

## Appendix D

### Comment Forms and Roll Plan Comments Received at Angus Glen Community Centre

## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

1. What is your home postal code? \_\_\_\_\_
2. Which public open house did you attend?
  - ☐ November 25, 2019 (Milliken Mills Community Centre)
  - ☐ December 2, 2019 (Markham Pan Am Centre)
3. How did you hear about the open house? Select all that apply.
  - ☐ Direct mail / Flyer
  - ☐ Newspaper Ad
  - ☐ Email from the project team
  - ☐ Word of Mouth
  - ☐ Road sign
  - ☐ Other (please specify) \_\_\_\_\_

### **Road Widening Design Approach:**

4. The preferred solution for **Kennedy Road between Steeles Ave. and Major Mackenzie Dr.** is to widen the road to six lanes for public transit / High Occupancy Vehicles (HOV), add cycling and pedestrian facilities, and improve streetscaping. Do you generally agree with the recommendation to widen the road on both sides to balance the impacts on both sides of Kennedy Road?

☐ Yes ☐ No

Comments:

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### **Active Transportation Facilities:**

5. The preferred solution for the active transportation facilities is to provide a continuous multi-use path on both sides of **Kennedy Road between Steeles Ave and Major Mackenzie Dr.** Do you generally agree with the recommendation to provide a Multi-Use Path?

☐ Yes ☐ No

Comments:

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**Kennedy Road Class Environmental Assessment Study**  
**Steeles Avenue to Major Mackenzie Drive**  
**Open House #2 – November 25 and December 2, 2019**

**Areas of Special Consideration:**

6. The recommended alternative at Kennedy Road by **Hagerman Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☐ Yes ☐ No

Comments:

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7. The recommended alternative at Kennedy Road by **St. Philips and Bethesda Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☐ Yes ☐ No

Comments:

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8. The recommended alternative for the **Miller Avenue Extension** is to maintain the Markham EA approved alignment (K-1A) which provides access to Kennedy Road via Duffield Drive intersection and does not impact the replacement of the CN Rail Overpass structure. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

9. The recommended alternative at the **407ETR Crossing** is to provide separate pedestrian and cyclist bridges on both sides of the 407ETR crossing. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

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10. For the **Viva Rapidway from YMCA Boulevard to Highway 7**, it is Recommended to shift the Viva rapidway to share the proposed Transit/HOV lanes with YRT and provide multi-use paths and streetscaping. This will later be converted to the Ultimate Vision to provide a median Viva rapidway, multi-use paths and streetscaping. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

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11. At the **GO Rail crossing north of Clayton Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to provide an underpass (below the GO Rail tracks) with multi-use paths on both sides of Kennedy Road. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

12. At the GO Rail crossing north of Austin Drive it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to undertake a future study to make a determination for the grade separation (either Underpass or Overpass) at this crossing. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

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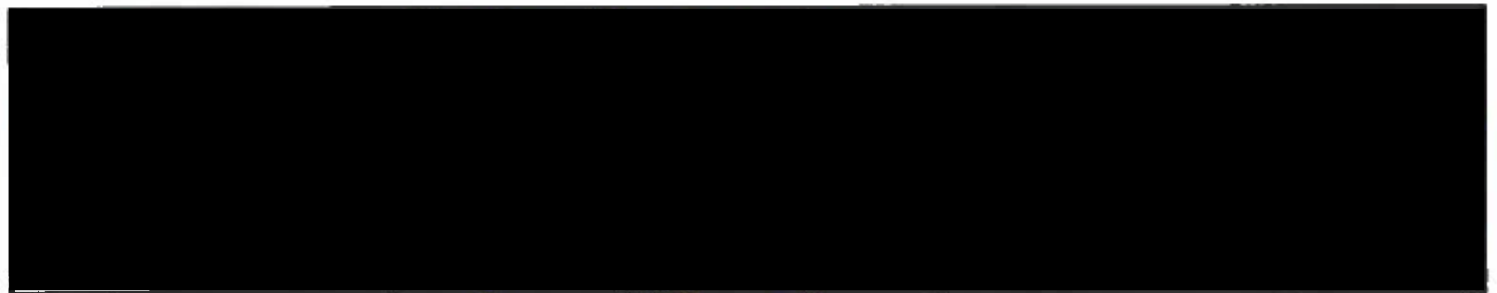
13. Please share any other comments you may have related to the Kennedy Road EA Study:

we don't care. IT would be easier  
for us To move to a different  
CITY.

