*Kennedy Road Environmental Assessment between  
Steeles Avenue and Major Mackenzie Drive*



# Meeting Minutes

Project: McCowan Road and Kennedy Road Environmental Assessments, from Steeles Avenue to Major Mackenzie Drive

Subject: City of Markham Meeting #1

Date: Thursday, June 01, 2017

Location: Ontario Room, 101 Town Centre Boulevard

<p>Attendees: Andrew Johnson, City of Markham Dereje Tafesse, City of Markham Mark Siu, City of Markham Reena Mistry, City of Markham Andrea Liu, City of Markham Geoff Day, City of Markham Mansoor Ali, City of Markham Marion Plaunt, City of Markham Lilli Duoba, City of Markham Robert Maritzel, City of Markham Alan Manlucu, City of Markham</p>	<p>Alice Lam, City of Markham Richard Kendall, City of Markham Loy Cheah, City of Markham</p> <p>Edward Chiu, York Region Jessica Lee, York Region</p> <p>Tyrone Gan, HDR Tara Erwin, HDR Merlin Yuen HDR</p>
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<i><b>Item</b></i>	<i><b>Action</b></i>
1. Introduction <ul style="list-style-type: none"> <li>Project Background; two separate Class EAs being undertaken on McCowan Road and Kennedy Road, from Steeles Avenue to Major Mackenzie Drive.</li> <li>Project Schedule: Both projects currently in Phase 1, with Open Houses for McCowan Road being planned for Fall 2017, and for Kennedy Road, Winter 2018.</li> </ul>	Information Only
2. Previous McCowan Road and Kennedy Road EAs <ul style="list-style-type: none"> <li>Previous EAs for McCowan and Kennedy Road conducted in 2007.</li> <li>Markham Transportation Strategic Plan left in draft final stage; however, the recommendations from this plan have been incorporated into the Markham Official Plan.</li> <li>Regional Sustainable Travel Choices Study was terminated due to overlap with Markham Transportation Strategic Plan.</li> </ul>	
3. Regional Context <ul style="list-style-type: none"> <li>Markham noted concerns with ROW in certain areas (e.g. McCowan Road and Highway 7) and the possibility of property acquisition.</li> <li>Markham inquired about construction timing for both projects.</li> </ul>	<ul style="list-style-type: none"> <li>HDR to send Markham construction phasing for both projects</li> </ul>
4. Construction Schedule <ul style="list-style-type: none"> <li>Markham noted concerns regarding the four EAs currently underway in terms of construction schedule and construction overlap.</li> <li>Construction Year for McCowan Road:               <ul style="list-style-type: none"> <li>Steeles Avenue to 14<sup>th</sup> Avenue – 2021 (based on 2017 10-Year Capital Plan)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Region to review and discuss offsetting construction timing</li> <li>Project team is reviewing consultation approach</li> </ul>

<ul style="list-style-type: none"> <li>○ 14<sup>th</sup> Avenue to 16<sup>th</sup> Avenue – 2026 (based on 2017 10-Year Capital Plan)</li> <li>○ 16<sup>th</sup> Avenue to Major Mackenzie Drive – 2027 (earliest construction budget)</li> <li>• Construction Year for Kennedy Road: <ul style="list-style-type: none"> <li>○ Steeles Avenue to 14th Avenue – 2025 (earliest construction budget)</li> <li>○ 14<sup>th</sup> Avenue to 407ETR – 2023 (based on 2017 10-Year Capital Plan)</li> <li>○ 407 ETR to Highway 7 – 2024 (based on 2017 10-Year Capital Plan)</li> <li>○ Highway 7 to Major Mackenzie Drive – 2028 (earliest construction budget)</li> </ul> </li> </ul>	
<p>5. Stakeholder Engagement</p> <ul style="list-style-type: none"> <li>• Markham indicated preference for a consultation-center based approach instead of an open house approach, requiring a facilitator.</li> <li>• POH #1 timelines are as follows: <ul style="list-style-type: none"> <li>○ McCowan Fall 2017</li> <li>○ Kennedy Winter 2018</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
<p>6. McCowan Road EA – Planned Development</p> <ul style="list-style-type: none"> <li>• Two site plan applications submitted for Markville Mall to repurpose the north portion of the property: <ul style="list-style-type: none"> <li>○ York Region has commented on Markville site application</li> </ul> </li> <li>• Vallemede site application returning to OMB, OMB hearing settlement indicates that there will be a new signalized intersection approximately 300 m north of 14<sup>th</sup> Avenue</li> <li>• MESP being undertaken for Markville KDA</li> <li>• Miller Avenue EA has been approved.</li> </ul>	<ul style="list-style-type: none"> <li>• HDR to review Region comments on Markville site application</li> </ul>
<p>7. McCowan Road EA – Need for grade separation</p> <ul style="list-style-type: none"> <li>• Markham indicated concerns regarding timeline of grade separation and pedestrian safety concerns at the at-grade crossing.</li> <li>• Markham indicated that traffic safety issues at this crossing are highlighted in a Transport Canada (TC) report.</li> </ul>	<ul style="list-style-type: none"> <li>• Project team to follow up with Nelson Costa for TC Report at the at-grade crossing</li> </ul>
<p>8. McCowan Road EA – Existing CN Grade Separation</p> <ul style="list-style-type: none"> <li>• Markham indicated concerns about the relatively new condition of the structure and its interest in minimizing the need for replacement.</li> </ul>	
<p>9. McCowan Road EA – Milne and Rouge Park</p> <ul style="list-style-type: none"> <li>• Markham expressed interest in enhancing the trail network to Milne Park and consolidation of traffic signals adjacent to the Milne Park entrance with a dedicated left turn lane into the park</li> <li>• Markham is undertaking a preliminary study on enhancing Milne Park.</li> <li>• Markham indicated concerns with the Rouge crossing as a significant wildlife crossing corridor.</li> <li>• Markham is looking into enhanced development (Foody Mart) north of the Rouge crossing, on the west side of McCowan Road. <ul style="list-style-type: none"> <li>○ Existing traffic operation concerns at the plaza SW of McCowan and Highway 7</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Project team to provide Markham with natural heritage reports when finalized</li> <li>• Project team to look into site plans at Foody Mart Plaza to determine access plans</li> <li>• Project team to investigate opportunity to extend centre median to permit RO only, and restrict left-out movements</li> </ul>

10.	<p>McCowan Road EA Constraints - Highway 7 to Major Mackenzie Dr.</p> <ul style="list-style-type: none"> <li>Markham indicated that Metrolinx may have plans to protect McCowan as a regional transit corridor.</li> </ul>	<ul style="list-style-type: none"> <li>Project team to discuss with Metrolinx</li> </ul>
11.	<p>Kennedy Road EA – Planned Development</p> <ul style="list-style-type: none"> <li>Markham indicated that (OPA No.144) the boundary for the Milliken Secondary Plan has changed.</li> <li>Markham indicated that active transportation facilities were planned, parallel to the rail line south of Gorvette Road.</li> <li>Markham provided preliminary hydrogeological investigation for wetland/woodlands directly east of at-grade crossing south of Gorvette Road, and indicated that it will assist in developing treatment for the defined natural heritage area.</li> <li>Markham indicated realignment of Gorvette Road to a four-way intersection configuration and its extension to Old Kennedy Road</li> <li>Midland Road extension EA by the City of Toronto is ongoing.</li> <li>Markham indicated that the Markham Centre boundary extends to Highway 7.</li> <li>Markham is undergoing a mobility hub study with Metrolinx, looking into connecting Unionville GO to 407ETR, reconfiguration of 407 interchange; westerly off-ramp extending to Markham Centre boundary with connection to Warden Avenue. A direct connection at the north 407 terminal may result in a northbound left turn lane into this intersection, as well as the possibility of extending the viva dedicated bus lane to this location from Enterprise Way.</li> <li>Markham is working to reconfigure 407 transitway alignment in this segment.</li> </ul>	<ul style="list-style-type: none"> <li>HDR to update Milliken Secondary Plan Area</li> <li>Project team to review preliminary hydrogeological investigation provided</li> <li>HDR to update Markham Centre boundary</li> </ul>
12.	<p>Kennedy Road EA – Cemeteries</p> <ul style="list-style-type: none"> <li>Markham indicated that some cemeteries may still be active.</li> <li>Markham indicated there is a pumping station at Hagerman.</li> </ul>	<ul style="list-style-type: none"> <li>HDR to confirm activity status of cemeteries</li> <li>Markham to follow-up regarding status of pumping station</li> </ul>
13.	<p>Kennedy Road EA – Rail Line Crossings</p> <ul style="list-style-type: none"> <li>High water table south of the Rouge River crossing.</li> <li>Markham indicated its concerns with funding and timelines over potential grade separation.</li> </ul>	
14.	<p>Kennedy Road EA – Replacement of CN Grade Separation</p> <ul style="list-style-type: none"> <li>Markham indicated constraints with ROW, noted in the Miller Avenue EA.</li> </ul>	
15.	<p>Kennedy Road EA – Miller Avenue EA</p> <ul style="list-style-type: none"> <li>No timeline for construction.</li> <li>Markham indicated that Alectra is conducting a feasibility study in the hydro corridor.</li> <li>Markham is proceeding with detailed design for Birchmount Road to Warden Avenue segment.</li> <li>407ETR did not allow for northerly alignments in the evaluation of alternatives due to close proximity to the south ramp terminal to Hwy. 407.</li> </ul>	<ul style="list-style-type: none"> <li>HDR to follow-up with Patrick Leung at Alectra on the status of the feasibility study</li> <li>HDR to review and follow-up with Markham as needed for CN Rail comments on Miller Avenue EA</li> </ul>
16.	<p>Kennedy Road EA – York Downs Re-development</p> <ul style="list-style-type: none"> <li>Markham indicated that the developer has appealed to OMB.</li> </ul>	

- Markham indicated concerns about natural heritage loss in vicinity of this area.
- Markham indicated Redside Dace concerns for Kennedy Road watercourse crossings.

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| <p>17. Kennedy Road Constraints – Highway 7 to Major Mackenzie Drive</p> <ul style="list-style-type: none"> <li>• Markham identified issues with Kennedy Road and Carlton Road traffic signal.</li> <li>• Markham indicated that a 3 m multi-use path would be its preferred active transportation treatment.</li> <li>• Underground access to Remington as a potential option.</li> <li>• Markham indicated its preference for a second GO station potentially on Denison Street near Kennedy Road.</li> <li>• Markham council has approved implementation of traffic calming and turning restrictions at Lee Avenue.</li> <li>• Markham noted concerns of traffic infiltration on Kennedy Road with median treatments where left turn restriction will be implemented.</li> </ul> | <ul style="list-style-type: none"> <li>• York Region to look into Kennedy Road and Carlton Road traffic signal timing</li> <li>• HDR to look into traffic infiltration issues at Lee Avenue</li> </ul> |
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18. Questions
- Markham indicated its concern for the spacing of public open houses for Kennedy Road, indicating that the time between POH1 and POH2 is too long and may result in the public losing interest in the project.

If there are any omissions or errors within these minutes, please contact Merlin Yuen [Merlin.Yuen@hdrinc.com](mailto:Merlin.Yuen@hdrinc.com).

# Meeting Minutes

Project:	McCowan Road and Kennedy Road Environmental Assessments, from Steeles Avenue to Major Mackenzie Drive	
Subject:	City of Markham Meeting #2	
Date:	Tuesday, July 24, 2018	
Location:	Planning Board Room, City of Markham Office, 101 Town Centre Boulevard	
Attendees:	Dereje Tafesse, City of Markham Lihana da Silva, City of Markham John Yeh, City of Markham Henry Lo, City of Markham Marija Ilic, City of Markham Mark Siu, City of Markham Regan Hutcheson, City of Markham Sally Campbell, City of Markham Alice Lam, City of Markham Robert Maritzel, City of Markham Richard Kendall, City of Markham Nehal Azmy, City of Markham	Edward Chiu, York Region Solmaz Rezaei, York Region Teresa Li, York Region  Tyrone Gan, HDR Tara Erwin, HDR Michelle Mascarenhas, HDR Merlin Yuen, HDR
Meeting Overview:	T.Gan and M.Mascarenhas presented materials as per attached presentation slides including project overview, key feedback from public and stakeholders, design approach, updates on design options in constrained areas, evaluation criteria and next steps. Large roll plots of the Metrolinx grade-separation design options and options at the cemeteries were provided for discussion.	

Item	Action
1. Introductions (ALL)	
2. Study Overview (E.Chiu) <ul style="list-style-type: none"> <li>Two separate Schedule 'C' Class EAs are being undertaken: McCowan Road (Steeles Avenue to Major Mackenzie Drive) and Kennedy Road (Steeles Avenue to Major Mackenzie Drive). The projects are being run concurrently.</li> <li>Project Schedule: Both projects are in Phase 3 – Alternative Design Concepts of the Class EA process. Second Open House for each project is planned for 2019 and filing of the Environmental Study Reports (ESR) are planned for the summer of 2019.</li> </ul>	Information Only.
3. Design Approach – Corridor and Active Transportation (AT) Facilities <ul style="list-style-type: none"> <li>Best fit design approach recommended to implement the preferred design for the overall corridor. Results in localized shifts to the alignment.</li> <li>City of Markham (City) inquired if there is a preferred AT facility type. Project team noted that the public showed a preference for cycle track and sidewalk combination during the first Open House, because it has lower potential for pedestrian-cyclist conflicts than the multi-use path (MUP) option. The City prefers MUPs over the cycle track and sidewalk combination. The preferred solution for AT facilities along the corridor will be developed with a context sensitive approach that considers surrounding land use, connections to existing facilities, and</li> </ul>	



continuity/consistency along the study corridor. The City inquired which AT facilities considered are bi-directional. The Project team responded that MUP option is bi-directional for both pedestrians and cyclists, but the cycle track and sidewalk combination only allows for uni-directional movement.

- The City inquired if there would be a physical separation between cycle track and sidewalk and if there would be a barrier. Project team noted additional widths are being protected for, however AT facility type and widths to be confirmed as the study progresses and based on constraints.

4. McCowan Road EA – CN Crossing

- The existing structure is in good condition. Design options consider modifications to the existing structure to accommodate various AT facility types. Project team will be meeting with CN to discuss design options.

5. McCowan Road EA and Kennedy Road EA – 407 ETR Interchanges

- City inquired about the width of the separate AT bridge. It was clarified that this option is either a standalone AT bridge parallel to the corridor, or a combination of separate AT bridges at the ramp crossings and bridge. The structure can be considered of various widths; 3.0m width is assumed.
- City inquired if these options are similar to the 16<sup>th</sup> Avenue interchange at Highway 404. It was clarified that they differ in that 16<sup>th</sup> Avenue crosses under Highway 404 and both McCowan Road and Kennedy Road cross over 407 ETR.
- City inquired regarding responsibilities for capital and maintenance costs if the separate AT bridge is recommended. It was clarified that cost-sharing agreements would be required to address this.
- City noted legislation does not stipulate maintenance for MUP but does for cycle tracks. For Highway 7, this resulted in increased resources and equipment modifications to accommodate the cycle track. A council report would be required (similar to Highway 7) to address annual maintenance and life cycle cost agreements. City of Markham operations staff prefer MUP over cycle track.

City and Region to hold future discussions regarding cost-sharing and maintenance of AT bridge, if required.

City to provide council report referencing life cycle and maintenance cost for Highway 7 AT facilities for reference.

6. McCowan Road EA – GO Rail Crossing North of Bullock Drive

- The grade of the overpass option is currently designed at 5% which is AODA compliant but still quite steep.
- City commented that detour staging sequences have significant grade differences and will require traffic protection.
- Project team noted Metrolinx is currently reviewing the overpass and underpass options and staging concepts and will provide comments. Metrolinx requested provision of pedestrian access on both boulevards during construction, and consideration of a permanent pedestrian bridge with the underpass option to maintain community connectivity across McCowan Road.
- City raised concerns regarding funding for maintenance and capital costs of the separate pedestrian facility suggested by Metrolinx. Cost-sharing agreements would need to be developed to address this.
- City inquired if track profile adjustments could be made in place of changing the profile of McCowan Road. HDR considered

HDR will review opportunities to flatten the grades.

City and Region to hold future discussions regarding cost-sharing and maintenance of AT facilities, including pedestrian bridge at rail crossing, if required.

changing the railway profile, but noted that the proximity of the GO station, platform, and residential homes backing onto the rail right-of-way make this option challenging. In addition as track profiles can only be raised or lowered by a certain grade, impacts to modifying the rail corridor are much more extensive than changes to the road profile.

- City will need to update politicians in advance of construction to accommodate future Canada Day parades as traffic management plans for the parades start at Bullock Drive.
- City raised concerns regarding illegal pedestrian crossings at track level when signal arms are down.
- City inquired how electrification for the rail should be protected. Project team confirmed that all overpass design options meet Metrolinx standards for electrification vertical clearance.

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7. Kennedy Road EA – GO Rail Crossing North of Clayton Drive

- Two detour options were presented.
- Detour options will be revised as required to minimize impacts from at-grade and grade-separated detour roads (for example maximize separation between at-grade detour road and residential communities, revise geometry to minimize impacts to shopping plaza parking, undeveloped lands and Gorvette Drive future intersection expansion).
- The City noted Remington's active site plan reflects majority of development towards Steeles Avenue.
- Appropriate safety measures will be undertaken to address at-grade detour road crossings. Compliance to anti-whistling requirements during construction to be confirmed during detailed design.
- The City noted that the condo development at the current Market Village plaza will commence construction sooner than indicated on the current site plan, as the site plan is only for the retail space at the moment. In the future there may be plans to further intensify this area.

HDR to revise detours as required.

HDR to review site plan; if unavailable request from the City.

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8. Kennedy Road EA – Cemeteries

- Reduce lane width and standard lane width options were reviewed at both locations (north of 14<sup>th</sup> Avenue and north of 16<sup>th</sup> Avenue).
- Snow storage is a concern for the City for the sections where retaining walls are built in the constrained areas.
- The City inquired why the MUP was placed on the west side in the reduced lane width option if the Kennedy Montessori school is on the east side. Project team clarified MUP and sidewalk combination can be switched. An MUP was identified for the west side to service the condo towers and residential development.
- As per feedback from the Stakeholder Group Meeting held in June, the project team will review opportunities with YR AT to further narrow MUP to less than 2.4m (absolute minimum) on each side; warning signage may be required.
- The City's Official Plan policies do not support relocation of graves.
- The Project team will be undertaking a Heritage Impact Assessment (HIA) of the heritage homes to better understand the implications and feasibility of relocating the houses. If this is

a viable option it will be explored further to allow for more optimal road curvature in this section.

- If heritage homes are to be relocated, the City's preference is to keep the homes on the existing site rather than relocating off-site.
- The City commented that the Thomas Lownsbrough heritage house has an active site plan application surrounding the heritage house.

9. Kennedy Road EA – CN Rail and Miller Avenue Extension

- Two additional design concepts (Concept 1 and Concept 2) were presented for the Miller Avenue Extension.
- Concept 1 includes a roadway through the hydro lands, connecting to Duffield Drive through an extended structure at the CN Crossing.
- Concept 2 includes a buttonhook design that utilizes the temporary bridge constructed for the CN Rail detour and provides right-in right-out access at Kennedy Road between the CN Rail crossing and the 407ETR crossing.
- The City requested the Miller Avenue EA Extension Alternative (K-2) from the Markham approved EA be carried forward (reconsidered) for evaluation. The main constraint for Alternative K-2 is the existing CN bridge, which restricts left-turn movements.
- York Region commented that the K-2 concept may only be an unsignalized intersection due to the signal spacing and both 407ETR and York Region Traffic and Safety will likely not approve this location as a signalized intersection.
- City of Markham requested to attend meetings with 407ETR/MTO regarding Miller Avenue extension discussion.
- 407ETR requires ~300m for signal spacing.
- The City raised concerns regarding driver confusion if the intersection is not signalized in Concept 2. Project team noted that the preferred solution will include a raised centre median restricting movements to right-in and right-out.
- The City raised concerns regarding the geometrics (of Concept 1 and Concept 2.) The project team noted if these options are carried forward, refinements would be made. There are constraints with the existing hydro towers and grades. Concept 2 is proposed to be raised to match the elevation of the rail bridge crossing at Kennedy Road. A temporary bridge is required for construction staging to carry the rail detour but once construction is complete, there may be an opportunity to utilize the detour bridge for the Miller Avenue extension over Kennedy Road. Concept 2 was developed as a means to use the temporary bridge structure permanently rather than demolish it.

York Region and HDR to include Alternative K-2 assessment.

York Region and HDR to discuss feasibility of Miller Avenue Extension options further with City prior to presenting recommendations with 407 ETR . YR/HDR to forward the concept of the service road connection to City.

The City noted that as a part of the Mobility Hub study (estimated to be completed later this year), there may be a need to construct a commuter parking lot in this area. In this case there is potential to integrate the design with access to parking.

10. Kennedy Road EA – YRRTC

- Project team noted the rapidway along Kennedy Road may include an additional stop at Unionville Gate, currently being confirmed by YRRTC. The City suggested this stop might be an opportunity to promote transit use from the university.

- The City noted YRRTC upgraded Highway 7 to a higher order corridor immediately west of Kennedy Road. The Project team's previous discussions with YRRTC was that the rapidway was not extended immediately west of Kennedy Road due to existing constraints. Limits to be re-confirmed in future discussions with YRRTC.

YR/HDR to reconfirm YRRTC's plans for the rapidway on Highway 7 immediately west of Kennedy Road intersection.