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Please leave your completed Comment Form in the drop box or send your comments (by December 27, 2019) to:

**Vanessa Savelli**

Communications and Community Engagement Specialist

The Regional Municipality of York

17250 Yonge Street, Newmarket, ON L3Y 6Z1

Phone: 1-877-464-9675 Ext 75923

Email: [roads.ea@york.ca](mailto:roads.ea@york.ca) | Fax: 905-836-4590

For more information on the study please visit [www.york.ca/kennedyroad](http://www.york.ca/kennedyroad)

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☐ November 25, 2019 (Milliken Mills Community Centre)

☒ December 2, 2019 (Markham Pan Am Centre)

3. How did you hear about the open house? Select all that apply.

☒ Direct mail / Flyer ☐ Newspaper Ad ☒ Email from the project team ☐ Word of Mouth

☐ Road sign ☐ Other (please specify) \_\_\_\_\_

### Road Widening Design Approach:

4. The preferred solution for Kennedy Road between Steeles Ave. and Major Mackenzie Dr. is to widen the road to six lanes for public transit / High Occupancy Vehicles (HOV), add cycling and pedestrian facilities, and improve streetscaping. Do you generally agree with the recommendation to widen the road on both sides to balance the impacts on both sides of Kennedy Road?

☐ Yes ☒ No

Comments:

*Due to pollution issues, fossil fuels, environmental concerns, a six-lane highway only encourages more car and truck use. A solution to this problem is to keep the present 4-lane highway and use the outer lanes as bus route / HOV lanes. Therefore only one lane will be used for cars. It will force people to use public transportation and also help keep a cleaner environment.*

### Active Transportation Facilities:

5. The preferred solution for the active transportation facilities is to provide a continuous multi-use path on both sides of Kennedy Road between Steeles Ave and Major Mackenzie Dr. Do you generally agree with the recommendation to provide a Multi-Use Path?

☐ Yes ☒ No

Comments:

*See above*

## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

### Areas of Special Consideration:

6. The recommended alternative at Kennedy Road by **Hagerman Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☐ Yes ☐ No

Comments:

*Maybe.*

7. The recommended alternative at Kennedy Road by **St. Philips and Bethesda Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☐ Yes ☐ No

Comments:

8. The recommended alternative for the **Miller Avenue Extension** is to maintain the Markham EA approved alignment (K-1A) which provides access to Kennedy Road via Duffield Drive intersection and does not impact the replacement of the CN Rail Overpass structure. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

9. The recommended alternative at the **407ETR Crossing** is to provide separate pedestrian and cyclist bridges on both sides of the 407ETR crossing. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

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10. For the **Viva Rapidway from YMCA Boulevard to Highway 7**, it is Recommended to shift the Viva rapidway to share the proposed Transit/HOV lanes with YRT and provide multi-use paths and streetscaping. This will later be converted to the Ultimate Vision to provide a median Viva rapidway, multi-use paths and streetscaping. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

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11. At the **GO Rail crossing north of Clayton Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to provide an underpass (below the GO Rail tracks) with multi-use paths on both sides of Kennedy Road. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

12. At the **GO Rail crossing north of Austin Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to undertake a future study to make a determination for the grade separation (either Underpass or Overpass) at this crossing. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

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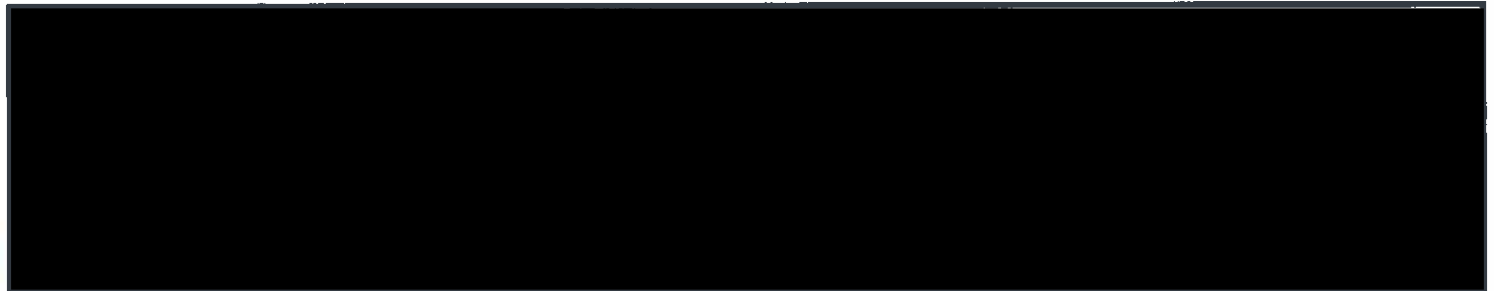
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13. Please share any other comments you may have related to the Kennedy Road EA Study:

① Keep the 4-lane highway, and use the outer lanes for public transportation buses.  
② Do an environmental assessment to determine the air quality and dangerous toxic air due to the greater use of cars & trucks.