11.	<p>Kennedy Road EA – GO Rail Crossing North of Austin Drive</p> <ul style="list-style-type: none"> <li>The City suggested further consideration of at-grade option given the technical challenges with the overpass and underpass grade separation options. The project team noted improving the at-grade crossing is an option under consideration. Additional technical work is needed to identify a recommendation at this location including field verification of the location of the watermain, and geotechnical and hydro-geological investigations.</li> <li>The City noted that although the RER program will increase the frequency of trains, the trains will be shorter, meaning the signal arms will be down for a shorter time during each crossing. The train crossings will potentially take around 60 seconds.</li> </ul>	Information only.
12.	<p>McCowan Road EA and Kennedy Road EA – Rouge River Crossings</p> <ul style="list-style-type: none"> <li>Existing bridges will need to be widened or replaced to accommodate recommended improvements.</li> <li>The Project team noted feedback from the second Stakeholder Group Meeting suggested an option with two separate AT facility bridges in the valley rather than carrying AT facilities on the vehicular bridge. This option was added for consideration.</li> <li>City of Markham does not prefer the separate AT bridge option due to maintenance costs, rehabilitation costs, and environmental impacts. This comment should be considered by the Region for all other Regional EA projects.</li> </ul>	Information only.
13.	<p>Kennedy Road EA – Request for Study Limit Extension</p> <ul style="list-style-type: none"> <li>City inquired on the status of extending the Kennedy Road EA Study limits north to Elgin Mills Road.</li> <li>Region noted that the City has not submitted an official request to extend the EA limits north of Major Mackenzie Drive.</li> <li>Region's TMP is the basis for Phases 1 and 2 of this Class EA and does not reflect Markham Future Urban Area (FUA) nor provide any recommendations north of Major Mackenzie Drive.</li> <li>It is not likely that the extended study limits will be included in this EA study as it is currently in Phase 3 and will have implications on the study schedule and Region's ability to meet the 10 year capital plan timelines.</li> </ul>	City to provide official request to extend Kennedy Road EA study limits, if still desired.
14.	<p>Next Steps</p> <ul style="list-style-type: none"> <li>HDR circulated presentation materials (drawings and presentation slides) following the meeting. City of Markham to provide comments on materials by <b>August 16, 2018</b>.</li> </ul>	City to provide comments by August 16, 2018.

If there are any omissions or errors within these minutes, please contact Merlin Yuen  
[Merlin.Yuen@hdrinc.com](mailto:Merlin.Yuen@hdrinc.com).

# Meeting Minutes

Project:	Kennedy Road Environmental Assessment, from Steeles Avenue to Major Mackenzie Drive	
Subject:	City of Markham - Heritage Homes	
Date:	Friday, August 16, 2019	
Location:	101 Town Centre Boulevard, Engineering Board Room, City of Markham Office	
Attendees:	Mark Siu, City of Markham Regan Hutcheson, City of Markham Peter Wokral, City of Markham Edward Chiu, York Region	Jessica Wong, York Region Michelle Mascarenhas, HDR Laura Chong, HDR
Meeting Overview:	The purpose of the meeting was to discuss the potential impacts to three (3) Heritage Homes along the Kennedy Road EA corridor. The project team presented materials as per attached presentation slides including the Structural Assessment and Heritage Impact Assessment findings for the Thomas Morley House, George Hunter House, and Thomas Lownsbrough House. Impact alternatives and mitigation measures were discussed for each Heritage Home, as well next steps. Kennedy Road plans of the preferred design options in the vicinity of the Heritage Homes were available for discussion.	

Item	Action
1. Introductions (ALL)	
2. <b>Thomas Morley House</b> <ul style="list-style-type: none"> <li>The Thomas Morley House is located north of 14<sup>th</sup> Avenue, on the east side.</li> <li>In this segment of Kennedy Road, the right-of-way (ROW) is constrained between two (2) cemeteries, Hagerman West and Hagerman East.</li> <li>E. Chiu noted reduced lane widths and Active Transportation (AT) facilities in this section is proposed.</li> <li>E. Chiu noted that different designs were assessed to minimize curvature in the road alignment to reduce safety issues.</li> <li>R. Hutcheson asked if the intention is to move the road to the West and then swing to the East. E. Chiu responded, yes to avoid/minimize potential impacts to the cemetery lands.</li> <li>R. Hutcheson noted that the retaining wall in front of the Thomas Morley House has no heritage significance and can be removed.</li> <li>E. Chiu noted that the AT facility on the east side could be shifted more to the west to lessen the impact to the retaining wall/property.</li> <li>P. Wokral asked what would happen if the property owner does not want to move the house? E. Chiu responded, York Region could consider expropriating the land to move the house and resell the property.</li> <li>E. Chiu noted that the property owner did not oppose moving the house and hopes for an amicable discussion.</li> <li>R. Hutcheson noted that the Thomas Morley House has a Heritage Easement registered against it and York Region would need the City's buy-in to expropriate and sell the land. <b>Project team to add to study documentation.</b></li> </ul>	HDR
3. <b>George Hunter House</b> <ul style="list-style-type: none"> <li>The George Hunter House is located north of 16<sup>th</sup> Avenue, on the west side.</li> <li>M. Mascarenhas noted the close proximity of the house to the existing ROW.</li> <li>R. Hutcheson noted that the City of Markham has already supported the removal of the porch and the 1-storey (west wing) part of the house. The City of Markham has gotten the owner to re-paint the outside of the house and replace the roof.</li> </ul>	

- The City of Markham requested that the options be revisited and that *Alternative 3: Relocate George Hunter House and encroach on 9286 Kennedy Road*, be considered.
- R. Hutcheson asked if a specialized building mover has been consulted. E. Chiu responded, no.
- M. Mascarenhas clarified that the house was not structurally safe to enter when the EA project team's structural staff that was on site last year to review feasibility for relocation.
- R. Hutcheson noted that the City has fought to keep the George Hunter House and has gone through many measures to preserve it. The City requests York Region to further investigate opportunities to relocate the house.
- **City of Markham to provide** the project team with a contact for specialized building mover.
- **York Region to consider** undertaking building relocation assessment by specialized building mover staff to confirm how relocation can be achieved.
- If the building were to be demolished and a replica built, who would pay for it? Impacts caused by the Region's proposed improvements and proposed mitigation measures would be considered a project cost. However timing of improvements on this segment of Kennedy Road is not in the Region's 10-year Roads and Transit Capital Construction Program. Potential impacts to the home would be reconfirmed during Detailed Design.
- R. Hutcheson noted that if the Montessori decides to go through with their plans for a new building near the George Hunter House, the City of Markham would make a provision to incorporate the Heritage Home in the new design.
- R. Hutcheson noted that the Heritage Impact Assessment Report has his name spelled incorrectly. **HDR to review and revise as required.**
- **HDR to update the design plans** to move the AT facilities closer to the curb at the face of the heritage home to increase separation between the home and McCowan Road.

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#### 4. Thomas Lownsbrough House

- The Thomas Lownsbrough House is located north of 16<sup>th</sup> Avenue and the George Hunter house, on the west side.
- M. Mascarenhas noted the constraints for the road widening between two (2) cemeteries results in a similar solution to the location north of 14<sup>th</sup> Avenue. A reduced cross-section is proposed to minimize impacts as presented to the City previously. Different designs were assessed to minimize curvature in the road alignment to reduce safety issues.
- R. Hutcheson noted that the property is part of an approved development application and the City would still want this property to maintain amenity and parking areas.
- R. Hutcheson noted that the City supports removing the back portion of the house (west wing and garage).
- The City supports moving the house back from the ROW.
- R. Hutcheson noted that Council has passed an intention to designate the property on April 2<sup>nd</sup>, 2019.
- A "Schedule A" to amend the designation would be needed if part of the land is purchased by the Region. **Project team to add to study documentation.**
- E. Chiu requested to be contacted when the home is officially designated.
- R. Hutcheson noted that the Heritage Impact Assessment Report has an image cut off. **HDR to review and revise as required.**
- **HDR to update the design plans** to move the AT facilities closer to the curb at the face of the heritage home to increase separation between the home and McCowan Road.

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5. **Other Items**

- R. Hutcheson asked when in the Environmental Assessment process would be the appropriate time to take this information to the Heritage Committee. M. Siu responded, now would be the right time, prior to the second public open house meeting.
- R. Hutcheson asked if York Region has a preferred design to bring to the Heritage Committee. E. Chiu responded that the recommendation is to relocate two (2) of the homes, but will look into relocating the George Hunter House instead of demolishing it.
- R. Hutcheson noted the City's new Property Standards by-law and keep Markham Beautiful by-law that require property owners to maintain their heritage properties to City standards.

6. **Next Steps**

- **HDR to circulate** presentation materials to the City of Markham (drawings and presentation slides) following the meeting. HDR
- **HDR to attend meeting** with the Heritage Committee on Wednesday September 11, 2019 at 7:00 p.m. as the first item on the agenda. HDR
- **York Region to notify** property owners of the upcoming Heritage Committee meeting. York Region
- Timeline:
  - Meet with City of Markham to discuss all recommendations – late September to early October
  - Hold Open House #2 late October

If there are any omissions or errors within these minutes, please contact Laura Chong at [Laura.Chong@hdrinc.com](mailto:Laura.Chong@hdrinc.com).

# Meeting Minutes

Project:	Kennedy Road Environmental Assessment, from Steeles Avenue to Major Mackenzie Drive	
Subject:	CN/Miller Ave Extension	
Date:	Tuesday, August 20, 2019	
Location:	101 Town Centre Boulevard, Engineering Board Room, City of Markham Office	
Attendees:	Mark Siu, City of Markham Nehal Azmy, City of Markham Marjia Ilic, City of Markham Fei Yang, City of Markham Parvathi Nampoothiri, City of Markham	Edward Chiu, York Region Jessica Wong, York Region Tara Erwin, HDR Michelle Mascarenhas, HDR

Meeting Overview	The purpose of this meeting was to discuss the Miller Avenue Extension alignment alternatives, evaluation and preliminary recommendation as they relate to the Kennedy Road EA and proposed structure requirements at the CN rail crossing.
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	Topic	Action By
1.0	<b>Introductions (ALL)</b>	
2.0	<b>Background and Overview of Options</b> <ul style="list-style-type: none"> <li>To construct Kennedy Road improvements at the CN Rail crossing, the existing rail bridge over Kennedy Road is proposed to be replaced. The replacement will be on the north side of the CN Rail corridor using a north side rail track detour. The structure replacement provides additional opportunities for the Miller Avenue extension alignment and its connection to Kennedy Road.</li> <li>The project team provided an overview of the four options considered as per the attached presentation slides:                         <ul style="list-style-type: none"> <li>Option 1: Maintain Markham EA Preferred Alignment K-1A</li> <li>Option 2: Loop with Bridge Extension</li> <li>Option 3: Buttonhook with New Bridge</li> <li>Option 4: Markham EA Option K-2</li> </ul> </li> </ul> <p>Project Team presented pros and cons of each of the four options. <b>Project Team to circulate the detailed evaluation table to the City of Markham.</b> Key summary of pros/cons as discussed is provided:</p>	
2.1	<b>Option 1: Maintain Markham EA Preferred Alignment K-1A</b> <ul style="list-style-type: none"> <li>Indirect connection to Kennedy Road through signalized Duffield Drive intersection, full movements.</li> <li>Pedestrian and cyclist access to Kennedy Road at signalized Duffield Drive intersection. Protected crossing to access east and west boulevards.</li> <li>Impacts to vacant lands south of CN and west of Kennedy Road; does not impact adjacent developed lands.</li> <li>Miller Ave. Extension construction can be independent of Kennedy Road Improvements, but based on timing of implementation may require separate rail detour</li> </ul>	HDR



for construction of work at this crossing. Requires crossing structure separate of Kennedy Road CN crossing.

2.2 Option 2: Loop with Bridge Extension

- Indirect connection to Kennedy Road through signalized Duffield Drive intersection, full movements.
- Pedestrian and cyclist access to Kennedy Road at signalized Duffield Drive intersection. Protected crossing to access east and west boulevards.
- Impacts developed land and development opportunities of vacant land south of CN and west of Kennedy Road
- Miller Ave. Extension construction is dependent on Kennedy Road Improvements through construction of larger bridge structure at Kennedy Road.

2.3 Option 3: Buttonhook with New Bridge

- Direct connection to Kennedy Road at two unsignalized right-in, right-out (RIRO) access. Signals are not proposed because they are too close to 407ETR interchange and not supported by 407ETR.
- Pedestrian and cyclist access to Kennedy Road west boulevard only. Potential conflicts with turning vehicles crossing Miller Ave. No access to Kennedy Road east boulevard, unless at Duffield Drive as AT facility not assumed to be carried over bridge structure.
- No anticipated impact to development / redevelopment of two parcels of lands south of CN and west of Kennedy Road.
- Miller Ave. Extension construction is dependent on Kennedy Road Improvements through construction of Kennedy Road structure and conversion of rail detour bridge to permanent structure to support Miller Ave.

2.4 Option 4: Markham EA Option K-2

- Direct connection to Kennedy Road at one unsignalized right-in right-out and left-in access. Signals are not proposed because they are too close to 407ETR interchange and not supported by 407ETR. No access to Kennedy Road in northbound direction from Miller Avenue.
- Pedestrian and cyclist access to Kennedy Road west boulevard only. Potential conflicts with vehicles turning crossing Miller Ave. No access to east Kennedy Road boulevard, unless at Duffield Drive.
- No anticipated impact to development / redevelopment of two parcels of lands south of CN, west of Kennedy Road.
- Miller Ave. Extension construction can be independent of Kennedy Road Improvements, as wider structure at Kennedy Road to allow for left from Kennedy into Miller Ave extension can be completed at a later date.

- 2.5
- Option 2: Loop with Bridge Extension is the recommended option. **City of Markham to review detailed evaluation table to provide comments and confirm City's priorities and needs for Miller Avenue Extension.**

City of  
Markham

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3.1

## Key Discussion

### Miller Ave Extension - Signalization

- City of Markham noted full movements from Miller Avenue at Kennedy Road is important as the City wants to extend Miller Avenue east of Kennedy Road in the future. Eastbound-left-turn movement on Kennedy Road is critical (precluded with Option 3 and Option 4). City requests signalized intersection is added at Miller Avenue and Kennedy Road.
- Project team clarified 407ETR is not supportive of signals at Miller Ave Ext. at Kennedy Road because the intersection spacing is not adequate. City of Markham referenced the Miller Avenue and Woodbine Avenue intersection spacing is sub-standard at Hwy. 407 interchange, which could set the precedent and allow for sub-standard spacing at Miller Avenue and Kennedy Road to the 407ETR signal. Project team clarified existing condition does not indicate 407ETR will find it permissible for new construction. In addition York Region has concerns regarding the proposed location as signal spacing is sub-standard to Duffield Drive.
- **City of Markham to review needs** for Miller Avenue internally with Senior Management and confirm if a formal request for signalization of Miller Avenue and Kennedy Road be provided. If this is requested additional traffic analysis will be required and potentially will require additional fee to undertake this additional traffic analysis.
- **HDR to review** if any traffic work was completed to review signalization at Miller Avenue Extension and Kennedy Road.

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Markham

HDR

### Option 1: Do Nothing (Option K-1A)

3.2

- City of Markham noted the City's Miller Avenue EA had concerns with Option K-1A regarding constructability issues with steep slopes and other geometric challenges. Although it is the Miller Avenue EA's recommended option, it was not the most desirable option for the City because improvements at Kennedy Road CN crossing structure was not an option at the time of the City's EA.
- Region clarified a rail detour track is required for Kennedy Road improvements at CN. Option K-1A allows for timing of construction for Kennedy Road CN structure to be independent for timing of construction for Miller Avenue Ext structure. However York Region and the City of Markham could discuss a cost-sharing strategy to coordinate the rail detour track with staging for both projects if this option is ultimately recommended.

### Option 2: Loop with Bridge Extension

3.3

- City of Markham does not like 90 degree bends shown in the curvature of the alignment. Project team clarified the alignment and geometry of Miller Avenue can be revised if carried forward and was based on 50km/h design speed and 30km/h design speed at the 90 degree bends. **Project Team can revise the road curvature if this option is carried forward** to provide a more gradual curve however this will require a wider bridge structure at Kennedy Road.
- Region clarified a rail detour track is required for Kennedy Road improvements at CN. This option requires a rail detour for the Kennedy Road structure and Miller Avenue structure. York Region and the City of Markham can discuss a cost-sharing strategy to

HDR

coordinate the rail detour track staging if this option is ultimately recommended.

- Region indicated the developer owns both the vacant parcel and the developed parcel south of the CN tracks, west of Kennedy Road and is in favour of Option 2 – Loop with Bridge Extension over Option 1. The timing of implementation of this option for Miller Avenue would need to consider timing of redevelopment of the lands in addition to the Region's timing of improvements for Kennedy Road.

#### Timing of Improvements

- 3.4
- Region's 10 Year Capital and Construction Program has construction timing of Kennedy Road improvements at this location to start in 2023. However it is anticipated that additional time would be necessary to reach an agreement with CN Rail on the cost sharing arrangement. As such the start of construction is anticipated to commence after 2023.

- City of Markham confirmed their timing for improvements for Miller Ave Extension is around 9 years. **City of Markham will review priorities and timing of improvements** for Miller Avenue Extension with Senior Management and provide an update to the Region.

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Markham

4.0

#### **Next Steps and Schedule**

- **City of Markham to circulate presentation slides** internally to City staff for review and comment.
- Kennedy EA Open House #2 tentatively planned for October, pending if additional assessment is required at constrained locations given the complexity of the corridor.
- City's staff needs a few weeks to discuss internally if Miller Ave Extension is needed east of McCowan Rd and confirm priorities and needs with Senior Management.
- **Region to inform Markham ahead of discussions / meeting with impacted property owner** (lands south of CN, west of Kennedy Road) regarding Miller Avenue options / recommendations so comments can be provided prior to the meeting.

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Region

Please contact Charlotte Yuen at [Charlotte.Yuen@hdrinc.com](mailto:Charlotte.Yuen@hdrinc.com) for any errors or omissions in these minutes.

# Meeting with City of Markham regarding AT Facilities for both McCowan Road EA and Kennedy Road EA

**Date:** June 17, 2020 from 3:30PM to 4:30PM

**Via:** Zoom video conference meeting

**Attendees:**

- York Region – Edward Chiu, Jessica Lee
- City of Markham – Loy Cheah, Marija Ilic, Dwight Ingalls, Alice Lam, Negar Mahmoudi, Joseph Palmisano, Soran Sito, Mark Siu
- HDR (EA Consultant) – Michelle Mascarenhas
- EOR (LID specialist consultant to YR) – Olive Sparrow

**Missing:** David Poretto (Markham)

**Meeting Purpose:**

- City requested the Region to consider increasing the active transportation facility (AT) widths to 3.5m for both Kennedy and McCowan Roads EAs, the purpose of this meeting is to discuss the Region's recommendation on the AT widths

**Key Discussion**

**McCowan Road EA (Ed)**

- EA recommendation is 3.3m (sidewalk and cycle track) with the potential to delineate the facility as a Multi-Use Path
- YR reviewed revising from 3.3m to 3.5m as requested by the City –technically this will be feasible and will not impact tree planting in the corridor or additional properties
- Although the wider width is possible, other factors need to be considered and discussed below

**Kennedy Road EA (Ed)**

- EA recommendation is 3.0m MUP in general throughout the corridor with some narrower MUP (2.4m) at constrained areas, and potentially below 2.4m at the 2 cemetery areas (north of 14<sup>th</sup> Ave. and north of 16<sup>th</sup> Ave.)
- Although the wider MUP width of 3.5m is technically feasible, the wider AT width will be more challenging for the Kennedy Road corridor because the right-of-way width is generally narrower than McCowan Road
- YR presented rendering illustrating the impact of the wider width on the corridor between Hwy. 407 and Hwy. 7
  - The MUP is shown as asphalt – Alice requested the facility type be concrete
  - YR indicated the illustration with the narrower width is based on the 2.4m MUP width to maximize the opportunity to provide planting at this location
  - YR clarified the intention of constructing the wider median in this area is to set the curb line in the ultimate location such that the dedicated viva lanes (similar to Highway 7) can be constructed in the median in the future. This arrangement will also eliminate utility relocations in the future
  - Loy noted without knowing when the rapidway lanes may be constructed (10-20 years away or more), this arrangement will reduce the boulevard width which may be better utilized by the public until the rapidway is being constructed. Ed noted this was

discussed with Senior Management and the decision is to minimize rebuilding and utility relocation.

- Loy noted Markham will comment on the rapidway when they received the draft ESR document
- Alice noted the City prefers consistent width for AT facilities for maintenance purposes. Ideally between 2 major intersections, or between major intersection and collector road. YR to review opportunities to maintain consistent MUP widths between intersections during Detailed Design
- Due to the narrower right-of-width on Kennedy Road, YR recommended the narrower (2.4m and 3.0m) be maintained to provide more planting opportunities within this corridor
- In addition, other factors need to be considered and discussed below

#### Other factors to be considered for AT facilities

- Based on the requirements from MECP and TRCA, all additional impervious surface beyond the existing condition will have to be assessed and stormwater quality and quantity have to be maintained current condition
- This would result in the need to implement Low Impact Development (LID) treatment along both McCowan and Kennedy Roads corridor
- The wider the AT facilities the less opportunities for LID treatment, especially with the current Markham standards for concrete AT facilities
- YR noted with the additional impervious surface (ie., wider AT facilities than current), Markham will be responsible for the both construction and maintenance costs required for the LID treatments to satisfy MECP and TRCA
- YR briefly presented some costing information provided by EOR in US dollars (due to limited available information in Ontario and Canada) and illustrated the costs of permeable concrete is between 2 and 4 times the typical impervious concrete, the costs of permeable asphalt can be 4 to 9 times the typical impervious asphalt.
- Although the construction costs of permeable concrete and asphalt may be higher, the overall costs (construction and maintenance) may still be lower in comparison of installing oversized pipe for LID treatment
- Soran noted City will review proposed LID treatment and design and maintenance requirements to confirm if treatment type its acceptable.
- YR retained EOR to review the opportunities to provide LID treatment along both McCowan and Kennedy Road corridors and will share the LID treatment memo with the City when available
- Loy inquired how will the LID requirement be taken into consideration in the future ultimate Rapidway design? Ed noted that the review is based on the recommended plan (planted median) and would be looked at in Detailed Design. Ed noted the impervious surface increases and the LID requirements will be increased and need to be addressed at that time.
- YR is committed to provide as wide as possible AT facilities on both corridors during detailed design, with consideration for planting and LID requirements, as well as consistent width as indicated by Markham
- The detailed assessment of the LID treatment is not part of the EA scope; YR committed to review the appropriate LID treatments during detailed design and consult with the City on the recommended treatment

#### Other discussions

- Loy asked if protected intersections will be considered for AT facilities? Ed confirmed that YR guidelines for AT facilities will be used during detailed design to determine protected

intersections, in consultation with YR's AT Group. Loy suggested that all major intersections and city roads with four lanes should consider protected intersections

**Next Steps:**

**EA and DD Schedules:**

- McCowan ESR is anticipated for publication within 1 month
- Kennedy ESR is anticipated for publication in the fall of 2020
- Current 10-year Capital Construction Program only include both McCowan and Kennedy Roads between 14<sup>th</sup> Ave. and Highway 7 from the EAs, the remainders are outside of the current 10-year plan
- Ed noted the Expression of Interest for the Detailed Design assignments for McCowan and Kennedy is currently posted in YR's website to shortlist consultants, with the Request for Proposal expected to be released in August/September, with the Detailed Design awarded near the end of year
- Ed noted a different YR PM team (Shawn Ellsworth) will take over for the DD assignment with Ed providing support where required

**ESR Recommendations:**

- YR is committed to have further discussion with City of Markham regarding the AT facility widths during Detailed Design

**Action Items:**

- YR to review opportunities to maintain consistent MUP widths between intersections during Detailed Design
- YR to share the LID treatment memo with the City when available
- YR to provide as wide as possible AT facilities on both corridors during detailed design, with consideration for planting and LID requirements, as well as consistent width between intersections as outlined above
- YR to determine protected intersections during detailed design, in consultation with YR's AT Group. Markham suggested all major intersections and city roads with four lanes should consider for protected intersections
- YR to review the appropriate LID treatments during detailed design and consult with City on the recommended treatment
- YR to discuss and finalize AT facility widths with City of Markham during Detailed Design

# Meeting Minutes

Project:	Kennedy Road Environmental Assessment	
Subject:	City of Markham – RIRO Access Concerns	
Date:	Monday, December 14, 2020	
Location:	Webex	
Attendees:	Loy Cheah, City of Markham Joseph Palmisano, City of Markham Marija Ilic, City of Markham Mark Siu, City of Markham	Edward Chiu, York Region Jessica Lee, York Region Michelle Mascarenhas, HDR Laura Chong, HDR

	Topic	Action
1	<b>Meeting Purpose</b> To discuss the City of Markham's comment on the Draft ESR regarding the proposed Right-in, Right-out (RIRO) restrictions proposed at Castan Avenue, Eton Street, Second Street North/Denby Court, Nipigon Avenue, Angus Glen Boulevard and Schoolhouse Road. The City requests that the Region reconsider restricting these roads to RIRO.	
2	<b>Discussion</b> <ul style="list-style-type: none"><li>L. Cheah noted that the roads proposed to be restricted to RIRO do not have an alternate route to access/exit the road and that the City does not support restricting collector roads.</li><li>J. Palmisano noted that restricting these roads to RIRO will affect the green time on the side streets and will ultimately affect operations along Kennedy Road.</li><li>E. Chiu clarified that the raised centre median in the section from Highway 407ETR to Highway 7 also supports the future conversion of the six-lane section to the future YRRTC Viva Rapidway which will consist of two centre Bus Rapid Transit (BRT) lanes, four general purpose lanes, and maintain the curbs and boulevards of the current six-lane design.</li></ul> <b>Castan Avenue</b> <ul style="list-style-type: none"><li>J. Palmisano noted that the City met with the Unionville sub-committee last week and expects an approximately 40-50 storey high-rise development on the Mercedes site (across from Castan Avenue), which will need vehicular access. Castan Avenue would provide the best opportunity for a pedestrian crossing and connections.</li><li>E. Chiu noted that Castan Avenue falls within the future Viva Rapidway section where the design will be converted to a future YRRTC Viva Rapidway and restrict full movements except at signalized intersections. The median width has been identified to protect for the future conversion.</li><li>It was clarified the intersection width to accommodate a signalized intersection with left-turn lanes and a station platform, is the same as the signalized intersection with left-turn lanes without a station platform due to the left-turn lane shadows. There is insufficient right-of-way to protect for a future signalized intersection at this location that accommodates the future rapidway without significant property impact (resulting in displacement) of the dealership.</li></ul>	

- **E. Chiu will consult with internal York Region Traffic and Safety staff to discuss implications of maintaining full movements.** York Region

*Eton Street*

- It was noted that the plaza on the west side is to be redeveloped in the future and a full-moves access may be needed at Eton Street/plaza access.
- L. Cheah asked if there are any potential issues with opening the plaza access to full moves. E. Chiu noted that there may be issues with the northbound left queues. This section is also within the future Viva rapidway section where the design will be converted to a future YRRTC Viva Rapidway and restrict full movements except at signalized intersections.
- E. Chiu noted that adjustments may be needed based on the Secondary Plan.
- **E. Chiu will consult with internal York Region Traffic and Safety staff to discuss implications of maintaining full movements.** York Region

*Denby Court/Second Street*

- Residents of Denby Court had raised concerns at the Public Open House #2 regarding EMS access and the proposed restriction of left-turn movements.
- The Region committed to providing a depressed curb and removeable posts for emergency vehicles and will review this location and others along the corridor for EMS access with EMS during Detailed Design.
- U-turns can be accommodated at the intersection of Highway 7 but may be too close. U-turns can also be accommodated at the Austin Drive intersection which is located upstream of Denby Court / Second Street.
- City of Markham understands this intersection is too close to the Highway 7 intersection to permit full movements. Provisions for EMS access (depressed curb with removable posts) and u-turns will be accommodated.

*Austin Drive*

- **Project Team to update design at Austin Drive intersection to accommodate u-turn movements by extending the shadow for the left-turn lane to accommodate approx. two car lengths (~15m).** HDR

*Angus Glen Boulevard*

- It was noted that Angus Glen Boulevard is a collector road and currently carries a significant amount of traffic. Signalized locations for pedestrians to cross are quite far in this section of the corridor.
- If Angus Glen Boulevard is converted to RIRO it is suspected that it will result in an increase in traffic along Prospector Drive, which may result in residential complaints. City of Markham is requesting that this location be considered to maintain full movements given the importance of this collector road.
- **E. Chiu will consult with internal York Region Traffic and Safety staff (Vi Bui) to confirm if there was a commitment to maintain full movements or close Angus Glen in the future.** York Region
- E. Chiu noted that at this location, since it is outside of the limits of the future transitway, there may be flexibility to maintain full movements until such time that there is a safety concern. **E. Chiu proposed to maintain the RIRO on the plan in order to protect for the future condition, but** HDR



**the project team will add a note on the plan drawing to indicate the Region's commitment to review opportunities during Detailed Design to maintain full movements unless deemed unsafe and consult with the City before making any decisions regarding access to Angus Glen Boulevard.**

- This section of Kennedy Road is outside of the Region's 10 year plan.

#### *Schoolhouse Road*

- The City would like to see a pedestrian / Active Transportation crossing at this location, as it would provide a direct connection from the east to the plaza on the west side. This could be similar to the pedestrian crossover signals that are provided at the high school in the southern portion of the corridor.
- E. Chiu noted that spacing between Schoolhouse Road and Major Mackenzie Drive may be an issue.
- **E. Chiu proposed to maintain the RIRO on the plan in order to protect for the future condition, but the project team will add a note on the plan drawing (similar to Angus Glen Boulevard) to indicate the Region's commitment to review opportunities during Detailed Design to provide a pedestrian cross-over signal / signalized intersection to accommodate pedestrians unless it is unsafe.**
- This section of Kennedy Road is outside of the Region's 10 year plan.

HDR

#### *Other*

- **City to review Region's proposed text for note on the plan to review opportunities to maintain full movements during Detailed Design.**
- M. Ilic asked if 3.5m Multi-Use Paths (MUP) were considered, similar to McCowan Road. E. Chiu noted that in internal follow-up, York Region Forestry is looking for 3.5m tree planting zones to maximize space for planting, which also has to be balanced with the request for wider MUPs and available right-of-way. The final width of the MUP will be reviewed in Detailed Design. It was noted that TRCA and MECP requires LID treatment which will increase with increased width for the MUPs. The City of Markham would also have to consider the cost of the maintenance for a wider MUP.

City

### 3 Next Steps

- **E. Chiu to discuss** the potential implications of opening Castan Avenue, Eton St, and Angus Glen Boulevard with the Traffic and Safety group.
- **Project Team to schedule another meeting with the City** after discussions with the Traffic and Safety group. Tentatively Tuesday December 22, 2020 in the morning. [Post meeting note: York Region was unable to schedule a meeting with Traffic and safety. Meeting with the City to be postponed to the week of January 11<sup>th</sup>]

York Region

HDR

# Meeting Minutes

Project:	Kennedy Road Environmental Assessment	
Subject:	City of Markham – RIRO Access Concerns Follow-up	
Date:	Monday, February 01, 2021	
Location:	Webex	
Attendees:	Loy Cheah, City of Markham Joseph Palmisano, City of Markham Mark Siu, City of Markham Nelson Costa, York Region Edward Chiu, York Region	Jessica Lee, York Region Logan Shepherd, York Region Michelle Mascarenhas, HDR Laura Chong, HDR

	Topic	Action
1	<b>Meeting Purpose</b> A follow-up to the December 14 2020 meeting to discuss the outcome of York Region's internal discussion regarding the Right-in, Right-out (RIRO) restrictions proposed at Castan Avenue, Eton Street, Second Street/Denby Court, , Angus Glen Boulevard, and Schoolhouse Road.	
2	<b>Discussion</b>  <i>Denby Court / Second Street</i> <ul style="list-style-type: none"><li>E. Chiu confirmed that the final ESR design plate will show Denby Court / Second Street as a Right-in, Right-out (RIRO) as previously proposed based on its proximity to the Highway 7 intersection and low traffic volumes</li></ul> <i>Angus Glen Boulevard</i> <ul style="list-style-type: none"><li>E. Chiu noted that the final ESR design plate will show Angus Glen Boulevard as a RIRO, as traffic signals are not warranted, but a note will be added on the ultimate plan indicating that the intersection configuration will be reassessed when this section is added to the Region's 10-year capital plan.</li><li>E. Chiu noted that all T-intersections are recommended to be converted to RIRO, as the traffic analysis indicates that traffic volumes are low and do not warrant a full moves signalized intersection at these locations.</li><li>J. Palmisano noted as per the Region's TMP, there is a need to minimize turning restrictions for collector roads.</li><li>L. Cheah noted that protection for signals should consider requirements for transit service, pedestrians, and cyclists even if traffic operations do not warrant traffic signals. There is concern that pedestrians and cyclists will try to cross Kennedy Road illegally at Angus Glen Boulevard to get to/from Pierre Elliott Trudeau High School.</li><li>L. Chong noted that a signal warrant analysis was conducted at this location under future conditions, which considered vehicle volumes and pedestrian volumes, and did not meet the criteria for a signal.</li><li>L. Cheah noted that the EA should identify a need for a pedestrian crossing signal at this location based on spacing of protected crossings from upstream and downstream traffic signals.</li><li><b>Project Team to add note</b> to intersection at Angus Glen on ESR drawing:</li></ul>	HDR

- *Conversion of this intersection to RIRO, traffic signalization or pedestrian signals will be confirmed during the Detailed Design phase in consideration of vehicular traffic, transit service, pedestrians and cyclists. York Region to advise City of Markham if conversion is required.*

#### *Schoolhouse Road*

- The final ESR design plate will show Schoolhouse Road as a RIRO as previously proposed based on its proximity to the Major Mackenzie Drive intersection and low traffic volumes. The City had expressed interest in a protected crossing for pedestrians at this location. A note will be added on the plan indicating that the intersection configuration will be reassessed when this section is within the Region's 10-year plan
- **Project Team to add note** to intersection at Schoolhouse Road on ESR drawing: HDR
  - *Conversion of this intersection to RIRO, traffic signalization or pedestrian signals will be confirmed during the Detailed Design phase in consideration of vehicular traffic, transit service, pedestrians and cyclists. York Region to advise City of Markham if conversion is required.*

#### *Castan Avenue*

- E. Chiu noted that in the interim, this intersection will be maintained as a full moves, unsignalized intersection. However, the **Project Team to add the following note** to the ESR drawing to the Castan Avenue intersection: HDR
  - *Conversion of this intersection to RIRO or traffic signalization will be confirmed during Site Plan Approval process in consultation with the City of Markham and York Region, and subject to the approvals of the Traffic Impact Study (TIS) prepared for the proposed redevelopment of 8350 Kennedy Road (Mercedes property).*
- L. Cheah noted that Mercedes made a presentation to Markham and expects their land will be redeveloped into higher density development in the future . However, at this time no application has been submitted by Mercedes.
- **M. Siu to send** the Unionville subcommittee minutes to EA team describing development concept. **[Post meeting note: Complete]** City of Markham
- E. Chiu noted that during the redevelopment stage, the design of the Viva Rapidway will need to be revisited. HDR is developing a new plan to identify the property required from the future redevelopment to accommodate and the preferred Viva Rapidway section.

#### *Eton Street*

- E. Chiu noted that traffic volumes are low at this intersection and the recommendation is to maintain the proposed RIRO, where U-turns are permitted at the upstream and downstream signals because of its proximity to Highway 7.
- L. Cheah noted that the RIRO restriction at Eton Street will result in redistribution, traffic infiltration, and additional travel time along Avoca Drive.
- L. Cheah requested the same note be added at Eton Street (as Castan Avenue) based on the type of redevelopment on the west side of Kennedy Road. E. Chiu is in agreement to make this note at Eton Street.

- **E. Chiu to confirm with YR Traffic** whether or not this intersection can operate as a full moves unsignalized intersection in the interim condition, as this intersection is different than Castan Avenue. York Region
- **Project Team to add the following note** to the ESR drawing to the Eton Street intersection: HDR
  - *Conversion of this intersection to RIRO or traffic signalization will be confirmed during Site Plan Approval process in consultation with the City of Markham and York Region, and subject to the approvals of the Traffic Impact Study (TIS) prepared for the proposed redevelopment*

*Other*

- M. Siu sent an email to E. Chiu Monday February 1<sup>st</sup> with questions from Councilors regarding the EA.
- **E. Chiu to provide** a formal written response to M. Siu's email and reference existing information. York Region

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3 **Next Steps**

- Filing of the ESR for public review.
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# YRRTC Meeting Minutes

*Kennedy Road Environmental Assessment between  
Steeles Avenue and Major Mackenzie Drive*



# Meeting Minutes

Project:	Kennedy Road Environmental Assessment (EA) Study, from Steeles Avenue to Major Mackenzie Drive		
Subject:	YRRTC Meeting #1		
Date:	Friday, January 12, 2018		
Location:	Yorkton Room, YRRTC Office (3601 Highway 7), Floor 11, Markham		
Attendees:	Liza Sheppard (YRRTC) Edward Chiu (York Region) Jessica Lee (York Region) Teresa Li (York Region)	Tyrone Gan (HDR) Michelle Mascarenhas (HDR)	
Meeting Purpose:	To introduce the Kennedy Road EA to YRRTC and discuss the future rapidway planned along Kennedy Road between YMCA Boulevard and Highway 7. E. Chiu made a presentation as per slides appended to these minutes.		

Item	Action
1. INTRODUCTIONS	Information only.
2. STUDY BACKGROUND: The Kennedy Road EA is identifying improvements for Kennedy Road from Steeles Avenue to Major Mackenzie Drive. The Phase 1 and Phase 2 EA recommendations build off the findings from the Region's Transportation Master Plan Update, 2016. The recommendation is to widen Kennedy Road to six lanes for Transit/HOV and provide continuous active transportation improvements. The first Open House for the EA study is planned for February 2018.	Information only.
3. YRRTC EXISTING AND PLANNED OPERATIONS YRRTC previously reviewed an option to provide one northbound HOV lane along Kennedy Road to address interim needs for VIVA service within the available funding, but did not proceed with this option.  YRRTC noted funding for the rapidway is approved between Birchmount Road and Kennedy Road, but not further east along Highway 7. There is currently no VIVA service east of Kennedy Road although VIVA buses service the Markham-Stouffville Hospital.	Information only.
4. KENNEDY ROAD AND RAPIDWAY DESIGN CONSIDERATIONS Options to accommodate Transit/HOV lanes and the rapidway along Kennedy Road between YMCA Boulevard and Highway 7 were discussed as per the presentation slides.  YRRTC indicated the following: <ul style="list-style-type: none"><li>Lane widths identified in YRRTC's Rapidway EA are greater than minimum lane widths (3.3m GPL and 3.5m rapidway lanes) used in</li></ul>	

<p>YRRTC's rapidway planning. Kennedy Road EA should protect for ideal widths from the EA and not minimum widths.</p> <ul style="list-style-type: none"> <li>Option to remove/reduce the centre median to separate the rapidway from general purpose lanes is acceptable as long as the rapidway is still accommodated. A 2.0m minimum buffer between opposing lanes is required; may be narrower based on Bathurst Street example. At the platform, the 2.0m would be needed for light poles.</li> <li>Right-turn lanes and dual left-turn lanes are typically removed to minimize pedestrian crossing distance.</li> </ul>	<p>YRRTC to provide minimum widths to accommodate 8 lanes (6 lanes plus rapidway).</p>
<p>5. PROPOSED RAPIDWAY PLATFORM ON KENNEDY</p> <p>The YRRTC Rapidway EA proposed a southbound platform on Kennedy Road which would be on a steeper grade. The northbound platform is proposed on Highway 7. The project team wanted to review the opportunity to relocate the platform to Highway 7 given right-of-way constraints on Kennedy Road to accommodate the rapidway and Transit/HOV infrastructure.</p> <p>YRRTC noted the option to relocate the southbound platform to Highway 7 is acceptable to consider as there are mirrored stations in other locations. This change is also beneficial as the proposed platform would be flatter if relocated on Highway 7. Relocation of the platform to Highway 7 would be subject to a design feasibility review.</p>	<p>YRRTC to provide design standard for maximum grade of LRT platform.</p> <p>Project Team to confirm feasibility to relocate the southbound platform to Highway 7.</p>
<p>6. RAPIDWAY ALIGNMENT ALONG KENNEDY ROAD</p> <p>Project team inquired if the rapidway could be relocated from Kennedy Road to Highway 7 and then along Main Street Unionville and connect to Unionville GO Station as there are no stops on Kennedy Road and the platforms are proposed on Highway 7.</p> <p>This option would require consultation with the City of Markham. There are constraints along Highway 7 in this location including potential need to widen the Rouge River bridge structure.</p>	<p>YRRTC to advise on potential to relocate the rapidway to Highway 7 and Main Street Unionville.</p>
<p>7. MOBILITY HUB STUDY</p> <p>A Mobility Hub study for lands adjacent to the Unionville GO Station is underway by Metrolinx, with input from YRRTC. Study completion is planned for Spring 2018.</p> <p>From Kennedy Road the rapidway is proposed along Enterprise Drive to head southbound along Birchmount Road. This section of the rapidway is currently under review within the context of the Mobility Hub study recommendations. Options considered are:</p> <ol style="list-style-type: none"> <li>Keep rapidway along Enterprise Boulevard</li> <li>Connect rapidway to the planned Highway 407 rapidway</li> <li>Connect rapidway north of Highway 407.</li> </ol> <p>YRRTC prefers to keep the rapidway to the north and connect at a midpoint to service the Unionville GO Station, Markham Pan Am Centre and the Markham YMCA Centre (i.e. along YMCA Boulevard).</p>	<p><i>Information Only.</i></p>
<p>8. INTERIM AND ULTIMATE RAPIDWAY DESIGN</p>	

The rapidway requires dedicated infrastructure to accommodate future LRT. Conversion of BRT to LRT is planned beyond the 20-year timeframe.

HDR noted that curbside BRT infrastructure can be designed to allow for future curbside LRT stops. This is undertaken in other jurisdictions.

YRRTC advised that shared Transit/HOV curb lanes can be used in the interim for current VIVA service. Option to shift the median BRT rapidway to share with curbside Transit/HOV would need to be discussed with Mary-Frances and YRT to confirm its feasibility.

In the ultimate scenario, to service LRT a dedicated rapidway is required and not shared with transit/HOV lane. This would result in an 8 lane scenario. The ultimate ROW requirements to accommodate an 8 lane scenario would be determined through the development of an ultimate conceptual design. This option could potentially protect for both interim and ultimate configurations to minimize throwaway costs.

The funding for the rest of the rapidway network is not known at this time however YRRTC would like to protect for both the interim and ultimate options. The rapidway along Kennedy Road is a priority for YRRTC over the other options, but this priority could shift.

YRRTC to discuss internally and confirm interim and future needs of the rapidway to be protected for.

#### 9. EA AND IEA PROCESS – RAPIDWAY EA AMENDMENT

YRRTC Rapidway EA was completed as an IEA. If changes are required MOECC would need to confirm the approach. One option suggested includes YRRTC issuing a Notice of IEA Amendment which references sections of the Kennedy Road ESR that identifies the changes to the IEA. This Notice of IEA Amendment could be coordinated to be issued with the Notice of Completion for the Kennedy Road EA.

YRRTC to review if amendment is required for changes to the IEA.

Project team to discuss amendment process with MOECC at a later date if required.

#### 10. STUDY SCHEDULE AND NEXT STEPS

The first open house for the Kennedy Road EA is planned for February 2018.

Construction timing based on the Region's 2017 10-Year Roads and Transit Capital Construction Program for Kennedy Road is:

- Steeles Avenue to 14<sup>th</sup> Avenue in 2024;
- 14<sup>th</sup> Avenue to Highway 407 in 2023;
- Highway 407 to Highway 7 in 2024; and
- Highway 7 to Major Mackenzie Drive beyond the 10 year plan.

YR to share presentation for YRRTC's internal discussions.

Project team to send Open House boards to YRRTC to confirm rapidway content.

Project Team to send YRRTC Open House notice.

If there are any errors or omissions, please advise Laura Chong at [laura.chong@hdrinc.com](mailto:laura.chong@hdrinc.com)



# Meeting Minutes

Project: Kennedy Road Environmental Assessment Study, from Steeles Avenue to Major Mackenzie Drive

Subject: YRRTC Meeting #2

Date: Tuesday, February 13, 2018

Location: Room 12008, YRRTC Office (3601 Highway 7), Markham

Attendees: Paul May, YRRTC  
Liza Sheppard, YRRTC  
Andrea Whitney, YRRTC  
Edward Chiu, York Region  
Jessica Lee, York Region  
Tyrone Gan, HDR  
Michelle Mascarenhas, HDR

Meeting Purpose: Follow-up to first meeting with YRRTC and to discuss YRRTC's comments provided on February 2, 2018 as it relates to the future rapidway along Kennedy Road between YMCA Boulevard and Highway 7.