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Communications and Community Engagement Specialist

The Regional Municipality of York

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Phone: 1-877-464-9675 Ext 75923

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# Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☐ November 25, 2019 (Milliken Mills Community Centre)

☒ December 2, 2019 (Markham Pan Am Centre)

3. How did you hear about the open house? Select all that apply.

☒ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☐ Word of Mouth

☐ Road sign ☐ Other (please specify) \_\_\_\_\_

## Road Widening Design Approach:

4. The preferred solution for Kennedy Road between Steeles Ave. and Major Mackenzie Dr. is to widen the road to six lanes for public transit / High Occupancy Vehicles (HOV), add cycling and pedestrian facilities, and improve streetscaping. Do you generally agree with the recommendation to widen the road on both sides to balance the impacts on both sides of Kennedy Road?

☒ Yes ☐ No

Comments:

I agree with balancing what you do to both sides, but I disagree with widening the road to 6 lanes - keep it will not solve the traffic problem. Use 2 of the 4 lanes for transit and make transit every 15 mins. Then people will use transit.

## Active Transportation Facilities:

5. The preferred solution for the active transportation facilities is to provide a continuous multi-use path on both sides of Kennedy Road between Steeles Ave and Major Mackenzie Dr. Do you generally agree with the recommendation to provide a Multi-Use Path?

☒ Yes ☐ No

Comments:

Do allow cyclists on the sidewalk - then I will bike. The road is too dangerous.

with looming climate change we can no longer think like this

## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

### Areas of Special Consideration:

6. The recommended alternative at Kennedy Road by **Hagerman Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☒ Yes ☐ No

Comments:

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7. The recommended alternative at Kennedy Road by **St. Philips and Bethesda Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☒ Yes ☐ No

Comments:

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8. The recommended alternative for the **Miller Avenue Extension** is to maintain the Markham EA approved alignment (K-1A) which provides access to Kennedy Road via Duffield Drive intersection and does not impact the replacement of the CN Rail Overpass structure. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

9. The recommended alternative at the **407ETR Crossing** is to provide separate pedestrian and cyclist bridges on both sides of the 407ETR crossing. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

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10. For the **Viva Rapidway from YMCA Boulevard to Highway 7**, it is Recommended to shift the Viva rapidway to share the proposed Transit/HOV lanes with YRT and provide multi-use paths and streetscaping. This will later be converted to the Ultimate Vision to provide a median Viva rapidway, multi-use paths and streetscaping. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

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11. At the **GO Rail crossing north of Clayton Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to provide an underpass (below the GO Rail tracks) with multi-use paths on both sides of Kennedy Road. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

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Steeles Avenue to Major Mackenzie Drive

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☒ Yes ☐ No

Comments:

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*Encouraging car-pooling is baby steps*  
13. Please share any other comments you may have related to the Kennedy Road EA Study:  
*Baby steps are not good enough for CLIMATE CHANGE*  
*Widening to 6 lanes will not solve traffic problems: please look at the evidence!! Keep 4 lanes, use one each way for transit and increase transit to every 15 minutes. That is the point at which people will get out of their cars.*



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☐ Road sign ☐ Other (please specify) \_\_\_\_\_

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☒ Yes ☐ No

Comments:

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### Active Transportation Facilities:

5. The preferred solution for the active transportation facilities is to provide a continuous multi-use path on both sides of **Kennedy Road between Steeles Ave and Major Mackenzie Dr.** Do you generally agree with the recommendation to provide a Multi-Use Path?

☒ Yes ☐ No

Comments:

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

### Areas of Special Consideration:

6. The recommended alternative at Kennedy Road by **Hagerman Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☐ Yes ☒ No

Comments:

relocate cemetery

7. The recommended alternative at Kennedy Road by **St. Philips and Bethesda Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☐ Yes ☒ No

Comments:

- relocate cemetery  
- the top of the hill is most dangerous for pedestrians + cyclists

8. The recommended alternative for the **Miller Avenue Extension** is to maintain the Markham EA approved alignment (K-1A) which provides access to Kennedy Road via Duffield Drive intersection and does not impact the replacement of the CN Rail Overpass structure. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

9. The recommended alternative at the **407ETR Crossing** is to provide separate pedestrian and cyclist bridges on both sides of the 407ETR crossing. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