Item	Action
1. INTRODUCTIONS	Information only.
2. KEY POINTS OF DISCUSSION	
<u>Rapidway Alignment and Mobility Hub Study</u>	
<ul style="list-style-type: none"><li>YRRTC was considering opportunities to implement a one-lane rapidway lane along Kennedy Road as an interim solution within the existing ROW before the Region's improvements to Kennedy Road would be constructed. This was not undertaken.</li><li>A portion of the rapidway proposed from YRRTC's EA runs along Kennedy Road. One option is to re-align the rapidway proposed along Kennedy Road to run west along Highway 7 and south down Unionville Main Street; however, the City of Markham would likely not be supportive of this option.</li><li>Metrolinx has been conducting a Mobility Study for the last two years, which is not finalized. The rapidway could be realigned further west to connect to the GO Station based on findings from the Mobility Hub study. It would be preferable to locate the Highway 407 transitway closer to the GO Station but this would sterilize lands. The recommended alignment for the rapidway and Markham's road network should be noted once the study is complete. There is potential for a connection to a future east-west road, which can be assumed at YMCA Boulevard until the study is finalized.</li></ul>	
Project Team to assume rapidway alignment follows YRRTC's Rapidway EA and recommendations from Mobility Hub Study once finalized.	
<u>Proposed Rapidway Stations</u>	
<ul style="list-style-type: none"><li>Currently five northbound and five southbound curbside transit stops for YRT are provided along Kennedy Road from Highway 7 to Highway 407.</li><li>YRRTC is supportive of the suggestion to move the southbound rapidway platform planned for Kennedy Road as per YRRTC's Rapidway EA to the east side of the Highway 7 / Kennedy Road intersection. Two side platforms and median transit lanes would be</li></ul>	
Project team to relocate southbound platform from Kennedy Road to Highway 7.	

needed. This option likely requires shifting Highway 7 south to minimize impacts to the gas station.

- Transition to merge the rapidway through the Kennedy Road/Highway 7 intersection on the east and west approaches could be done through a dedicated lane and shadow lane.
- Metrolinx's Regional Express Rail (RER) is planned to service Unionville GO Station. YRRTC is interested in protecting for an additional rapidway station along Kennedy Road at either YMCA Boulevard or Unionville Gate intersections. A mirrored station would be required. The location of the future station would depend on stop ridership. YRRTC does not have a preference on the future station location as this would be determined by YRT's needs.
- Locating the proposed station further from the Highway 407 transitway would maximize network efficiency.
- Available property and active development applications should be reviewed at both YMCA Boulevard and Unionville Gate to identify opportunities to locate the additional rapidway station.
- The grades at the stations should be planned to accommodate buses and trains given the BRT would transition into LRT in the future. Typically grades should be less than 5% (based on Davis Drive)
- High level concepts for the proposed station location should be developed, pending input from YRT to confirm location.

Project Team to consult with YRT regarding the intersection design where the rapidway transitions from Highway 7 to Kennedy Road.

Project Team to follow-up with YRT to identify additional rapidway station location and prepare concept and identify property requirements.

#### Interim Rapidway

- YRRTC finds it acceptable for an interim solution to have the bus rapid transit rapidway with shared Transit/HOV lanes.

#### Ultimate Rapidway - 8-lane Option

- YRRTC requests to protect for a dedicated and exclusive median rapidway to accommodate future LRT operations. YRRTC is open to have Transit/HOV lanes on top of that (for example 4 GPL + 2 median rapidway + 2 Transit/HOV)
- Widening Kennedy Road to 8 lanes to accommodate the rapidway will likely result in property impacts to the west side as the east side would have greater impact to subdivisions and condos. There is potential impact to the car dealership north of Unionville Gate. From previous experience it was noted that property impacts to dealerships may be greater than perceived. In addition to property impacts to building setbacks or to physical structures, car dealerships may also have minimum site area requirements for operations.

Project team to confirm six lanes required for Transit/HOV with ultimate median rapidway configuration.

#### Phasing and Implementation

- YRRTC requests that ultimate curbs for future rapidway be incorporated into the interim design. It is more efficient and less disruptive to modify median curbs in the future than outside curb lanes. Interim design should protect for ultimate 45m rapidway ROW.
- Federal funding for the rapidway project is contingent on provincial and regional funding. YRRTC allocations for the rapidway projects could include the Yonge Bus Rapid Transit and Yonge subway extension. Rapidway priorities are not identified at this time.

Project team to review ability to incorporate ultimate design with interim design.

YRRTC to confirm federal funding and project priorities once determined.

EA Process and Amendments

- |   |  |
|---|--|
| <ul style="list-style-type: none"><li>• Kennedy Road EA study documentation to reflect the rapidway planned along Kennedy Road and identification of changes to YRRTC's EA recommendations as required.</li><li>• Amendment to YRRTC's previously completed Rapidway EA may be needed to align with recommendations from the Kennedy Road EA.</li></ul> | <p>Project team to update study documentation.</p> <p>YR to consult Steve Mota regarding EA Amendment.</p> |
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3. **NEXT STEPS**

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| <ul style="list-style-type: none"><li>• First open house for Kennedy Road EA scheduled for February 21 and 22, 2018.</li><li>• OH boards should show recommendations from YRRTC Rapidway EA in addition to options from Kennedy Road EA.</li></ul> | <p>HDR to update OH displays and circulate to YRRTC.</p> |
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If there are any omissions or errors within these minutes, please contact Laura Chong at [laura.chong@hdrinc.com](mailto:laura.chong@hdrinc.com).

# Meeting Minutes

Project:	Kennedy Road Environmental Assessment Study, from Steeles Avenue to Major Mackenzie Drive		
Subject:	YRRTC – Right-in, Right-out access at Castan Avenue and Eton Street and Median Width		
Date:	Tuesday, February 02, 2021		
Location:	Webex		
Attendees:	Liza Sheppard, YRRTC Andrea Whitty, YRRTC Edward Chiu, York Region Jessica Lee, York Region	Logan Shepherd, York Region Michelle Mascarenhas, HDR Laura Chong, HDR	
Meeting Purpose:	To discuss the City of Markham's comments regarding the recommended Right-in, Right-out (RIRO) access restrictions at Castan Avenue and Eton Street, and YRRTC's final comment on the median width allocated in the typical section.		

Item	Action
1. <i>RIRO Configuration</i>	
<ul style="list-style-type: none"> <li>E. Chiu noted that the City of Markham provided comments regarding the recommended RIRO configuration at Castan Avenue and Eton Street. The City would like to have these intersections maintained as full moves, and potentially converted to signalized intersections in the future if necessary.</li> <li>Through discussion with the City of Markham it was agreed in the interim, the intersection of Kennedy Road and Castan Avenue will be maintained as a full moves, unsignalized intersection. A note will be added to the ESR drawing to indicate potential conversion to RIRO or signalization of the intersection, in the event of redevelopment to the Mercedes site in the future.</li> <li>For the Eton Street intersection, the interim condition will be confirmed with YR Traffic and Safety whether or not this intersection can operate as a full moves, unsignalized intersection or as RIRO, as this intersection is different than Castan Avenue and has a lower turning movements. This will be determined during the detailed design phase.</li> <li>E. Chiu noted that during the redevelopment on the west side, there is opportunity to acquire more property on the west side to accommodate a signal. However, the ultimate Rapidway curbs would need to be reconstructed to permit the interim left-turn lane or potential traffic signal. The additional property would be allocated through site plan approval when the lands are re-developed.</li> <li>L. Sheppard noted that YRRTC does not support a signal at Castan Avenue as the spacing between signalized intersections will impact the operations and efficiency of the BRT.</li> <li>L. Sheppard noted that YRRTC supports land acquisition through redevelopment if it means the desired median width is provided.</li> <li>E. Chiu noted that south of South Unionville Avenue it is constrained as buildings on both sides directly about the ROW. However, these properties may also be redeveloped in the future.</li> </ul>	

#### Cross-Section

- L. Sheppard noted that YRRTC would like to see a wider median in reference to the Ultimate Rapidway Mid-block cross-section presented in the ESR. Currently it shows 1.0m median on the west side and 0.5m median on the east side, which separate the BRT lanes from the general purpose lanes. YRRTC requires a combined space of 2.0m median.
- **[Post meeting Note: A non-constrained area cross-section (per our previous comments in the Excel spreadsheet) would be as follows: 3.5m curb lane/3.3m/0.3m buffer/3.5m/3.5m island/3.5m/0.3m buffer/3.3m/3.5m curb lane]**
- L. Sheppard noted that a barrier between the BRT lanes is required to prevent vehicles from crossing the median. The minimum barrier required is a 1.4m median with two 0.3m buffers on each side.
- **[Post meeting Note: A constrained area/minimum cross-section would be as follows: 3.5m curb lane/3.3m/0.3m buffer/3.5m/1.4m island/3.5m/0.3m buffer/3.3m/3.5m curb lane]**
- M. Mascarenhas clarified that the Ultimate Rapidway Mid-block cross-section in the ESR represents the most constrained section (36.9m ROW) near the 8350 Kennedy Road property (Mercedes) as additional property is not available without displacing the business. The boulevards protect for the minimum multi-use path 3.0m width and minimum tree planting in the boulevard of 3.5m, and 0.6m buffers on either side between the MUP and property line. This results in a combined width of 1.5m median for the midblock.
- L. Sheppard suggested to add a note in the ESR to indicate that the cross-section is a representation of the constrained area, and requested to add another cross-section illustrating a non-constrained area.
- E. Chiu noted that there is potential to reduce the boulevard planting width and the 0.6m buffer; however, YR Forestry would have to be consulted. **Re-allocating boulevard widths to be reviewed and confirmed during the Detailed Design phase with YR Forestry and YRRTC.**
- **[Post meeting Note: YRRTC recognizes the property constraints and look forward to the opportunity during the Detailed Design process to optimize the cross-section width to accommodate the ultimate BRT cross-section.]**

#### Other

- E. Chiu noted that the Detailed Design phase of the project will be managed by S. Ellsworth. E. Chiu will work closely with S. Ellsworth to ensure discussions and commitments from the EA phase will be carried forward to the next phase.
- L. Sheppard noted that YRRTC will be going to the City of Markham Development Services Committee meeting in February and will be using the interim and ultimate cross-sections from the EA in a presentation.
- L. Sheppard asked if there will be any issues with including an additional cross-section in the ESR if it hasn't been previously shown to the public. E. Chiu responded that there will be no issues as we are addressing comments throughout the EA process.



- 
2. Next Steps
- Filing of the ESR for public review.
- 

If there are any omissions or errors within these minutes, please contact Laura Chong at [Laura.Chong@hdrinc.com](mailto:Laura.Chong@hdrinc.com).

# TAC Meeting Minutes

*Kennedy Road Environmental Assessment between  
Steeles Avenue and Major Mackenzie Drive*



# Meeting Summary

Project:	Class EA Study for McCowan Road from Steeles Avenue to Major Mackenzie Drive Class EA Study for Kennedy Road from Steeles Avenue to Major Mackenzie Drive	
Subject:	Technical Advisory Committee Meeting 1 Summary	
Date:	Wednesday, June 21, 2017	
Location:	Centennial Community Centre, Markham, ON	
Attendees:	Ben Morell (City of Toronto) Dragan Mrkela (407ETR) Alice Lam (City of Markham) Dereje Tafesse (City of Markham) Edward Chiu (York Region) Jessica Lee (York Region)	David Rahikka (York Region) Jayesh Boily (York Region) Grant Kaufmann (LGL) Tara Erwin (HDR) Tyrone Gan (HDR) Alan Xaykongsas (HDR)

**Q** denotes a question.

**R** denotes a response.

**C** denotes a comment.

**Action items bolded.**

**Agencies responsible for action items underlined.**

## McCowan Road Discussion:

### *Topic*

#### 1 Introduction:

**Q:** Will separate crossing structures be considered for pedestrians and cyclists at the 407ETR interchange? Conflicts between motorists, cyclists, and pedestrians exist at highway crossings.

**R:** As part of Phase 2 of the study, design alternatives for active transportation facilities, particularly at highway crossings, will be examined.

**Q:** Have the planned developments adjacent to McCowan Road been captured in the York Region Transportation Master Plan's (YR-TMP) traffic forecasts?

**R:** The YR-TMP's 2041 traffic forecasts account for the planned and active developments adjacent to McCowan Road.

#### 2 Stouffville GO Line Rail Crossing:

**Q:** Does Metrolinx have any plans for grade separation at the McCowan Road at-grade crossing north of Bullock Drive?

**R:** Metrolinx completed a feasibility study for grade separations of the Stouffville GO Line up to Highway 7. Once York Region confirms the preferred solution for McCowan Road, they will follow up with Metrolinx and confirm their preference.

**York Region to confirm the preferred solution for the Stouffville GO Rail Line Crossing with Metrolinx.**

**C:** There are safety concerns at the at-grade crossing on McCowan Road north of Bullock Drive. Pedestrians are performing dangerous crossing maneuvers.

**City of Markham to share their video of this at-grade crossing with York Region in confidence.**



3 **CN Rail Grade Separation:**

**Q:** What is the timeline for construction regarding the potential replacement of the existing CN Grade Separation?

**R:** Construction of the segment north of 14<sup>th</sup> Avenue (the segment in which the CN Grade Separation is located) is scheduled for 2026, according to the 2017 10-Year Capital Works Program.

**Q:** What is the condition of the existing CN Grade Separation?

**R:** The structure is in good condition. Replacement of the structure will be considered, but the bridge will be retained if possible.

**C:** Other municipalities have developed staging processes to allow railway grade separation structures to be built while maintaining functionality.

**R:** Design alternatives for the CN grade separation will be examined as required. Staging options will be identified as needed.

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4 **Rouge River Crossing:**

**C:** The Toronto and Region Conservation Authority (TRCA) is looking to establish stricter tree replacement guidelines, similar to those developed by Lake Simcoe Region Conservation Authority (LSRCA).

**C:** Residents are anticipated to advocate for maintaining the wildlife corridor, expansion of the trail network, and mitigation measures.

**C:** Provincially Significant Wetland (PSW) is identified in the Milne Dam Conservation Area; therefore, continued consultation with MNRF is required.

**HDR and York Region to consult with MNRF.**

**C:** An EA was completed by the City of Markham for the construction of a multi-use path connecting Milne Park to Bob Hunter Memorial Park.

**HDR to request EA from City of Markham.**

**C:** City of Markham noted that the floodplain needs to be considered in the design phase as it extends up to the right-of-way (ROW); wetland compensation must also be examined due to the loss of wetland function.

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5 **407ETR:**

**C:** 407ETR engages MTO on any projects that are to be completed as part of 407ETR's agreement with the province.

**Q:** Are there ramp volume counts for the 407ETR on/off-ramps?

**R:** There are no Turning Movement Counts; however, 407ETR has ramp volumes.

**York Region to obtain ramp volumes from 407ETR.**

**C:** Active transportation needs identified by this study introduce challenges with motorist conflicts. 407ETR suggests a separate pedestrian/cyclist facility to maintain separation between modes and reduce potential for conflicts.

**C:** 407ETR prefers minimal disruption to general purpose lanes and to existing overpass geometrics.

**C:** In the construction stage, 407ETR will require agreements on maintenance and rehabilitation costs with York Region.

**York Region to communicate future agreements on maintenance and rehabilitation with 407ETR.**

**C:** The existing 407ETR ramps currently have tapered lanes. 407ETR expressed desire to maintaining the existing configuration if possible.

**C:** 407ETR has encountered situations in the past where HOV lanes on major overpasses have been terminated, such as on the Dufferin Street overpass.

**C:** Any modification to the 407ETR overpass structure will require 407ETR buy-in. Modifying the design of the direct access ramps is not favorable to 407ETR.

**C:** 407ETR is open to alternative pedestrian crossing design alternatives.

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**6 City of Toronto:**

**Q:** Does the City of Toronto have plans to expand transit outside of the core as per the Big Move?

**R:** The City of Toronto has not formally communicated plans for this.

**C:** York Region noted that a three lane configuration ending at Steeles Avenue may create a potential pinch-point.

**R:** The City of Toronto could look into extending the third lane southbound, merging back into two lanes south of Steeles Avenue.

**R:** York Region to look into intersection improvements at the McCowan Road and Steeles Avenue intersection, as well as take into consideration any desired upgrades by City of Toronto.

**C:** Concerns from City of Toronto regarding the widening from a four- to six-lane cross-section include a potential bottleneck at the traffic light, and increase in crossing distance.

**R:** There is no intent to increase traffic levels from York Region. York Region may need to discuss further solutions and involve the City of Toronto more in the discussion.

**York Region and City of Toronto to discuss road improvement plan between municipalities.**

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**7 Final Comments/Questions:**

**C:** City of Markham community centres (e.g. Armadale Community Centre, Centennial Community Centre) along both McCowan Road and Kennedy Road must be kept up to date on all project updates and construction phasing.

**R:** Project updates have been forwarded to the City of Markham along with individual community facilities adjacent to each study corridor.

**York Region and HDR to continue communication with community facilities within study corridors.**

**C:** Request that minutes and presentation be sent to all agencies invited to be part of TAC.

**HDR to provide minutes and materials to TAC.**

**C:** City of Markham may request that the project team present to City Council at a later phase of the study.

**Q:** How will maintenance costs for the City of Markham be affected by this project. Sidewalks and illumination are currently under the jurisdiction of the City of Markham.

**R:** York Region will discuss these changes with the City of Markham as the preferred design is developed.

**York Region will discuss changes to maintenance responsibilities with the City of Markham.**

## Kennedy Road Discussion:

### *Topic*

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#### 1 **Stouffville GO Line Rail Crossing:**

**C:** There is currently demand for bicycle parking at the Unionville GO Station according to City of Markham.

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#### 2 **CN Rail Grade Separation**

**C:** The CN grade separation was a key constraint in the design phase of alternatives for the City of Markham Miller Avenue Extension EA. MTO has policy on intersection spacing in proximity to a highway.

**HDR to reconfirm the City of Markham Miller Avenue Extension EA preferred design as part of the Kennedy Road EA as it relates to the CN grade separation.**

**C:** City of Markham indicated its preference for a direct connection of Miller Avenue to Kennedy Road.

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#### 3 **Rouge River Crossing:**

**C:** City of Markham indicated its preference for maintaining existing trails wherever possible.

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#### 4 **407ETR and 407 Transitway**

**C:** MTO must be consulted for the future mobility hub if the alignment of the 407ETR bridge is to be changed.

**C:** City of Markham is currently conducting a Mobility Hub Study near the 407ETR and Kennedy Road Interchange, involving MTO and Metrolinx.

**C:** Potential for the 407 Transitway alignment to be modified

**City of Markham to provide contact regarding 407 Transitway modifications to York Region.**

**C:** 407ETR indicated that setbacks are a concern—no construction is allowed 14 m from the fenceline of the 407ETR. The 407 Transitway will have its own requirements.

**C:** City of Markham noted strong political interest in this area from the Regional Councilor, due to its proximity to Downtown Markham.

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#### 5 **VIVA Rapidway on Kennedy Road**

**C:** Kennedy Road between YMCA Boulevard and Highway 7 is planned to have a rapid transit configuration similar to Highway 7 west of Town Centre Boulevard, as identified in the Highway 7 Corridor & Vaughan North-South Link Public Transit Improvements EA.

**C:** Signal timing changes will require buy-in from 407ETR.

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#### 6 **Cemeteries**

**C:** The area highlighted in the presentation may require additional property if the six lane configuration is to be kept through that section.

**C:** The 43 metre ROW described in the cemetery slides represent the designated Official Plan ROW width to accommodate the proposed cross-section as per the Towards Great Regional Streets Guidelines. A 36 metre ROW is generally considered too narrow to accommodate the

proposed cross-section. 43 m ROW cross-section concepts will be developed first and narrowed as needed to fit in constrained locations.

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7 **York Downs Re-Development:**

**Q:** Has a bypass been considered through the York Downs re-development?

**R:** As approval on "Draft Plan of Subdivision for Kylemore Yorkton Phase 2 by Kylemore Communities (Yorkton) Ltd." is imminent, a bypass cannot be implemented and therefore was screened out as an alternative.

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8 **Final Comments/Questions:**

**C:** Before the first Open House, another TAC meeting will be held (tentatively set for September 2017). The meetings will be scheduled such that they do not conflict with council meetings, and the date/location of the next meeting will be provided to the TAC.

**HDR to communicate upcoming TAC meeting and Open House dates.**

**C:** A minimum of 2 weeks' notice should be provided for Open Houses to TAC members. Email communications are preferred.

**R:** TAC members will be notified of upcoming Open Houses.

**HDR to prepare notice of Open House and distribute to TAC members at least 2 weeks prior to meeting.**

**C:** In terms of communicating the Open House dates to the public, social media and roadside signs have been effective in the past.

**C:** An electronic open house for McCowan Road will be trialed. The format of the traditional open house is still subject to change.

**C:** HDR notes dot voting (with stickers) is one method that has been used to engage the silent majority.

**R:** City of Markham has seen that attendees may place multiple dots under a certain option as per previous open houses, where this exercise was used.

**Q:** What is the preferred method for the TAC to receive investigation reports for review?

**R:** TAC members prefer a consolidated package to be sent, for ease of documentation.

**HDR and York Region to send consolidated package of reports in the future.**

**C:** City of Markham is supportive of Multi-use Paths (MUPs) as active transportation facilities.

**C:** City of Markham indicated its preference for a separated cycle track. In areas of constraint, a 3 meter MUP on both sides is preferred, replacing sidewalks and cycle track.

**Q:** What is the plan for the cycle track?

**R:** Alternative designs in Phase 3 will identify the type of cycle facility to be used at each segment.

**C:** City of Markham notes MUP may need to accommodate directional signage to indicate usage.

**C:** City of Markham would prefer streetscaping with tree canopy along the study corridor.

**R:** Due to ROW constraints, streetscaping elements may be limited, this will be identified in Phase 3, confirmed in phase 4 of the study.

**C:** Separate cycling facilities are preferred to reduce operational costs by City of Markham. Asphalt facilities are preferred for user comfort. If MUP is being considered, City of Markham would prefer MUP along the entirety of the corridor for consistency.

**C:** City of Toronto uses a 2.1 metre sidewalk on main streets for accessibility requirements.

**C:** City of Markham notes that higher densities in Markham Centre require the need for a wider sidewalk.

**C:** City of Markham has noted ash tree removal has occurred recently and should be reflected in the topo survey.

If there are any errors or omissions, please advise [merlin.yuen@hdrinc.com](mailto:merlin.yuen@hdrinc.com) within ten business days of the issuance of these minutes.

Minutes prepared by



# Meeting Summary

Project: Class EA Study for Kennedy Road from Steeles Avenue to Major Mackenzie Drive

Subject: Technical Advisory Committee (TAC) Meeting 2

Date: Thursday, January 11, 2018

Location: York Region Transit / Viva Head Office, 50 High Tech Road, Room 513, Richmond Hill, ON

Attendees:	Dragan Mrkela (407ETR)	Teresa Li (York Region)
	Maria Efimova (407ETR)	Tyrone Gan (HDR)
	Dereje Tafesse (City of Markham)	Michelle Mascarenhas (HDR)
	Dindial Baljit (Metrolinx)	Laura Chong (HDR)
	Edward Chiu (York Region)	
	Jessica Lee (York Region)	

**Q** denotes a question.

**R** denotes a response.

**C** denotes a comment.

**Action items bolded.**

**Agencies responsible for action items underlined.**

## *Topic*

### 1 **Introduction:**

**C:** E.Chiu provided a meeting overview. The first TAC Meeting for the Kennedy Road EA from Steeles Avenue to Major Mackenzie Drive was held in October 2017. This is the second TAC meeting, held in advance of the first Open House planned for February 2018.

**C:** T.Gan, as per the attached meeting slides, presented: project recap, summary of previous TAC meeting discussion, alternative design concepts, constrained locations and challenges, evaluation criteria, schedule and next steps.

### 2 **Stouffville GO Line Rail Crossings:**

**C:** The exposure index threshold to consider grade-separation is 200,000, which is exceeded at both the crossing north of Clayton Drive and the crossing north of Austin Drive, under existing conditions. Maintaining an at-grade crossing with a six lane widening of Kennedy Road will result in additional queues and delays.

**C:** Regardless of the grade separation alternative (overpass, underpass, or hybrid options), the intent is to maintain consistent active transportation facilities along the corridor as feasible (for example cycle-track and sidewalk combination or multi-use paths).

#### Crossing North of Clayton Drive

**C:** The existing at-grade Stouffville GO Line rail crossing north of Clayton Drive is on a skew.

**C:** Under separate study, Metrolinx completed a preliminary investigation at this crossing location indicating a preference for an underpass. Metrolinx noted this recommendation is not considered final and as such should not be included in the public open house displays. If it is to be referenced to the public it should be noted that it is not a final recommendation.

#### Crossing North of Austin Drive

**C:** The City of Markham has plans to install a pedestrian gate at the rail crossing on Markham Road as part of the anti-whistle gate in 2018. This was also done on McCowan Road. The City of Markham also has plan to build a pedestrian gate north of Austin Drive on Kennedy Road, with construction scheduled to be completed in 2018.

**C:** Austin Drive is about 90m south of the Stouffville GO Rail crossing which will be impacted when grade separation is considered in this area. A potential closure of Austin Drive would preclude access to the entire subdivision from Kennedy Road, resulted in only one access from Bullock Drive.

**C:** Hybrid grade-separation options which change the grade of the rail tracks may impact the Centennial GO Station and the Rouge River Bridge to the west.

**HDR to follow up with Metrolinx for track profile of crossing north of Austin Drive.**

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### 3 **Cemeteries**

**C:** D.Tafesse noted that unrelated to the EA, a developer submit a proposal that would result in impacts to the Hagerman Cemeteries. In response, the provincial government did not permit disturbance of the grave sites. The City's Official Plan (OP) policy also specified any development near cemeteries must have a minimum setback away from grave sites. Widening Kennedy Road at these locations will be a challenge.

#### **City of Markham to provide the project team the following:**

- **Copy of correspondence with the provincial government regarding direction for no disturbance to grave sites from developer proposal**
- **Official Plan Policy section identifying setbacks to grave sites and cemetery lands**

***City confirmed on February 13 this information is not available.***

**C:** Road widening options adjacent to the Hagerman cemeteries eliminate the centre left turn lane. Left turn movements to access the adjacent developments (Montessori school, etc.) would be from the through lane. Access impacts to the Montessori School must be considered.

**C:** The heritage Thomas Morley House may be relocated to minimize impacts to cemetery lands, pending confirmation from a heritage impact assessment.

**C:** Bethesda Lutheran Cemetery north of 16<sup>th</sup> Avenue has been designated as a Heritage site.

**C:** Cemetery impacts should be included in the evaluation criteria considering the reduced lane widths and standard lane widths alternatives.

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### 4 **Miller Extension**

**C:** City of Markham originally supported alignment K-1A for the Miller Avenue extension but due to property requirements and grade separation associated with alternative K-1A, the City's preference is for alignment K-3, if the CN Rail bridge can be widened to accommodate a left-turn lane. (See slide 53 of the Kennedy Road TAC Meeting #2 presentation material for K-1A and K-3 alignment)

**C:** The connection of the Miller Avenue extension to Kennedy Road may require signalization and would fall within 300m of the existing 407ETR eastbound off-ramp signalized intersection. 407ETR typically does not allow signals within 300m spacing of another signal. If the new intersection is beyond the Controlled Access Highway limit, then 407ETR would not be able to comment. 407ETR would permit the new intersection if it is unsignalized. To allow the intersection to be unsignalized,

restricting/removing the east-to-north left turn movement maybe considered. The feasibility of an unsignalized intersection at this location for alignment K-3 would require a traffic study.

**C:** The City has no plans to extend Miller Avenue further east at this time.

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5 **CN Rail Crossing:**

No comments at this time.

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6 **407ETR**

**C:** 407ETR prefers to keep the two existing speed change lanes when Kennedy Road is widened for Transit/HOV, for an eight lane section, as the speed change lanes are beneficial to them. 407ETR is open to discussing removal of the speed change lanes.

**407 ETR to provide ramp traffic volumes pending HDR's formal traffic data request.**  
***Traffic data provided to HDR on January 30, 2018***

**C:** Region's standard for six lane cross-section for Transit/HOV are two 3.3m through lanes and 3.5m curb lanes for Transit/HOV. 407ETR requests to maintain existing lane widths of 3.5m through lanes and 3.75m curb lanes, along with 1.5m side clearance. Minimum multi-use path width is 3.0m.

**C:** 407ETR would need to review the active transportation (AT) options including:

- Median multi-use path (MUP) option where pedestrians and cyclists enter into the median AT facility at signalized intersections
- A separate AT bridge proposed on one-side only

**YR, HDR and 407ETR to set up separate meeting to confirm cross-section requirements, review need for speed-change lanes and AT options.**

**C:** A design of a future four lane road, extending from the 407ETR westbound off-ramp to the Downtown Markham Mobility Hub, has been prepared by MTO; the design does not have status. The plan shows an alignment on the north side of the proposed 407 rapidway to connect the 407ETR westbound off-ramp to the future road to bring traffic to the mobility hub and Markham Centre, if it is realigned.

**City of Markham to share road design plan north of 407ETR**  
***City provided plans on February 13, 2018***

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7 **VIVA Rapidway:**

**C:** There are no rapid transit stops along Kennedy Road for the rapidway in the interim, therefore exclusive rapidway lanes are not currently needed. This section of the rapidway is a link. In the long term, exclusive dedicated lanes would be needed for the LRT and a station is identified at the Highway 7 and Kennedy Road intersection.

**C:** Shifting the rapidway to the curb lanes instead of a median rapidway would eliminate the need for non-permissive left turns and allow for greater capacity at the intersections.

**HDR and YR to meet separately with YRRTC to discuss rapidway requirements.**



**8 Rouge River Bridge:**

**C:** The bridge widening to accommodate the proposed improvements may be asymmetrical; it may be necessary to replace the bridge. AT facilities would be accommodated. There are existing trails along the Rouge River at this crossing underneath the structure.

**C:** The trail underneath the bridge is in a flood-susceptible area. Any special policy areas will need to have adequate storage. There is a section in the Official Plan with information about the designated Markham flood area. The bridge could be raised but the intersection and grade separation might be impacted. Suggest to raise the trail.

**City of Markham to confirm if any additional headroom/clearance is required to the existing trails**

**HDR to follow-up with City of Markham to confirm if the trail width is adequate.**

**City of Markham to provide flooding-related information  
*City provided flooding data on February 13, 2018***

**C:** There are aquifers adjacent to the Rouge.

**City of Markham to provide additional information regarding the aquifers.  
*City confirmed on February 13, 2018 no information is available.***

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**9 Other Comments/Questions:**

**Q:** Where the existing ROW is 36m, would the road still be widened?

**R:** The official plan designation is 43m for the majority of the road corridor. The project will aim to minimize impacts to existing properties, however if it is possible to acquire additional lands adjacent to the road, then the 43m cross-section will be protected for. If it is not possible, then a 36m cross section will be used to minimize impacts.

**Q:** What is the City of Markham's preference for active transportation facilities? Separated or multi-use pathway?

**R:** D.Tafesse noted the City's preference is for separated active transportation facilities (one-directional boulevard cycle track and sidewalk combination) for safety reasons and added separation.

**Q:** Will the High Occupancy Vehicle (HOV) lanes be 24/7?

**R:** The current policy is that HOV are 24/7 but timing will be reviewed at the time of implementation by York Region.

**C:** Milliken Mills Community Centre has future expansion plans.

**City of Markham to provide plans.**

**C:** The area bounded by Woodbine Avenue, Kennedy Road, Elgin Mills Road and Major Mackenzie Drive is classified as a Future Urban Area (FUA). The conceptual master plan of the FUA has been approved by council. The City of Markham proposes expanding to 4 lanes on Kennedy Road from Major Mackenzie Drive to Elgin Mills Road and expanding the Kennedy Road EA study limits to Elgin Mills Road. Any request to extend the study limits will be submitted to York Region from the City of Markham Senior Management.

**C:** The current York Region 10-year Capital Plan does not identify improvements of Kennedy Road north of Elgin Mills Road as it currently falls outside of the 20-year plan. The City noted that the

master plan of the FUA will be completed before this.

**HDR to send presentation slides to TAC meeting attendees for comments**  
***HDR circulated slides on January 16, 2018***

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If there are any errors or omissions, please advise [laura.chong@hdrinc.com](mailto:laura.chong@hdrinc.com) within ten business days of the issuance of these minutes.

Minutes prepared by



# Meeting Minutes

Project:	Kennedy Road Environmental Assessment, from Steeles Avenue to Major Mackenzie Drive	
Subject:	Technical Advisory Committee Meeting #3	
Date:	Wednesday, October 30, 2019	
Location:	HDR Office, 100 York Boulevard, Richmond Hill, Suite 300, RCH Boardroom	
Attendees:	Harsimrat Pruthi, TRCA Jeff Booker, 407ETR Maria Efimova, 407ETR Edward Chiu, York Region Jessica Lee, York Region	Jessica Wong, York Region Tara Erwin, HDR Michelle Mascarenhas, HDR Laura Chong, HDR
Regrets:	Michael Vallins, CN Emmanuel Ogunjobi, MNRF Emilee O'Learly, MECP	Mark Siu, City of Markham Benjamin Morell, City of Toronto Margaret Mikolajczak, MTO
Meeting Overview:	The purpose of the meeting was to discuss the evaluation and recommended widening design of Kennedy Road from Steeles Avenue to Major Mackenzie Drive. The presentation focused on the recommended design of nine constrained areas along the study corridor as well as next steps. Plans of the preferred design options for Kennedy Road were available for discussion.	

Item	Action
1. Introductions (ALL)	
2. Key Discussion <b>Cemeteries</b>	<ul style="list-style-type: none"> <li>M. Mascarenhas noted that in this segment of Kennedy Road (north of 14<sup>th</sup> Avenue), the right-of-way (ROW) is constrained between two (2) cemeteries; Hagerman West and Hagerman East. The Thomas Morley Heritage House is located north of 14<sup>th</sup> Avenue, on the east side.</li> <li>The recommended design through this segment is widening the road from 4 to 6 lanes for Transit/HOV and active transportation (AT); however, reduced lane widths and Multi-Use Paths (MUP) are introduced – general purpose lanes reduced from 3.3m to 3.0m, Transit/HOV lanes reduced from 3.5m to 3.2m, and MUP will be reduced from 3.0m to 2.4m, with a section reduced to 1.7m or lower to ensure no impacts to grave sites, based on confirmation of the grave limits.</li> <li>Where the MUP is reduced to below 2.4m, it will be signed as “narrow path” as it does not meet the standard for a typical MUP.</li> <li>J. Booker asked if the beginning/end of the narrow path would be signed with “MUP ends”. E. Chiu responded that signage to indicate the change in width will be confirmed during Detailed Design.</li> <li>E. Chiu noted that there may be opportunity to increase the “narrow path” to 2.4m during Detailed Design based on more detailed information when grave site limits have been confirmed.</li> <li>J. Booker asked if there would be a retaining wall. M. Mascarenhas responded that a retaining wall would be reinstated where the existing retaining wall is located to mitigate adverse impacts of the widening and encroachment in the cemetery lands.</li> <li>M. Mascarenhas noted that the project team has met with Heritage Markham to discuss the relocation of the Heritage Home (Thomas Morley House) and they support the recommendation to relocate the house.</li> </ul>

- M. Mascarenhas discussed the widening alternatives at the St. Philip's and Bethesda Cemeteries north of 16<sup>th</sup> Avenue, which are similar to the Hagarman Cemetery constraints.
- M. Mascarenhas noted that the project team met with Heritage Markham to discuss the recommendations for the two heritage homes north of 16<sup>th</sup> Avenue. They are in support of relocating the Thomas Lownsbrough House and would like to further investigate the possibility of relocating the George Hunter House instead of demolishing it (as originally recommended).

3. **Miller Avenue/ CN Crossing**

- M. Mascarenhas noted that the project team explored two rail detour options for the CN crossing – North and South rail detours. The project team met with CN to discuss the options and the North rail detour was the preferred rail detour alignment because it met vertical clearance requirements at the crossing at Kennedy Road where the South rail detour did not meet vertical clearance requirements.
- Since the Miller Avenue Extension is in close proximity to the CN crossing, the project team explored different options to tie-in Miller Avenue to the Kennedy Road crossing at CN widening and improvements. The recommendation in consultation with the City of Markham is to maintain the proposed Miller Avenue alignment recommendation as per the City of Markham's EA. As a result, the CN bridge at Kennedy Road only needs to accommodate an opening for the Kennedy Road improvements.

4. **407ETR Crossing**

- M. Mascarenhas explained the different alternatives that were considered for the widening of the 407ETR crossing.
- J. Booker asked what is the reason for not recommending a centre median AT facility. M. Mascarenhas explained that some considerations are where pedestrians/cyclists cross into the centre median at the signalized ramp terminals which will impact signal timing operations. E. Chiu added that if bridge rehabilitation is necessary in the future, the median AT facility will limit the staging opportunities for the rehabilitation.
- J. Booker noted that the issue of conflict points at the ramps have not been addressed. 407ETR has provided an example (for the McCowan Road EA) to extend the separate AT bridge over the ramps to eliminate the conflict points.
- E. Chiu noted that the project team explored an option to have the bridge extend over the ramps; however, cost was a factor while the utilization may not be warranted.
- J. Booker noted 407ETR would like to revisit the conflict points and consider the centre median AT. E. Chiu noted that MTO previously noted they are not in favour of the centre median AT.
- J. Booker indicated that the existing sidewalks should be removed and asked how to prevent cyclists from riding on the road within the buffered area on the existing structure. J. Booker suggested to reduce the buffered area to provide 4.5m Transit/HOV lanes across the 407ETR, as well as provide higher barrier (parapet) walls.
- **HDR to discuss** widening Transit/HOV lanes to 4.5m and higher barrier walls with the structural team.
- E. Chiu noted that improvements to the property adjacent to the 407ETR will be subject to the Encroachment Permit because it falls within the Controlled Access Highway (CAH) limit. J. Booker clarified that ownership may show Infrastructure Ontario (IO), but the lands are assumed by MTO within the CAH. J. Booker noted that an agreement is needed between 407ETR and York Region, and MTO would be a party to that agreement. 407ETR indicated the

**HDR**

expectation is 407ETR would own the AT structure and maintain it, but York Region would pay for the maintenance. The City of Markham would be responsible for snow plowing.

- E. Chiu noted that the City of Markham has mentioned a new road potentially opposite the north ramp terminal to lead to Downtown Markham. J. Booker is aware of this, but no official request has been submitted.
- J. Booker noted that 407ETR will begin the construction of the ultimate configuration in 2021 and will be completed by 2022.
- While construction for the Kennedy Road widening is set to start in 2023, there is opportunity to work with 407ETR to construct the pier and median work, but the AT bridge design would have to be accelerated in order to construct at the same time as 407ETR's reconstruction.
- J. Booker noted that 407ETR will only allow night time lane closures on Highway 407 for construction.
- E. Chiu requested the timeline for when York Region would need to submit detailed designs to 407ETR. **407ETR to confirm** timeline for the detailed design, agreement, and tentative timelines. 407ETR
- M. Mascarenhas asked if there are drawings of 407ETR's ultimate configuration available for the project team to view. **407ETR to forward** cross-sections to project team. 407ETR
- M. Mascarenhas asked if 407ETR had a preference which side the AT bridge is on. J. Booker noted that they have no preference, but would like to discuss with the rest of their team. **407ETR to discuss** with internal team. 407ETR
- E. Chiu noted that York Region and City of Markham's preference is likely on the west side due to connections to residential communities, plazas, and Downtown Markham.
- J. Booker noted that the design drawings should illustrate the location of the 407 Transitway.
- **HDR to confirm** if they have a drawing of the 407 Transitway and add accordingly. HDR
- J. Booker noted that the project team may contact 407ETR for a CAD version of the transitway.
- M. Mascarenhas asked what the timing for construction of the transitway will be. J. Booker indicated that 407ETR is protecting lands for the transitway, but currently does not have timing for this work.

## 5. Rapidway

- M. Mascarenhas explained the Recommended 6-lane widening alternative and the Ultimate vision of 8-lanes with Transit/HOV and centre lane Bus Rapid Transit alternative.
- E. Chiu noted that the project team met with YRRTC and they prefer to build as much as possible of the Ultimate Vision to minimize throwaway costs from future reconstruction. The project team is following up with YRRTC to address their comments.
- **[Post Meeting Note: In the project team's follow-up with YRRTC, the Recommended option remained as "Alternative 3: Viva Rapidway to operate in Transit/HOV curbed lanes with AT facilities", however the Ultimate Vision was revised to "Alternative 1: Median Viva Rapidway (YRRTC EA) with AT facilities" where the ultimate vision Alternative 1 would be established by maintaining the outer curbed lanes from Alternative 3 such that boulevards, AT facilities and utilities would remain as per Alternative 3, and the reconstruction for the median rapidway would require removal of a travel lane in each direction to and reconstruction of the centre median to accommodate the median rapidway.]**

6. **GO Rail Crossing north of Clayton Drive**

- The recommended Ultimate Vision is the underpass alternative.
- Metrolinx may be initiating their own study for this crossing. If Metrolinx initiated their study prior to the completion of the Kennedy EA Study, the ESR may refer the recommendation of this crossing to Metrolinx's work as it may supercede the Kennedy Road EA findings.

7. **GO Rail Crossing north of Austin Drive/ Rouge River Crossing**

- M. Mascarenhas noted that due to the complexity of confirming the location of the existing watermain, the EA will have the Recommended Design for at-grade crossing and Ultimate Vision for grade separation, subject to a separate grade separation study. It was noted that for either the Underpass or Overpass options (Ultimate Vision options), the Rouge River bridge will need to be replaced. A separate grade separation study will be conducted closer to the construction of this segment of the corridor to establish the Ultimate design of the grade separation recommendation (Underpass or Overpass).
- H. Pruthi asked if the Rouge River Bridge will be widened for the Recommended Design (at-grade crossing).
- M. Mascarenhas responded to accommodate the six lane widening and Active Transportation facilities, the Recommended Design (at-grade crossing) will require widening the Rouge River structure.
- The project team will look at what structure modifications will be needed for the Rouge River crossing; however, preliminary recommendations are a superstructure replacement for the at-grade alternative and a full bridge replacement for the Ultimate Vision.
- H. Pruthi asked, with regard to comparing the underpass/overpass alternatives, did the project team consider the environmental impacts? Do the recommended and ultimate vision alternatives assume the least impact?
- M. Mascarenhas noted that the project team took the environmental impacts into consideration; however, the location of the existing watermain contributes a significant factor in the assessment for the Ultimate Vision and will be reviewed in the separate Grade Separation Study.
- H. Pruthi noted that the TRCA team is involved with the Unionville GO crossing and will discuss internally if there is more information available. **TRCA to confirm.**
- H. Pruthi asked if this section is within the 10 year plan. E. Chiu clarified that this section is not within the current 10 year plan.

**TRCA**

8. **Next Steps**

- The project team has met with the City of Markham to present the recommendations and will meet with Metrolinx on October 31, 2019.
- Open Houses to present the preferred design are scheduled in November and December of 2019.
- The Phase 3 documentation will comprise of all the design options, evaluations, and supporting environmental and geotechnical reports. The Draft ESR will compile all the findings from the previous 3 phase reports and be circulated for agency review and comment.
- The project team anticipates preparing the ESR in early 2020, and filing in the Spring of 2020.
- H. Pruthi noted that TRCA can arrange a meeting to include their technical staff to discuss details on the crossing recommendations if needed, as the project is within their flood plain.

If there are any omissions or errors within these minutes, please contact Laura Chong at [Laura.Chong@hdrinc.com](mailto:Laura.Chong@hdrinc.com).