*It is safer for all*

10. For the **Viva Rapidway from YMCA Boulevard to Highway 7**, it is Recommended to shift the Viva rapidway to share the proposed Transit/HOV lanes with YRT and provide multi-use paths and streetscaping. This will later be converted to the Ultimate Vision to provide a median Viva rapidway, multi-use paths and streetscaping. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

11. At the **GO Rail crossing north of Clayton Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to provide an underpass (below the GO Rail tracks) with multi-use paths on both sides of Kennedy Road. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

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☒ Yes ☐ No

Comments:

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13. Please share any other comments you may have related to the Kennedy Road EA Study:

ELECTRIC BUSES!  
(NFI makes them)



Please leave your completed Comment Form in the drop box or send your comments (by December 27, 2019) to:

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☒ Yes ☐ No

Comments:

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☒ Yes ☐ No

Comments:

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

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☐ Yes ☒ No

Comments:

*Relocate Cemeteries*

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☐ Yes ☐ No

Comments:

*Relocate Cemeteries*

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Comments:

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Steeles Avenue to Major Mackenzie Drive

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Comments:

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☒ Yes ☐ No

Comments:

13. Please share any other comments you may have related to the Kennedy Road EA Study:

*It is time to get creative, to think of changing the greyish brownish color palette of Markham. Use the sound walls barriers as an opportunity to bring artist together. It is time to research on consultation expertise of infrastructure in other countries, i.e. the train tracks built by china in what was the 407. Standards can quickly expand the 407. And, promote electric buses only!*

Name (please print):

Mailing Address:

Would you like to be added to the mailing list?

Please leave your completed Comment Form in the drop box or send your comments (by December 27, 2019) to:

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Comments:

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Comments:

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Comments:

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☒ Yes ☐ No

Comments:

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11. At the **GO Rail crossing north of Clayton Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to provide an underpass (below the GO Rail tracks) with multi-use paths on both sides of Kennedy Road. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

12. At the **GO Rail crossing north of Austin Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to undertake a future study to make a determination for the grade separation (either Underpass or Overpass) at this crossing. Do you generally agree with this recommendation?



Yes



No

Comments:

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13. Please share any other comments you may have related to the Kennedy Road EA Study:

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Name (please print): \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Email Address: \_\_\_\_\_

Would you like to be added to the mailing list?

☐

Yes

☐

No

Please leave your completed Comment Form in the drop box or send your comments (by December 27, 2019) to:

**Vanessa Savelli**

Communications and Community Engagement Specialist

The Regional Municipality of York

17250 Yonge Street, Newmarket, ON L3Y 6Z1

Phone: 1-877-464-9675 Ext 75923

Email: [roads.ea@york.ca](mailto:roads.ea@york.ca) | Fax: 905-836-4590

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**Kennedy Road Class Environmental Assessment Study**  
**Steeles Avenue to Major Mackenzie Drive**  
**Open House #2 – November 25 and December 2, 2019**

1. What is your home postal code? \_\_\_\_\_
2. Which public open house did you attend?
- ☐ November 25, 2019 (Milliken Mills Community Centre)
- ☐ December 2, 2019 (Markham Pan Am Centre)
3. How did you hear about the open house? Select all that apply.
- ☐ Direct mail / Flyer   ☐ Newspaper Ad   ☐ Email from the project team   ☐ Word of Mouth
- ☐ Road sign   ☐ Other (please specify) \_\_\_\_\_

**Road Widening Design Approach:**

4. The preferred solution for **Kennedy Road between Steeles Ave. and Major Mackenzie Dr.** is to widen the road to six lanes for public transit / High Occupancy Vehicles (HOV), add cycling and pedestrian facilities, and improve streetscaping. Do you generally agree with the recommendation to widen the road on both sides to balance the impacts on both sides of Kennedy Road?

☐ Yes   ☐ No

Comments:

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**Active Transportation Facilities:**

5. The preferred solution for the active transportation facilities is to provide a continuous multi-use path on both sides of **Kennedy Road between Steeles Ave and Major Mackenzie Dr.** Do you generally agree with the recommendation to provide a Multi-Use Path?