# SHG Meeting Minutes

*Kennedy Road Environmental Assessment between  
Steeles Avenue and Major Mackenzie Drive*



# Stakeholder Group (SHG) Meeting #1 Summary Report

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Kennedy Road Schedule 'C' Class  
Environmental Assessment between Steeles  
Avenue and Major Mackenzie Drive

*Regional Municipality of York*

October 24, 2017





# Context for October 2017 Stakeholder Meeting

York Region is undertaking a Municipal Class Environmental Assessment (Class EA) study along Kennedy Road between Steeles Avenue and Major Mackenzie Drive in the City of Markham. This study will identify possible improvements to Kennedy Road to address current and future transportation needs and opportunities for pedestrians, cyclists, transit users, and motorists. This study is being carried out in accordance with the Municipal Engineer Association's (MEA) requirements for the Class Environmental Assessment (EA) process for Schedule 'C' projects, which is an approved process under the Ontario Environmental Assessment Act.

Public input is an important part of the Kennedy Road Class EA process and a number of public and stakeholder consultation activities are being held to provide opportunities for engagement. An overview of the key consultation milestones is provided in **Table 1**.

**Table 1: Key Consultation Milestones**

Consultation Event	Date
Notice of Study Commencement	May 18, 2017
Stakeholder Group and Technical Advisory Committee Meeting #1	October 24, 2017
Stakeholder Group and Technical Advisory Committee Meeting #2	Tentatively Q4, 2017
Public Open House #1	Tentatively Q1, 2018
Stakeholder Group and Technical Advisory Committee Meeting #3	Tentatively Q3, 2018
Stakeholder Group and Technical Advisory Committee Meeting #4	Tentatively Q2, 2019
Public Open House #2	Tentatively Q2, 2019
Notice of Study Completion	Tentatively Q1, 2020

The first Stakeholder Group (SHG) meeting was held on October 24, 2017, between 6:30PM and 8:30PM, at the Milliken Mills Community Centre in the City of Markham. Members of the York Region and HDR study team were in attendance at the meeting to present, answer questions, record comments, and discuss issues relating to Kennedy Road.

## Methods of Communication

The Notice of Commencement for Kennedy Road was mailed to residents with properties adjacent to or abutting the study corridor, informing them of the SHG and providing an opportunity to participate. Notice was also placed in the local newspaper (Markham Economist & Sun).

Interested members of the public contacted York Region to apply to be a part of the SHG, through phone or email. All applicants who applied were invited by the Region to form the SHG and were emailed with an Eventbrite invitation providing the time, location, and details for the first SHG meeting.

# Kennedy Road Discussion Summary

A total of seventeen (17) members of the public attended the first SHG meeting at the Milliken Mills Community Centre. The most common comments included:

- General support for improvements to Kennedy Road
- Support for active transportation improvements but mixed support for the type of active transportation facility
- Concerns about widening at several constrained locations along the study corridor
- Concerns regarding utilization of transit/HOV lanes along Kennedy Road

The presentation accompanying the SHG Meeting is attached.

Members of the study team recorded the comments received at the SHG meeting. A summary along with the project team's responses to each comment has been provided below in **Table 2**.

**Table 2: Summary of SHG Comments and Project Team Responses**

Category	Questions and Comments	Response
<b>Transportation Master Plan, 2016 Update (YR-TMP)</b>	Who was consulted or engaged during the development of the YR-TMP?	The <a href="#">YR-TMP</a> was developed with an extensive public consultation program that included public open houses hosted during each phase of the study. The Consultation and Engagement Summary Report is located <a href="#">here</a> .
<b>Traffic and Operations – Roadway Design</b>	Did the project team look into a five-lane cross-section in the development of the preferred solution? A reversible middle lane should be considered as it reduces land requirements in especially constrained areas.	YR to follow-up with the YR-TMP team to determine whether five lane options were considered.
	How would a five-lane cross-section work with the planned Transit/HOV lanes?	A five-lane cross-section would not accommodate the preferred solution of widening to six lanes for Transit/HOV.
	Should a median be considered with a six lane cross-section?	A planted median will be considered where there is enough right-of-way (ROW) to accommodate it. A raised median will be considered for all other sections of the study corridor.

Category	Questions and Comments	Response
	What will happen if two lanes are taken up by transit Rapidway? Will the road be expanded to 8 lanes?	The York Region Rapid Transit Corporation's (YRRTC) Markham North-South Link Corridor Public Transit Improvements EA completed in 2006 recommended a bus rapid-transit (BRT) segment along Kennedy Road between YMCA Boulevard and Highway 7. The project team has reviewed this documentation and will provide consideration in the design alternatives as part of the Phase 2.
	What is the minimum ROW being planned and designed for?	There are several locations along the study corridor where the ROW is a constraint. The typical ROW planned for Kennedy Road according to the York Region Official Plan (2010) is 43 m between Steeles Avenue and YMCA Boulevard, and Highway 7 to Major Mackenzie Drive. Between YMCA Boulevard and Highway 7, the ROW is up to 45 m. In the development of alternative design concepts, the project team will be creating typical cross-sections for both 36 m and 43 m ROW.
	Why is it so difficult to move the cemeteries? These locations will cause extreme bottlenecking otherwise.	There are cemetery constraints at two locations along the Kennedy Road study corridor; north of 14 <sup>th</sup> Avenue, and north of 16 <sup>th</sup> Avenue. Relocation of graves is complex and the project team will work to avoid impacts to the extent possible while following the provincial regulations, <i>Ontario Cemeteries Act, 1990</i> .
	How will the Region incorporate left turn lanes into the cross-section diagrams?	As part of Phase 2 activities for the Kennedy Road study, the project team will evaluate alternative design concepts for the corridor, including intersections. Left-turn and right-turn lanes will be given consideration where warranted, in the preferred design concept.
<b>Project Timeline &amp; Construction Phasing</b>	Has the preferred solution as recommended in the YR-TMP been endorsed by Council?	Yes, Regional Council has endorsed the YR-TMP and its recommendations in 2016.

Category	Questions and Comments	Response
	Is it possible to expedite the EA process, i.e. can York Region expedite the project to construction, as improvements are direly needed along Kennedy Road.	<p>York Region's 10-Year Roads Capital Construction Plan (Capital Construction Plan) outlines the timelines for delivery on all regional capital works projects. The Capital Construction Program outlines Kennedy Road between 14<sup>th</sup> Avenue and 407ETR to begin construction in 2023, and Kennedy Road between Steeles Avenue and 14<sup>th</sup> Avenue, and 407ETR to Highway 7 to begin in 2024. The Capital Construction Program is subject to review annually to reprioritize regional transportation projects.</p> <p>Due to the number of challenges identified within the Kennedy Road corridor, it is unlikely the study can be expedited.</p>
	What is the timeline for the EA? The project schedule? The budget?	The Kennedy Road study is currently between Phase 1 and 2 of the Class EA process. Development of alternative design concepts commenced in Fall 2017, and the first open house is anticipated tentatively in Q1, 2018. The budget for this project can be found in YR-TMP Appendix A, located <a href="#">here</a> .
	Based on the timeline presented to the Stakeholder Group for McCowan Road, it seems as though the preferred design for the corridor will be presented at Open House 2, without another Open House in between. Phases 2 and 3. Will this be the case for the Kennedy Road study as well?	The Public Consultation Program for the McCowan and Kennedy Road projects will follow the same approach. The Stakeholder Group meetings will be held prior to every open house. The Stakeholder Group will receive a preview to the proposed preferred design, prior to Open House 2, where the designs will be presented to the public. The Stakeholder Group feedback can be incorporated into the design if appropriate prior to Open House 2.
	The Capital Construction Program lists the construction scheduling for Kennedy Road between 14 <sup>th</sup> Avenue and 407ETR to begin in 2023. From a system perspective, this is not sensible; why not begin construction up to YMCA Boulevard in 2023?	The recommendation on construction timing as set out by the Capital Construction Program is reviewed and reprioritized by Regional staff, and approved by York Region Council. The project team will follow-up with staff involved with the YR-TMP to understand the rationale for the construction phasing of this segment of Kennedy Road.

Category	Questions and Comments	Response
<b>Traffic and Operations – Congestion</b>	The Unionville Montessori School creates traffic issues north of 16 <sup>th</sup> Avenue.	Comment noted. A traffic analysis was completed as part of Phase 1 to understand traffic issues and generators surrounding Kennedy Road.
<b>Transit</b>	Consideration of the 'last mile' is essential for the growth of transit usage in York Region. The 'last mile' refers to the first of last leg of the trip between the transit station and home or work.	Comment noted. Consideration of good active transportation facilities to connect people to and from transit facilities will be given during the development of the preferred design in Phase 3 of the Kennedy Road Study.
	There are concerns about the transit modal share, and whether continued subsidization is worthwhile from a cost-benefit viewpoint.	Comment noted.
	Why have bus bays not been considered as part of the design?	York Region Transit (YRT) is a key stakeholder for the Kennedy Road study and the project team will continue to seek and receive input on the development of design alternatives from YRT, including the use of bus-bays.
	The 407 Transitway should be a consideration taken for this project as it has completed its own EA study and intersects with the Kennedy Road corridor.	Comment noted. The Ontario Ministry of Transportation and Metrolinx are key stakeholders for the Kennedy Road study and the project team has and will continue to seek information on the status of this project as it relates to the Kennedy Road corridor, as the study progresses.
	Bus-stops in York Region are primarily located before signalized intersections, creating a back-up of traffic in the right lane when they stop.	Comment noted.
	Improved "connection facilities" are needed along the corridor to allow pedestrians to walk to busses.	Comment noted. Consideration of the pedestrian environment will be given as part of the development of alternative design concepts in Phase 2 of the Kennedy Road Study.
<b>Traffic and Operations – Intersections</b>	The intersection spacing between Carlton Road and the Bridle Trail is long and there are no places for pedestrians to cross, please consider adding more mid-block crossings where appropriate.	Comment noted. The project team will bring this concern to the attention of the York Region Traffic Operations team to discuss possible interim solutions for this location.

Category	Questions and Comments	Response
	There are systemic issues on Kennedy Road related to specific intersections and land-uses around those accesses. For example, the gas station on the north east quadrant of Kennedy Road at Highway 7 contributes to poor traffic operations along Kennedy Road. How will this be addressed?	A traffic analysis was completed as part of Phase 1 of the Kennedy Road study to understand traffic issues along the study corridor. Through the project's Public Consultation Program, the project team has also reached out to the public for assistance in identifying problem areas where traffic movements may be an issue. The project team will bring these concerns to the attention of the York Region Traffic Operations team to investigate potential interim solution.
	Intersection movements are often designed for cars to be close together however, driver behavior along the study corridor often contrasts this. How will the project team design the future corridor such that this behavior is eliminated?	If specific intersections can be identified, York Region Traffic Operations team can investigate further.
	Concerns about traffic infiltration, particularly around Carlton Road.	Comment noted.
<b>Traffic and Operations – Traffic Signals</b>	Can the traffic signals at Avoca Drive and Unionville Gate be eliminated? They cause congestion issues during peak traffic periods.	The traffic signals at Avoca Drive and Unionville Gate cannot be removed as they provide access to two key commercial developments along the Kennedy Road study corridor; New Kennedy Square, and Langham Square. The two intersections referenced also provide opportunities for pedestrians to cross Kennedy Road.
	Signal timing at Highway 7 and Kennedy is very poor, and is made worse by VIVA bus turns.	Traffic operations and signal timing at this intersection will be reviewed by the project team and the York Region Traffic Operations team.
	Assuming we are looking at a 6-lane cross-section, are exclusive left turns and longer pedestrian crossing-times an option?	The provision of exclusive left-turns will be reviewed as part of the design of the preferred solution at a later phase of the study. Pedestrian crossing times will be reviewed by York Region Traffic Operations staff to ensure adequate timing is provided for all pedestrians.
<b>Property Impacts</b>	Construction timing between the Kennedy and McCowan Road studies should be considered to ensure that disturbance to local residents and travel is minimized.	Comment Noted.

Category	Questions and Comments	Response
	Will the properties between Eton Street and Castan Avenue be affected in terms of property acquisition?	Impacts to individual properties are not currently known as the project is currently in Phase 2 of the Class EA process. The details of these impacts will be identified in Phase 3, as the design of the preferred solution begins.
	How will the increased road width impact property values for properties adjacent to the study corridor? There has not been any mention of property values throughout the Stakeholder Group meeting.	Property values are a common concern for property owners adjacent to the study corridor. York Region's real estate team will be involved throughout the project and discussions with affected property owners will take place at a later phase.
<b>Community Impacts</b>	Concern that tree loss related to this project will create an unwelcoming environment for pedestrians.	A tree inventory of all trees within the study corridor has been conducted as part of Phase 1 activities for the Kennedy Road study. As the design of the preferred solution is confirmed in Phase 3, a tree management plan will be completed to outline strategies for the mitigation of tree loss.
	York Downs development is an extension of urban sprawl in Markham, with a number of low-density housing options being proposed. The North Markham Future Urban Area needs to be considering the housing options and density provided.	Comment noted.
<b>Noise Impacts</b>	There are noise concerns at the Stouffville GO At-Grade crossing north of Austin Drive.	Comment Noted.
	Will the Region provide noise mitigation for the neighborhoods adjacent to the widened road?	As part of this study a noise assessment is being conducted to understand the noise impacts of the project and to recommend mitigation where noise levels exceed the levels as outlined in York Region's Standard Operating Procedures on Noise.
<b>Traffic Safety</b>	Collisions are frequent along Kennedy Road north of 16 <sup>th</sup> Avenue where there are a large number of outbound left turns from the Unionville Montessori School.	Comment noted.



Category	Questions and Comments	Response
	Speed limits between 16 <sup>th</sup> Avenue and the Bridle Trail are a concern as cars often speed through this area due to the lack of traffic signals in between the two intersections.	Comment noted.
	Pedestrian safety issues at Carlton Road and the Bridle Trail as many children cross Kennedy Road to reach Unionville Public School and the Unionville Library during peak hours.	Comment noted. The improvements to Kennedy Road are being planned for all road-users including pedestrians of all ages and abilities.
<b>Active Transportation – Cycling</b>	Multi-Use Paths create conflicts between pedestrians and cyclists – separated pedestrian and cycling facilities should be considered.	Comment noted. During Phase 2 of the Kennedy Road study, the development and evaluation of alternative design concepts will be completed and the types of active transportation facilities will be scored and evaluated based on evaluation criteria and feedback provided by technical agencies and stakeholders.
	Will the alternatives proposed make the 407ETR a more pedestrian and cyclist friendly environment?	The Kennedy Road study is giving consideration to all modes of transportation. Alternative design concepts for the 407ETR segment will consider various pedestrian and cyclist facilities to encourage a safe pedestrian/cyclist friendly environment for all users.
<b>Active Transportation – Walking</b>	Will there be any pedestrian bridges? What about over the Rouge River, which is difficult to cross for pedestrians? How will AODA requirements of these crossings be met?	Separate bridges for pedestrians are likely cost prohibitive at this location; however, they will be considered as part of this study for certain segments.  Considerations about the pedestrian environment and trail connections at the Rouge River will be made as part of the development of alternative design concepts in Phase 2 of the Kennedy Road Study. The preferred solution design will be AODA compliant.
	Will 'zebra-markings' be installed at intersections?	Pavement markings and treatment will be examined at a later phase of the study.
<b>Rail – At-Grade Crossing/Grade Separation</b>	Has York Region considered grade separations at the at-grade crossings on Highway 7, in proximity to Main Street Unionville?	The at-grade crossing on Highway 7 in proximity to Main Street Unionville is not within the Kennedy Road study corridor and is out of scope for this study.



Category	Questions and Comments	Response
	The previous EA along Kennedy Road recommended an overpass for the at-grade crossing north of Austin Drive however, there are privacy concerns for residents adjacent to the study corridor with an overpass option.	Comment noted. Since the at-grade crossing is in close proximity to the Rouge River, the underpass option may require a pumping station. The cost associated with pumping station and underpass option is significant compare to the overpass option. Both options will be developed and evaluated under the Phase 2 and 3 of the EA process.
	Will Markham's anti-whistling policies be taken into account when assessing the need for a grade-separation?	The objective of Markham's anti-whistling policy is to reduce the noise impact of crossing trains, whereas the needs for a grade separation are determined through train and vehicular traffic. However, Markham is a key stakeholder for the Kennedy Road study and the project team will continue to seek input on design alternatives for the Stouffville GO Rail crossings.
	There is a strong need for rail grade-separations, especially at Clayton Drive. If train volumes are not increasing beyond Unionville Station, a grade separation at north Kennedy is not yet needed.	Comment noted.
	There is a high number of pedestrian throughput, often children, which cross the Stouffville GO Rail Crossing north of Austin Drive. Consideration for pedestrian safety in the preferred design is an important factor to consider.	Comment noted.
<b>Drainage</b>	There are drainage issues underneath the Rouge River Bridge and when there is significant rain fall, the trails under the bridge often flood. If the bridge is to be modified or replaced, suggestion that the bridge profile be raised to ensure the bridge will not flood.	Comment noted. A drainage study is being completed as part of the Kennedy Road study and improvements to drainage and stormwater management will be considered at a later phase of the study.
	What stormwater and drainage facilities will be incorporated into the preferred design?	A drainage study is being completed as part of the Kennedy Road study and improvements to drainage and stormwater management will be considered at a later phase of the study when the preferred design concept is finalized.

Category	Questions and Comments	Response
	Drainage issues exist on Kennedy Road between Castan Avenue and Avoca Drive, resulting in poor road operations during winter periods.	Comment noted. A drainage study is being completed as part of the Kennedy Road study and improvements to drainage and stormwater management will be considered at a later phase of the study.
<b>Other Comments</b>	On Angus Glen Boulevard, south of Major Mackenzie Drive, shrubbery is overtaking the sidewalk causing pedestrians to walk closer to vehicular traffic.	Comment noted. The project team will follow-up with York Region maintenance staff to follow up at this location.
	External pressures on this project should be considered, such as the development of York Downs, the impact of Miller Avenue, and the 407 Transitway.	These developments have been identified by the project team during Phase 1 of the project and will continue to be given consideration as the study continues.
	The 'North Markham Future Urban Area' will be a large traffic generator, and should be considered when analyzing the project's traffic needs.	Comment noted.
	Miller Avenue should intersect Kennedy Road north of the CN Grade separation so a potential connection to McCowan Road can be accommodated in the future.	Comment noted.
	What is the status of Miller Avenue?	The Miller Avenue Extension EA is a study led by the City of Markham, with its Environmental Study Report (ESR) finalized in 2013. The project team will follow-up with the City of Markham to determine status of the Miller Avenue Extension project.
<b>Other Inquiries</b>	Will a parking structure be required at Unionville GO Station if RER is only extended to Unionville GO?	Markham is currently conducting a mobility hub study with Metrolinx, to determine possible solutions to parking within the vicinity of the Unionville GO Station. The project team will continue to consult with Markham to receive the latest updates relating to the Unionville GO Mobility Hub Study.
	Will there be minutes associated with this meeting that will be available to the public?	The presentation materials and minutes of this meeting will be distributed to all members of the Kennedy Road Stakeholder Group.

Category	Questions and Comments	Response
	Why widen two corridors (McCowan and Kennedy Road) that are side by side, rather than distributing traffic to corridors that are further apart?	McCowan and Kennedy Road are being selected by the YR-TMP to be widened between Steeles Avenue and Major Mackenzie Drive as both have significant communities adjacent to each corridor with transportation needs that are projected to grow by 2041.
	Enforcement will be an issue for the HOV lanes. Is a police layby being considered?	Police laybys are not being considered by the project team as the study corridor is already constrained for ROW.

# Stakeholder Group (SHG) Meeting #2 Summary Report

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Kennedy Road Schedule 'C' Class  
Environmental Assessment between Steeles  
Avenue and Major Mackenzie Drive

*Regional Municipality of York*

January 11, 2018



# Context for January 2018 Stakeholder Meeting

York Region is undertaking a Municipal Class Environmental Assessment (Class EA) study along Kennedy Road between Steeles Avenue and Major Mackenzie Drive in the City of Markham. Currently the study is in Phase 2 of the Class EA process; the premise of the second Stakeholder Group (SHG) meeting is to present the preliminary design concepts for the study corridor, including constrained sections where modifications to the typical section will be made.

Public input is an important part of the Kennedy Road Class EA process and a number of public and stakeholder consultation activities are being held to provide opportunities for engagement. An overview of the key consultation milestones is provided in **Table 1**.

**Table 1: Key Consultation Milestones**

Consultation Event	Date
Notice of Study Commencement	May 18, 2017
Stakeholder Group and Technical Advisory Committee Meeting #1	October 24, 2017
Stakeholder Group and Technical Advisory Committee Meeting #2	January 11, 2018
Public Open House #1	February 21, 22, 2018
Stakeholder Group and Technical Advisory Committee Meeting #3	Tentatively Q2, 2018
Stakeholder Group and Technical Advisory Committee Meeting #4	Tentatively Q2, 2019
Public Open House #2	Tentatively Q2, 2019
Notice of Study Completion	Tentatively Q1, 2020

The second SHG meeting was held on January 11, 2018, between 6:00 PM and 8:00PM, at the Milliken Mills Community Centre in the City of Markham. Members of the York Region and HDR study team were in attendance at the meeting to present, answer questions, record comments, and discuss issues relating to Kennedy Road.

## Methods of Communication

The Notice of Commencement for Kennedy Road was mailed to residents with properties adjacent to or abutting the study corridor, informing them of the SHG and providing an opportunity to participate. Notice was also placed in the local newspaper (Markham Economist & Sun).

Interested members of the public contacted York Region to apply to be a part of the SHG, through phone or email. All applicants who applied were invited by the Region to form the SHG and were emailed with an Eventbrite invitation providing the time, location, and details for the second SHG meeting.

# Kennedy Road Discussion Summary

A total of fourteen (14) members of the public attended the second SHG meeting at the Milliken Mills Community Centre. The most common comments included:

- Mixed support for improvements to Kennedy Road
- General support for active transportation (AT) improvements but mixed support for AT treatment along the study corridor;
- Support for streetscaping and corridor beautification along Kennedy Road;
- Concerns about widening at specific locations along the study corridor (i.e. cemetery areas, 407ETR).

The presentation accompanying the SHG Meeting is attached.

Members of the study team recorded the comments received at the SHG meeting. A summary along with the project team's responses to the comments has been provided in **Table 2**.

**Table 2: Summary of SHG Comments and Project Team Responses**

Category	Questions and Comments	Response
<b>Reversible Lanes</b>	Mixed support for reversible lanes for this corridor. It was noted that they have been implemented in other Cities but there are safety challenges with them.	Reversible lanes are not carried forward for further consideration as there are concerns with signing, especially for left-turn movements and potential for head-on/side-swipe collisions; as well as with pedestrian and cyclist crossings without median refuge.
	Will the documentation on the analysis for reversible lanes from the YR-TMP be available for review?	The project team will follow-up with YR-TMP group to provide further details on this matter.
<b>Typical Cross-Section</b>	Preference for cyclist and pedestrian facilities being separated within the boulevard, to prevent collisions between cyclists and pedestrians.	Comment Noted.
	Will the alternative of multi-use path on one side and sidewalk on one side be considered as a typical cross-section? It is being recommended on other Regional corridors, but there is a preference for cycling facilities in both boulevards.	The typical cross-sections have been prepared with cycling and pedestrians facilities in both boulevards. However based on constrained areas in the corridor, where right-of-way is not available, the alternative of a multi-use path on one side and sidewalk on one side may be considered.
	If separation between cyclists and pedestrian facilities cannot be achieved, preference is noted for different surface treatments for the multi-use path. Would pavement markings be used to separate pedestrians and cyclists?	Comment noted. Surface treatment and markings/signage of the active transportation facility will be reviewed and confirmed during the detailed design.

Category	Questions and Comments	Response
	Along areas of the study corridor where there is sparse pedestrian/cyclist traffic (i.e. Kennedy Road between Carlton Road and 16 <sup>th</sup> Avenue), will the preferred section remain the same?	Cross-section elements such as the active transportation (AT) component will be evaluated and selected based on several criteria, including available ROW, adjacent land use and consistency of AT treatment. Continuous dedicated active transportation facilities are preferred. Consistency of the preferred section will be dependent on available ROW and constraints.
	What is the minimum ROW being planned and designed for?	The ROW planned for Kennedy Road according to the York Region Official Plan (2010) is 43 m between Steeles Avenue and YMCA Boulevard, and Highway 7 to Major Mackenzie Drive. Between YMCA Boulevard and Highway 7, the Official Plan ROW is up to 45 m. There are several locations along the study corridor where the existing ROW along the corridor generally ranges from 36m to 43m, with constrained areas as low as 25m. The project team will review typical cross-sections for both the 36 m and 43 m ROW, and review constrained areas where less than 36m is available, for opportunities to implement the design elements within the available and protected property, while minimizing impacts.
	What is the width of the cycling facilities along Kennedy Road in the preferred design? Does it allow for passing?	The width of the cycling facilities (dedicated in cycle tracks or shared in multi-use paths) has not been confirmed at this time and will be reviewed in consultation with York Region's Active Transportation group.
	Concerns about plantings and maintenance – weather resistant plantings do not provide any aesthetic value to the study corridor. Support for trees along the study corridor to improve the pedestrian environment.	Comment Noted.

Category	Questions and Comments	Response
	Can sidewalk and cyclist facility widths be maximized with reduced landscaping in the preferred typical cross-section?	Widths for pedestrian and cycling facilities and landscaping opportunities will be reviewed and confirmed to balance the needs of varying stakeholders, including YR Active Transportation, YR Streetscaping, YR Forestry and the City of Markham.  Planting buffers may also be used to accommodate utilities such as street lighting and hydro poles.
	The project team has identified several key components of the cross-section elements – corridor beautification through streetscaping, the provision and enhancement of transit, the improvement and provision of separated active transportation facilities, and the improvement of capacity for motor vehicles. What is the weight given to each of these categories and how are they justified?	The selection of these elements will be evaluated based on their availability to address the Problems and Opportunities identified in Phase 1 of the EA study in support of the YR-TMP recommendations. Key opportunities identified include maximizing the person-carrying capacity of the corridor, improving the efficiency and reliability of transit and improving safety, performance and operational efficiency of all modes. The evaluation criteria presented will be used to assess the impacts and benefits to the natural, socio-economic and transportation environments.
<b>Utilities</b>	Along Kennedy Road between Carlton Road and 16 <sup>th</sup> Avenue, the utilities are currently buried – during construction, will these utilities remain buried? Will the elements of the widening impact the buried utilities?	Potential utility impacts will be identified during Phases 3 and 4 of the EA study.
	Can the hydro lines be placed underground to save space?	Burial of hydro lines is very expensive (generally 10 times the cost to aerial). It is also noted that streetlighting, which is typically attached to hydro poles, would require poles and subsequent space in the cross-section if hydro poles were not available.
<b>Property Impacts and Acquisition</b>	Will there be land acquisition at the Milliken Farms location, on the north west quadrant of Kennedy Road and Steeles Avenue?	Property requirements will be identified and confirmed during Phases 3 and 4 of the EA study.  A separate meeting can be set-up to discuss the potential impacts with the property owners.



Category	Questions and Comments	Response
	If a development application is submitted before the EA has identified impacts, what property is protected?	York Region Development Engineering would typically identify the Official Plan (OP) designated ROW width to be protected for as a condition of approvals in their review of development applications abutting Regional road corridors, as a minimum.
<b>Metrolinx/GO Rail Crossings</b>	If an underpass is chosen as the preferred design for the rail crossings, will the design accommodate wheelchairs and those with accessibility issues?	The recommended design will be in compliance with Accessibility for Ontarians with Disabilities Act (AODA) standards.
	An underpass would create less noise impacts for communities surrounding the study corridor. Milliken Centre is also a key development area, designated for further urban residential development. This should be a key consideration in the evaluation.	Comment Noted.
	If an underpass is selected for the Metrolinx/GO Rail Crossings, will a pumping station be required for each crossing?	The requirement of a pumping station at the Metrolinx/GO Rail Crossings is subject to the hydrogeological properties of the surrounding area which will be reviewed and confirmed during Phases 3 and 4 of the EA study.
	Is a pumping station what makes the underpass option so costly?	The costs of the pumping station need to take into account the capital costs as well as long term and maintenance costs. A pumping station is a commitment to long-term maintenance.
	The presentation materials only show a multi-use path as the alternative considered for the Metrolinx/GO Rail Crossings – will separated pedestrian and cycling facilities be considered?	Separated cycling and pedestrian facilities are also considered as part of evaluation the preferred AT treatment for the corridor.
<b>Project Costs</b>	What is the timeline for the EA? The project schedule? The budget?	<p>The Kennedy Road EA study is currently in Phase 2 of the Class EA process. The first open house is planned in February 2018.</p> <p>The second open house (to present the recommended design) is tentative for Early 2019 with study completion tentative for Q4, 2019.</p> <p>The budget for this project can be found in YR-TMP Appendix A, located <a href="#">here</a>. The Regions latest 2018 Capital Budget is also available at York.ca.</p>

Category	Questions and Comments	Response
<b>Hagerman Cemeteries / Kennedy Road north of 14<sup>th</sup> Avenue</b>	Preservation of the Thomas Morely House is important – the roadway being in proximity to the property will impact its heritage value.	Comment Noted. The project team includes cultural heritage specialists who identify the cultural significance of features within the corridor, including the Thomas Morely House. Heritage impacts will be determined during preliminary design and a Heritage Impact Assessment (HIA) may be undertaken to further understand impacts and assist in evaluating alternative designs.
	If the Thomas Morely House is moved further back from property line, this will affect the Montessori School property as the playground is directly behind the house.	Comment Noted.
	If the Thomas Morely House cannot be preserved, the last resort option should be to relocate the property to Markham Heritage Estates.	Comment Noted.
	Will the preferred alternative for the segment of Kennedy Road (adjacent to Hagerman cemeteries) retain the existing centre turn lane? There are many small businesses and residences that currently depend on the centre turn lane for access.	Opportunities to retain the centre left turn lane in this section will be reviewed but there may be limitations given the available right-of-way. Access for businesses and residences will be considered in the development and evaluation of alternative design concepts, during the next phase of the EA study.
	A traffic signal should be considered north of 14 <sup>th</sup> Avenue as there are currently access issues for several of the businesses along Kennedy Road.	Comment noted. New traffic signals are subject to the recommendations of a traffic analysis (including intersection spacing between traffic signals) and traffic signal warrants.
	A reversible bus lane should be considered along this segment of Kennedy Road due to the ROW constraints present.	A five lane cross-section with dedicated bus lane will not address the need for widening to six lanes for HOV/Transit in other areas of the corridor – the reduction of lanes from six to five would cause a bottleneck along this segment of Kennedy Road. A transit only lane will also not address the needs for High Occupancy Vehicles.

Category	Questions and Comments	Response
	An alternative that exclusively includes transit lanes between Steeles Avenue and 14 <sup>th</sup> Avenue should be considered.	Kennedy Road between Steeles Avenue and Duffield Drive is identified as part of the Frequent Transit Network and not the Rapid Transit Network as per the YR-TMP, thus this alternative has not been considered as part of this study.
	An alternative that includes four lanes between 14 <sup>th</sup> Avenue to Duffield Drive and queue jump for transit vehicles should be considered within this segment.	The preferred solution identified by the YR-TMP for this segment is widening to six lanes for transit/HOV. Queue jump for transit vehicles has been considered for this segment however, has not been carried forward due to maintaining the consistency of the preferred solution across the entire study corridor. Queue jump lanes may further be considered however as an interim solution if the recommended solution requires the relocation of graves at the Hagerman cemeteries.
	A sketch of a configuration for four lanes with far side stops through the constrained area between 14 <sup>th</sup> Avenue and Duffield was provided for consideration.	Project team to review alternative. It is noted that although transit is provided with far side stops, this option cannot accommodate Transit/HOV lanes through the constrained section.
<b>Miller Avenue Extension</b>	Miller Avenue should be extended to Kennedy Road north of the CN bridge crossing, as the connection to Duffield Drive will cause an increased amount of traffic onto Duffield Drive.	Comment noted. The EA approved location for the Miller Avenue extension is being discussed in consultation with the City of Markham, 407ETR and CN Rail – if the extension ties into Kennedy Road north of the CN Rail Crossing, there may be intersection spacing issues with the southern intersection of the 407ETR interchange.
<b>407ETR Interchange</b>	Should active transportation improvements be included for this segment of the study corridor? The pedestrian/cyclist traffic along this segment of Kennedy Road is not significant.	Continuous active transportation facilities along Kennedy Road between Steeles Avenue and Major Mackenzie were recommended as part of the YR-TMP's recommendations for this corridor. Active transportation facilities within the 407ETR interchange area provide north-south connections.
	Support for a separate pedestrian bridge across the 407ETR interchange as this will provide pedestrians and cyclists complete separation from vehicular traffic.	Comment Noted.

Category	Questions and Comments	Response
	Would pedestrians/cyclists use the centre median option? They would have to wait a full cycle length (120 sec) before being able to enter/exit the median AT facility. Suggest to include actuated pedestrian pushbuttons. This option is not desired.	Comments noted. Signal timing changes to these intersections are subject to review and approval by MTO and 407ETR. Actuated pushbuttons may result in impacts to signal timings and operations of the 407ETR?
	There are issues with the 407ETR interchange being a bottleneck for traffic. Consider changing signal timings from demand for 407ETR to demand on Kennedy Road.	Signal timing changes are subject to review and approval by MTO and 407ETR. These comments will be consulted with 407ETR.
<b>VIVA Rapidway between YMCA Boulevard and Highway 7</b>	Concerns about property impacts at Highway 7 and Kennedy Road with the Rapidway platform on Kennedy Road.	In the approved York Region Rapid Transit Corporation (YRRTC) Rapidway EA study, property acquisition is noted in the preferred alignment for the Kennedy Road Rapidway section. However as part of this study, the design of Kennedy Road will be reviewed in consultation with YRRTC to understand their preference for the preferred cross-section within this segment.
	Concerns on why there will be centre transit lanes with the transit/HOV lanes – can VIVA buses share lanes with YRT buses to reduce the width of the overall cross-section?	The Kennedy Road design recommended in the YRRTC Rapidway EA study will be reviewed in consultation with YRRTC to understand their preference for the preferred cross-section within this segment. Opportunities for VIVA buses operating in Transit/HOV lanes with YRT service will be considered.
<b>Rouge River Crossing</b>	A new alternative for this section that should be considered is separate structures for Active Transportation facilities in the valley – this would be more cost-efficient to minimize the width of the bridge structure carrying vehicular traffic as well as providing complete separation between cyclists and pedestrians, to vehicular traffic.	Comment noted, the project team will examine the possibility of this alternative and will provide a response as the study progresses.
	Is there something that can be done to address flooding?	Flooding concerns will be reviewed and studied and discussed in consultation with Toronto and Region Conservation Authority. Impacts to this bridge crossing will also take into consideration of the grades separation recommendations at the Stouffville GO Rail crossing.

Category	Questions and Comments	Response
<b>Austin Drive Metrolinx/GO Rail Crossings</b>	Although the alternative of an underpass at this location may be prohibitive due to hydrogeological conditions, an overpass would be unfavourable as there are residences in proximity to the crossing and this may impact views and the privacy of residents.	Comment Noted.
<b>St. Philips and Bethesda Cemeteries</b>	Since the York Downs re-development is currently in the planning phase, an alternative active transportation facility configuration is to re-allocate the planned AT facilities from Kennedy Road to follow the edge of the York Downs re-development, behind St. Philips cemetery.	Comment noted, project team will follow-up with internal staff to understand status of York Downs re-development. Where opportunities exist, the preference is to maintain pedestrians and cyclists within the limits of the study corridor as this will maintain the most direct connection between other Regional Road segments.
	The centre-turn lane is desired to be kept in this section to support vehicles turning into both St. Philips-on-the-Hill and Bethesda Cemetery.	Comment Noted.
	The fourth alternative (shift alignment to west with discontinuous AT) presented is not preferred as it will eliminate active transportation opportunities for pedestrians and cyclists traveling southbound to reach St. Philips-on-the-Hill.	Comment Noted.
	If separated cycling facilities (i.e. cycle track) are intended for a single direction, there may be difficulties for cyclists exiting St. Philips heading north, as the nearest traffic signals are at Beckett Avenue to the south, and Bur Oak Avenue to the north.	Comment Noted. Although cycle-tracks are one-directional, an alternate AT facility type is a multi-use path which is bi-directional but shared with pedestrians
	There is space on the northern access of the St. Philips property that could be acquired to accommodate the alternatives where the alignment of Kennedy Road is changed.	Comment Noted.
	If there are such significant ROW constraints in this section, a separate pedestrian/cyclist bridge should be considered parallel to Kennedy Road above the cemetery lands.	Comment noted. A separate pedestrian/cyclist bridge in this segment would need to address clearance requirements for the utilities and grade requirements for accessibility, which would be cost-prohibitive.

Category	Questions and Comments	Response
Other	There are systematic issues with Kennedy Road that are not being addressed with this study, i.e. the signal timing of the entire corridor.	Signal timing comment will be forward to the Region's Traffic group for review.
	Existing plantings are aesthetically pleasing. Would widening damage them?	Impacts to existing vegetation is possible. Tree protection measures will be in place during construction. If existing plantings are damaged/removed as a result of the improvements, tree compensation will be provided.
	Would you encourage left-turns across six lanes?	Typically left turns would be done at designated signalized intersections as there are raised centre medians in the standard six lane design.
	What are the plans for Kennedy Road south of Steeles Avenue?	Kennedy Road south of Steeles Avenue is under the jurisdiction of the City of Toronto. The City of Toronto is on the Region's Technical Advisory Committee for this project. At present the City does not have plans to widen Kennedy Road south of Steeles Avenue.

# Stakeholder Group (SHG) Meeting #3 Summary Report

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Kennedy Road Schedule 'C' Class  
Environmental Assessment between Steeles  
Avenue and Major Mackenzie Drive

*Regional Municipality of York*

June 20, 2018



## Context for June 2018 Stakeholder Meeting

York Region is undertaking a Municipal Class Environmental Assessment (Class EA) study along Kennedy Road between Steeles Avenue and Major Mackenzie Drive in the City of Markham. This study will identify possible improvements to Kennedy Road to address current and future transportation needs and opportunities for pedestrians, cyclists, transit users, and motorists. This study is being carried out in accordance with the Municipal Engineers Association's (MEA) requirements for the Class EA process for a Schedule 'C' project, which is an approved process under the Ontario Environmental Assessment Act. Currently the study is in Phase 3 of the Class EA process; the premise of the third Stakeholder Group (SHG) meeting is to present the engineering design concepts for the study corridor, including constrained sections where modifications to the typical section will be made.

Public input is an important part of the Kennedy Road Class EA process and a number of public and stakeholder consultation activities are being held to provide opportunities for engagement. An overview of the key consultation milestones is provided in **Table 1**.

**Table 1: Key Consultation Milestones**

Consultation Event	Date
Notice of Study Commencement	May 18, 2017
Stakeholder Group and Technical Advisory Committee Meeting #1	October 24, 2017
Stakeholder Group and Technical Advisory Committee Meeting #2	January 11, 2018
Open House #1	February 21, 22, 2018
Stakeholder Group and Technical Advisory Committee Meeting #3	June 20, 2018
Stakeholder Group and Technical Advisory Committee Meeting #4	Tentative 2019
Open House #2	Tentative 2019
Notice of Study Completion	Tentative 2020

The third SHG meeting was held on June 20, 2018, between 6:00 PM and 8:00PM, at the Milliken Mills Community Centre in the City of Markham. Members of the York Region and HDR study team were in attendance at the meeting to present, answer questions, record comments, and discuss issues relating to Kennedy Road.

## Methods of Communication

The methods of communication for the third Stakeholder Meeting followed the same format as the first and second Stakeholder Meetings. An Eventbrite page was set up to track attendance, with the same list of stakeholders from respondents to the Notice of Commencement, and others who wish to participate during the course of the study. Stakeholders were contacted by email. The first invitation for the third Stakeholder Meeting was sent on June 6, 2018 with a follow-up email sent on June 18, 2018.



# Kennedy Road Discussion Summary

A total of eleven (11) members of the public attended the third SHG meeting at the Milliken Mills Community Centre. The most common comments included:

- Support for protected active transportation (AT) facilities at cemetery segments due to narrow right-of-way and proximity to vehicular traffic;
- Concerns about limiting access to commercial plazas at the Metrolinx crossing north of Clayton Drive;
- Support for grade separation options for both Metrolinx crossings to reduce traffic congestion;
- Concerns about timing of improvements in particular, York Region's 10-Year Roads and Transit Capital Construction Plan and the priority of projects.

The presentation accompanying the SHG Meeting is attached.

Members of the study team recorded the comments received at the SHG meeting. A summary along with the project team's responses to the comments has been provided in **Table 2**.

**Table 2: Summary of SHG Comments and Project Team Responses**

Category	Questions and Comments	Response
<b>York Region Official Plan (OP)</b>	Question about OP designated right-of-way and its meaning as areas surrounding Kennedy Road are already built-up.	The OP designated right-of-way identifies the amount of property that York Region can acquire to support a regional road. York Region will negotiate with the landowner on how much property to acquire based on the requirements of the corridor and balancing impacts. The OP designated right-of-way also provides guidance when an area is being re-developed.
<b>Preferred Solution – Widening to six lanes for Transit/HOV</b>	Where there is City-owned property adjacent to the right-of-way, will the widening affect these properties (i.e. window streets)?	Widening of the corridor will be conducted through a best fit approach that minimizes the need to acquire property for the improvements. Property requirements will be further identified as the design work progresses.
<b>Active Transportation (AT) Facilities</b>	What is the ideal width for pedestrian and cyclist facilities?	This corridor is being designed in compliance with York Region's Design Guidelines which specify sidewalks to be a minimum width of 1.5 m. One-way cycle tracks should be a minimum width of 1.5 m with 0.3m buffer and ideal width of 2.0m. Multi-use paths should be a minimum width of 2.4 m and ideal width of 3.0 m.

Category	Questions and Comments	Response
	Is there a regional preference on AT facilities in terms of type of facility?	There is no current regional preference for type of AT facilities however, the public preference as heard from the first Open House has been for cycle track and sidewalk. This will be examined as part of the evaluation of the corridor.
	AT facilities should be placed continuously, not separated, as on Highway 7; there is a strip of landscaping between AT facilities and this requires a higher level of maintenance.	Comment Noted.
	Preference for cycle tracks to be on roadway.	York Region Design Guidelines note that all AT facilities will be in-boulevard to maximize separation between vehicular traffic and pedestrians/cyclists.
	Are there any existing examples of the multi-use path and sidewalk combination currently in Markham?	Currently in Markham there are several locations where there are multi-use paths on one side and sidewalks on the other. Examples include Woodbine Avenue north of Major Mackenzie Drive, and Markham Road north of 16 <sup>th</sup> Avenue.
	A multi-use path can be implemented in the present and the amount of space for a cycle track and sidewalk could be protected for.	Comment Noted.
	Inquiry on whether it is safer for the cyclists on the cycle track to travel in opposite direction from traffic?	Cycle tracks are uni-directional with same direction of flow as traffic, and MUPs are bi-directional. It is currently not feasible to change the direction of movement for cyclists on cycle track since motorists are accustomed to looking left when exiting the driveways.
<b>Metrolinx/GO Rail Crossing north of Clayton Drive</b>	Is there enough space along the Clayton Drive Metrolinx GO Rail crossing to construct an underpass? Will more right-of-way be required in adjacent areas?	Based on preliminary investigations the existing right-of-way can accommodate an underpass option however, development of a detour may require additional property. Property requirements will be further developed as the design work progresses.
	A horse-shoe connection should be considered at this location if there is difficulty tying back to the Pacific Mall accesses. An example of this is on 16 <sup>th</sup> Avenue east of Yonge Street.	Comment Noted.

Category	Questions and Comments	Response
	Will there be a pumping station at the Clayton Drive Metrolinx GO Rail Crossing?	The need for a pumping station will depend on the results of the geotechnical and hydrogeological investigations for the corridor and whether there are issues with the water table at this location. This will be confirmed to determine the recommended grade separation option.
	Why can't the rail line be elevated above the roadway?	The rail line would need to be elevated high enough to provide the required clearances from vehicles to the tracks. This becomes a significant challenge as there are issues with grade as it relates to elevating a rail line (typically rail grade would not exceed 1 – 2%). The rail line would have to be spanned for a significant length which would have high capital costs and substantial impacts along the rail corridor to adjacent properties.
<b>Hagerman Cemeteries</b>	What is the narrowest multi-use path that York Region would accept in this constrained section, and why not less?	The narrowest multi-use path to be considered for a cycling facility would be 2.4 m for short stretches. Any dimension that is less cannot be classified as a cycling facility.
	There should be a physical barrier separation from buses at this location due to the lack of separation between vehicular traffic and pedestrians/cyclists.	Comment Noted. Barrier separation will be explored and presented on the recommended plan if feasible.
	Vehicle lanes should not be narrowed in this segment as there are a high volume of trucks that frequent this segment of Kennedy Road.	Comment Noted.
	Preference to maintain the centre-left turn lane for residents and businesses on the east side of Kennedy Road.	York Region's policy for six lane regional roads includes a raised median for traffic safety purposes.
	If AT facilities were reduced to 1.8 m for this segment, AT could be considered for both sides with reduced general purpose and HOV lanes (3.2 m and 3.3 m, respectively).	The width reduction within the constrained area will be discussed with York Region internal team and presented in future meeting.

Category	Questions and Comments	Response
	Concern about storage lane lengths in the northbound direction at Duffield Drive. Property should be acquired from 7800 Kennedy Road to lengthen this lane if needed.	Further transportation analysis will be completed for the study corridor as a part of Phase 3 activities and will inform the storage lengths at intersections.
	Cycling facility should be installed on the east side of Kennedy to serve the school.	Comment Noted.
	If there are so many constraints to Kennedy Road, such as the Hagerman Cemeteries on both sides of the corridor, why not leave the corridor with no improvements?	York Region needs to accommodate the future growth that is planned for Markham and around the study corridor. If there are no improvements planned for the corridor, roadway operations are expected to worsen for all road users.
<b>CN Rail Crossing/Miller Avenue Extension</b>	For the north detour option at the CN Rail Crossing, has the project team considered moving a hydro tower to accommodate the rail diversion?	The capital costs associated with relocating a hydro tower are significant and will require a higher level of coordination with agencies. This option would not be feasible.
	Miller Avenue should be extended to Kennedy Road north of the CN bridge crossing, as the connection to Duffield Drive will cause an increased amount of traffic onto Duffield Drive.	Comment noted. The EA approved location for the Miller Avenue extension is being discussed in consultation with the City of Markham, 407ETR and CN Rail – if the extension ties into Kennedy Road north of the CN Rail Crossing, there may be intersection spacing issues with the southern intersection of the 407ETR interchange.
<b>Metrolinx/GO Rail Crossing north of Austin Drive</b>	Since this crossing is so close to the Rouge River floodplain, are there issues with groundwater with the underpass option?	Background geotechnical data has shown that this segment has drainages issues relating to groundwater and this will be a consideration in evaluating the alternatives for an overpass/underpass option.
<b>York Region's 10 Year Roads and Transit Capital Construction Plan</b>	How likely is the construction phasing for Kennedy Road going to change within next year's plan?	Regional staff review the plan annually and present recommendations for Council approval. The plan is subject to change based on factors such as road usage, safety factors, balancing other Regional priorities and costs.



# Stakeholder Group (SHG) Meeting #4 Summary Report

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Kennedy Road Schedule 'C' Class  
Environmental Assessment between Steeles  
Avenue and Major Mackenzie Drive

*Regional Municipality of York*

November 14, 2019



# Context for November 2019 Stakeholder Meeting

York Region is undertaking a Municipal Class Environmental Assessment (Class EA) study along Kennedy Road between Steeles Avenue and Major Mackenzie Drive in the City of Markham. This study will identify possible improvements to Kennedy Road to address current and future transportation needs and opportunities for pedestrians, cyclists, transit users, and motorists. This study is being carried out in accordance with the Municipal Engineers Association's (MEA) requirements for the Class EA process for a Schedule 'C' project, which is an approved process under the Ontario Environmental Assessment Act. Currently the study is in Phase 3 of the Class EA process; the premise of the fourth Stakeholder Group (SHG) meeting is to present the engineering design concepts, evaluations and recommended design for the study corridor.

Public input is an important part of the Kennedy Road Class EA process and a number of public and stakeholder consultation activities are being held to provide opportunities for engagement. An overview of the key consultation milestones is provided in **Table 1**.

**Table 1: Key Consultation Milestones**

Consultation Event	Date
Notice of Study Commencement	May 18, 2017
Technical Advisory Committee Meeting #1	June 21, 2017
Stakeholder Group Meeting #1	October 24, 2017
Technical Advisory Committee Meeting #2 and Stakeholder Group Meeting#2	January 11, 2018
Open House #1	February 21 and 22, 2018
Stakeholder Group Meeting #3	June 20, 2018
Individual Technical Review Agency Meetings	July 2018
Technical Advisory Committee Meeting #3	October 30, 2019
Stakeholder Group Meeting #4	November 14, 2019
Open House #2	November 25, 2019 and December 2, 2019
Notice of Study Completion	Tentative 2020

The fourth SHG meeting was held on November 14, 2019, between 6:00 PM and 8:00PM, at the Milliken Mills Community Centre in the City of Markham. Members of the York Region and HDR study team were in attendance at the meeting to present, answer questions, record comments, and discuss issues relating to Kennedy Road.

## Methods of Communication

The methods of communication for the fourth Stakeholder Meeting followed the same format as the first, second, and third Stakeholder Meetings. An Eventbrite page was set up to track attendance, with the same list of stakeholders from respondents to the Notice of Commencement, and others who wish to participate during the course of the study. Stakeholders were contacted by email. The first invitation for the fourth Stakeholder Meeting was sent on November 4, 2019 with a follow-up email sent on November 12, 2019.

# Kennedy Road Discussion Summary

A total of sixteen (16) members of the public attended the fourth SHG meeting at the Milliken Mills Community Centre. The most common comments included:

- Desire for separated cycle tracks and sidewalks instead of a Multi-Use Path on both sides
- Concerns about pedestrian and cyclist safety issues at the 407ETR ramps
- Concerns about pedestrian and cyclist safety issues at intersections
- Concerns about reduced lane widths in constrained areas

The presentation accompanying the SHG Meeting is attached.

Members of the study team recorded the comments received at the SHG meeting. A summary along with the project team's responses to the comments has been provided in **Table 2**.

**Table 2: Summary of SHG Comments and Project Team Responses**

Category	Questions and Comments	Response
Active Transportation (AT) Facilities	Why are the recommended AT facilities Multi-Use Paths (MUP) instead of separate cycle tracks (CT) and sidewalks (SW)?	Kennedy Road is much more constrained compared to other corridors (for example McCowan Road which is also being studied in a separate Class EA). Due to the location of the cemeteries (two north of 14 <sup>th</sup> Avenue and two north of 16 <sup>th</sup> Avenue) and other locations with limited opportunities to acquire additional property, a cycle track and sidewalk on both sides is not feasible. In order to fit AT facilities on both sides of the road, MUPs are recommended in order to maintain a consistent facility type throughout the study corridor.
	Pedestrians and cyclists should not be on the same AT facility due to different speeds of pedestrians and cyclists. A lane of traffic should be removed to accommodate a cycle track and sidewalk on both sides.	Based on York Region's Transportation Master Plan, Kennedy Road is designated as a Frequent Transit Network to allow for transit up to every 15 minutes. To accommodate this increased level of transit service, additional lanes for Transit/HOV are required.

Category	Questions and Comments	Response
	CT/SW is the ideal AT facility. If you reduce the lanes width along the corridor, can CT/SW on both sides be accommodated with the exception of the pinch points where they can be MUPs?	Cycle Tracks and Sidewalks provide the greatest separation. Recommended lane widths follow the Region's Towards Great Regional Streets (TGRS) Guidelines for six lane roads. Only in locations with substantial constraints (two areas where cemeteries are located on either side of Kennedy Road) has the reduction in lane widths been accepted by York Region. Opportunities to modify other element widths in the boulevard are under review by the project team in consultation with the City of Markham to review if separated cycle tracks and sidewalks can be provided in non-constrained areas.
	There are only two (2) pinch points along the corridor, so transitions from CT/SW to MUP would only occur at 2 short segments.	Other locations in the corridor have identified MUPs with absolute minimum width of 2.4m instead of 3.0m (see south of 16 <sup>th</sup> Avenue) and therefore standard widths for cycle tracks and sidewalks are not feasible. The project team in consultation with the City of Markham are reviewing opportunities to confirm if separated cycle tracks and sidewalks can be provided in non-constrained areas.
	Is there a buffer between the MUP and curb? Is it similar to the MUP provided on Major Mackenzie Drive? There is no buffer on Major Mackenzie Drive.	Generally a minimum width of 2.0m is provided between the curb and edge of the multi-use path to allow for utility poles. Where there is available space this width is increased and also allows for tree plantings between the curb and the edge of the multi-use path as shown on the design plan. In some constrained locations (at the two sets of cemeteries) the MUP is shown adjacent to the curb which includes an additional 0.5m width.
	At the pinch points, a barrier should be provided if no buffer is provided.	Project team to review and identify opportunities to provide barrier at the cemeteries which will be confirmed during Detailed Design.
	Are you going to have protected intersections?	All intersections will have cross-rides in the north-south directions in order to accommodate the AT facilities provided along Kennedy Road. A cross-ride will be provided on at least one side of the intersection in the east-west direction to accommodate AT users along the cross-roads and crosswalk on the other approach. The design of the intersections will be confirmed during Detailed Design in accordance with YR Active Transportation and current design guidelines.



Category	Questions and Comments	Response
	Are there policies about electric bikes on the MUPs?	The City of Markham does not currently have policies in place for electric bicycle use on Multi-Use Paths. However the City of Markham is currently undertaking an Active Transportation Master Plan which will address the City's plan to improve walking, cycling, and other modes of active transportation. It will also provide direction on policies for micromobility options including E-bikes. For more information on this City initiative visit: <a href="https://yourvoicemarkham.ca/walkingandcycling">https://yourvoicemarkham.ca/walkingandcycling</a>
Lane widths	How wide are the lanes throughout the corridor and at the constrained areas?	<b>General purpose lane standard width is:</b> 3.3m, and reduced width at constrained areas is 3.0m <b>Transit/HOV lane standard width is</b> 3.5m, and reduced width at constrained areas is 3.2m.
	If there will be 6 lanes of traffic from Steeles Avenue to Major Mackenzie Drive, and the lane widths are to be reduced to 3.0m (general purpose lane) and 3.2m (transit/HOV) at the constrained pinch points, how is it safe for vehicles to transition from wide to narrow lanes?	The reduced section is identified for short stretches only and the lane widths are transitioned from the standard lane width to the reduced lane width gradually. Project team to review with York Region's Traffic Safety Group to determine if speed limit will be reduced in those stretches.
	Is the Region okay with the lane widths not meeting Standards?	The reduced lane widths are within Canadian and Provincial standards for lane widths.
	If the lanes are narrowed in constrained areas, why not have narrow lane widths along the entire corridor?	Narrower lane widths along the entire corridor are not recommended due to road operations and maintenance, such as snow removal. Lane widths throughout the corridor are identified based on York Region's Towards Great Regional Streets Guideline for six lane roads. Narrower lane widths adjacent to the cemeteries are proposed in these constrained locations only for short segments.
Heritage Homes	Didn't the City of Markham already permit moving the Thomas Lownsbrough House?	There were plans to relocate the house with the York Downs Redevelopment. The Region is working with the landowner to accommodate the relocation to incorporate the proposed Kennedy Road improvements.

Category	Questions and Comments	Response
	Improvements north of 16 <sup>th</sup> Avenue are not in the 10-Year Roads and Transit Capital Construction Program, but York Downs is not going to wait for the Kennedy Road widening construction.	York Region has been working with York Downs to implement recommendations from the Kennedy Road EA to minimize throwaway costs and accommodate the future travel demand needs.
<b>Cemeteries</b>	Under this plan, do the cemeteries have to be left alone?	Impacts to the cemeteries are identified to be minimized. The proposed recommendations result in property requirements at the cemeteries to accommodate AT facilities but only where there is no impact to grave sites. The Region will complete a Stage 3 Archaeological Assessment to confirm no impacts to grave sites. If it is determined that the proposed property taking is in conflict with an existing grave site, the design and property requirement will be modified to eliminate impacts. This will be achieved by narrowing the AT facility width.
	Is there an opportunity to move graves to accommodate the widening? Has it been discussed?	This option has been considered in initial screenings of alternatives but not recommended for further study due to the significant impact that results. The process to relocate the grave site is very lengthy and disruptive.
	How many families would be impacted by it?	The recommended design is not proposed to impact any grave sites, therefore there is no anticipated impact to any families.
	St. Philip's on The Hill Church has a sign on their property that may be impacted. How does the Region negotiate price of property?	The Region will host property owner meetings to discuss proposed impacts to properties. During Detailed Design the Region's Realty group will be involved once property impacts are formalized and will work with an independent appraiser to assess the proposed impact and compensation at fair market value. Impacts to signage would typically be addressed through sign relocation with the expense borne by the Region. These discussions will be confirmed during Detailed Design.
<b>CN – Miller Crossing</b>	Will the temporary bridge be dismantled after the new bridge is built? Is there another use for it?	It will be removed after the required track detour during construction. Alternate uses of the bridge were considered (for example a modification for the Miller Avenue Extension) but not recommended.

Category	Questions and Comments	Response
<b>407ETR</b>	If the recommended AT facility at the 407ETR crossing is separate bridges, why can't you provide CT/SW?	The design approach was to maintain a consistent AT facility type throughout the corridor which at this time is identified to be multi-use path. The main concept at this location is to have the AT facilities completely separated from vehicles to provide greater safety for pedestrian and cyclists. The project team in consultation with the City of Markham are reviewing opportunities to confirm if separated cycle tracks and sidewalks can be provided in non-constrained areas. If this is carried forward there will be consideration of separated pedestrian and cycling facilities along the proposed AT bridges.
	Will there be signals at the ramps?	There are existing traffic signals at the off-ramps. No additional traffic signals are proposed at the interchange.
	Crossing at the ramps is very dangerous. Does the cost of the bridge outweigh the cost of a life? If you want to encourage walking and cycling, you have to make it safe from the beginning.	The Recommended Design at the 407ETR is for AT bridges over the 407ETR only. Based on consultation with 407ETR and feedback from the Open House, an Ultimate Vision has been identified to include separate AT bridges over the on-ramps and will be reviewed and confirmed during Detailed Design in consultation with 407ETR, MTO, City of Markham and York Region.
	Have the cycle tracks at the ramps on Highway 7 & Highway 404 been studied?	This comment is not relevant to the Kennedy Road EA study as on-road cycling facilities (as constructed along Highway 7 at the Highway 404 interchange) are not recommended along Kennedy Road.
	From a user's experience and perspective, it's not safe at the ramps because drivers don't signal all the time and pedestrians/cyclists cannot predict if a car is coming. You must protect the AT user before accidents occur.	The Recommended Design at the 407ETR is for AT bridges over the 407ETR only. However based on consultation with 407ETR and feedback from the Open House, an Ultimate Vision has been identified to include separate AT bridges over the on-ramps and will be reviewed and confirmed during Detailed Design in consultation with 407ETR, MTO, City of Markham and York Region.
<b>VIVA Rapidway</b>	Will there be any displacement of existing sidewalks when transitioning from the recommended design to the ultimate vision?	The Recommended Design results in reconstruction of the existing boulevards and sidewalks to allow for multi-use paths. However the boulevards identified for the Recommended Design have been developed such that construction to transition to the Ultimate Vision will not require reconstruction of the boulevards (utilities, streetscaping or AT facilities) from the Recommended Design.

Category	Questions and Comments	Response
	Why wouldn't the ultimate vision be implemented from the start?	YRRTC does not have any plan at this time for the median rapidway.
	MUPs are shown throughout the corridor, but is there space in this section for CT/SW?	<p>In order to maintain a consistent facility type, MUPs are recommended throughout the study corridor.</p> <p>The project team in consultation with the City of Markham are reviewing opportunities to confirm if separated cycle tracks and sidewalks can be provided in non-constrained areas. If this is identified the section for the future VIVA rapidway will also be reviewed to confirm if the additional width can be accommodated.</p>
	Why was the 8-lane alternative not recommended?	The 8-lane alternative results in significant impacts to properties including access restrictions, parking loss and business displacement. In consultation with YRRTC this level of infrastructure is not recommended.
	Where will the bus stop be located?	<p>Curbside bus stops will be provided along with the identified bus bays.</p> <p>In the Ultimate Vision, in addition to curbside transit stops by YRT vehicles, VIVA stations will operate from the median. The transit stop locations will be confirmed with YRT and YRRTC in Detailed Design.</p>
	<p>On the southeast corner of Kennedy Road &amp; Highway 7 there is a Beer Store. Can you restrict the left-turn movement out of the plaza?</p> <p>Why can't it be implemented now?</p>	<p>The recommended design includes a raised concrete centre median that will restrict access to right-in-right-out at all unsignalized driveways. As such, access at this entrance will also be modified to RIRO only.</p> <p>The section from 14<sup>th</sup> Avenue to Highway 7 is planned to be constructed first (2023) based on the Region's current construction timing.</p>
	If you need more room to widen the road, will you cut into the boulevard?	Yes. As shown on the proposed design plan we have minimized residential property taking. The widening will require reconstruction of the boulevards.

Category	Questions and Comments	Response
<b>GO Crossing North of Clayton Drive</b>	Isn't it too dangerous to keep the crossing at-grade?	At-grade crossing is recommended until rail service increases and the ultimate vision is necessary. At-grade crossing measures would be implemented with the at-grade Recommended Design similar to those under existing conditions but will be reviewed and confirmed in consultation with Metrolinx during Detailed Design. These measures include consideration of pedestrian / cyclist barriers (for whistle cessation), signals, gates, pavement markings and crossing arms.
	Is Metrolinx studying this crossing?	Metrolinx is planning to initiate a TPAP study in 2020 which includes this crossing and others along the Stouffville GO Rail Corridor.  The Metrolinx study will review and utilize some the recommendations from the Kennedy Road EA study, where appropriate.
<b>GO Crossing North of Austin Drive and Rouge River Crossing</b>	Some rail crossings have been retrofitted for whistle cessation. Will it all have to be taken out for the road widening?	Whistle cessation infrastructure will need to be reconstructed and relocated when the road is widened to six lanes. Road improvement at this section is currently beyond the 10-year plan.
	How does the design at the GO Crossing affect the Rouge River Crossing?	The design of the Rouge River bridge will depend on the grade separation alternative at the GO crossing north of Austin Drive. Grade separation is identified as the Ultimate Vision but is subject to a separate study to confirm if an Underpass or Overpass or alternate option is recommended. In our preliminary assessment, both the underpass and overpass options require raising the Rouge River bridge resulting in a bridge replacement.  The Recommended at-grade crossing with the six lane widening will require modifications/replacement of the structure to accommodate a wider Kennedy Road. The modifications/replacement option of the structures are under review by the project team and will be determined in consultation with TRCA.
	The watermain was recently installed. They should know where it is located.	The installation of the watermain was completed by tunneling. Record drawings of the construction exist; however, based on the required vertical clearances, field verification of this facility is recommended prior to finalizing a grade separation design alternative based on the significant impacts from both the overpass and underpass alternatives. To confirm the location of the facility, partial road closure is required to dig and locate the watermain which is costly due to the methods required for the digging (over 5m) with high water table in this area.

Category	Questions and Comments	Response
	Will the Rouge River bridge have to be replaced?	<p>For the Ultimate Vision, a grade separation of the rail crossing, either Overpass or Underpass will require the Rouge River bridge to be replaced.</p> <p>For the Recommended Design of the At-grade crossing with six lane design, options to modify the existing structure vs. replacement are under consideration by the project team and will be determined in consultation with TRCA.</p>
Other	Will Kennedy Road south of Steeles Avenue be widened?	The Region has been in discussion with the City of Toronto, but they do not have plans to widen Kennedy Road south of Steeles Avenue.
	What is the timeline for the York Downs turning lane?	<p>The exact timing of the improvements by York Downs is not known at this time.</p> <p>Subsequent to the meeting, the improvements at the 16<sup>th</sup> Ave. and Kennedy Rd. area is anticipated in 2020 to 2021.</p>
	The recommended start of construction for 14 <sup>th</sup> Avenue to Highway 7 is 2023. How long will construction take?	Construction of the segment from 14 <sup>th</sup> Avenue to Highway 7 is estimated to be approximately 3 years due to the construction complexity in this section of the corridor including the proposed works at the CN Crossing (the detour rail track, temporary rail bridge, and new CN rail bridge).
	Near Kennedy Road and Avoca Drive the utility poles are located on the east side. Will the utility poles be moved or replaced to the other side of the road?	The utility poles would be relocated. The final configuration of the utility poles will be determined in Detailed Design in consultation with the utility companies.
	The owner of 2 Avoca requested to shift the utility pole to the other side of the road. There is concern of the pole falling on the fence/property.	Noted. This request will be carried forward to the Detailed Design phase for consideration when utility impacts are formalized and utility relocation strategies and plans are prepared.
	Can the utilities be buried?	Burying the utilities is not recommended due to the significant costs (estimated to be approx. ten times the cost in comparison to above ground infrastructure / poles). All additional costs beyond above ground relocation will be paid for solely by York Region.

Category	Questions and Comments	Response
	What are the current costs for burying the utilities? Incrementally, the cost may not be that much.	Cost estimates for utility relocation will be developed during Detailed Design when formal relocations are confirmed and relocation plans are prepared.
	Will noise barriers be built along the corridor?	A Noise Impact Study is underway as part of the EA study to identify the location of existing noise barriers and the location of potential noise mitigation (noise barriers) in compliance with the Region's Noise Standard Operating Procedures and Policy. The study is assessing existing noise levels along the corridor and future levels as a result of the road improvement. If the noise level is over the threshold, appropriate mitigation measures will be investigated to implement where needed.
	Is the noise barrier a retaining wall or a fence?	The design and construction of the noise barrier will be in compliance with York Region's Design Standards. Typically the façade of the barrier appears to be a wood fence, but with more substantial footing for the posts than typical fence posts.