☐ Yes   ☐ No

Comments:

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**Kennedy Road Class Environmental Assessment Study**  
**Steeles Avenue to Major Mackenzie Drive**  
**Open House #2 – November 25 and December 2, 2019**

**Areas of Special Consideration:**

6. The recommended alternative at Kennedy Road by **Hagerman Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☐ Yes ☐ No

Comments:

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7. The recommended alternative at Kennedy Road by **St. Philips and Bethesda Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☐ Yes ☐ No

Comments:

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8. The recommended alternative for the **Miller Avenue Extension** is to maintain the Markham EA approved alignment (K-1A) which provides access to Kennedy Road via Duffield Drive intersection and does not impact the replacement of the CN Rail Overpass structure. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

9. The recommended alternative at the **407ETR Crossing** is to provide separate pedestrian and cyclist bridges on both sides of the 407ETR crossing. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

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10. For the **Viva Rapidway from YMCA Boulevard to Highway 7**, it is Recommended to shift the Viva rapidway to share the proposed Transit/HOV lanes with YRT and provide multi-use paths and streetscaping. This will later be converted to the Ultimate Vision to provide a median Viva rapidway, multi-use paths and streetscaping. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

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11. At the **GO Rail crossing north of Clayton Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to provide an underpass (below the GO Rail tracks) with multi-use paths on both sides of Kennedy Road. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

12. At the GO Rail crossing north of Austin Drive it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to undertake a future study to make a determination for the grade separation (either Underpass or Overpass) at this crossing. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

13. Please share any other comments you may have related to the Kennedy Road EA Study:

*- Change transit fare: free for students (high school), and  
Sr. after 9:30am (all days), free  
pass to Metrolinx / TTC  
- Smaller buses*

Please leave your completed Comment Form in the drop box or send your comments (by December 27, 2019) to:

**Vanessa Savelli**

Communications and Community Engagement Specialist

The Regional Municipality of York

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Phone: 1-877-464-9675 Ext 75923

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☐ November 25, 2019 (Milliken Mills Community Centre)

☒ December 2, 2019 (Markham Pan Am Centre)

3. How did you hear about the open house? Select all that apply.

☐ Direct mail / Flyer ☒ Newspaper Ad ☐ Email from the project team ☒ Word of Mouth

☐ Road sign ☐ Other (please specify) \_\_\_\_\_

### Road Widening Design Approach:

4. The preferred solution for Kennedy Road between Steeles Ave. and Major Mackenzie Dr. is to widen the road to six lanes for public transit / High Occupancy Vehicles (HOV), add cycling and pedestrian facilities, and improve streetscaping. Do you generally agree with the recommendation to widen the road on both sides to balance the impacts on both sides of Kennedy Road?

☐ Yes ☒ No

Comments:

I disagree with the premise of the question. I'm sure balancing both sides of road makes sense (it is such a wide road that the pedestrian will not cross over to get to a better sidewalk) BUT, I disagree with the need for HOV/6.5 lanes!!

### Active Transportation Facilities:

5. The preferred solution for the active transportation facilities is to provide a continuous multi-use path on both sides of Kennedy Road between Steeles Ave and Major Mackenzie Dr. Do you generally agree with the recommendation to provide a Multi-Use Path?

☐ Yes ☒ No

Comments:

For almost exactly the same real-estate, you can have a standard sidewalk and a dedicated, (off road) bike path.

## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

### Areas of Special Consideration:

6. The recommended alternative at Kennedy Road by **Hagerman Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☒ Yes ☐ No

Comments:

*sure*

7. The recommended alternative at Kennedy Road by **St. Philips and Bethesda Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☒ Yes ☐ No

Comments:

*sure*

8. The recommended alternative for the **Miller Avenue Extension** is to maintain the Markham EA approved alignment (K-1A) which provides access to Kennedy Road via Duffield Drive intersection and does not impact the replacement of the CN Rail Overpass structure. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

9. The recommended alternative at the **407ETR Crossing** is to provide separate pedestrian and cyclist bridges on both sides of the 407ETR crossing. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

Very much preferred over the dangerous crossings at the entrance / exit ramps to the 404 at Highway 7.

10. For the **Viva Rapidway from YMCA Boulevard to Highway 7**, it is Recommended to shift the Viva rapidway to share the proposed Transit/HOV lanes with YRT and provide multi-use paths and streetscaping. This will later be converted to the Ultimate Vision to provide a median Viva rapidway, multi-use paths and streetscaping. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

11. At the **GO Rail crossing north of Clayton Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to provide an underpass (below the GO Rail tracks) with multi-use paths on both sides of Kennedy Road. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:



## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

12. At the **GO Rail crossing north of Austin Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to undertake a future study to make a determination for the grade separation (either Underpass or Overpass) at this crossing. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

13. Please share any other comments you may have related to the Kennedy Road EA Study:

Although attention is being taken for safe walking (and cycling) it's still halfway - full protected bike lanes are not much more cost or land and should be employed. I do disagree with the 400 lane - a dedicated bus lane I could not dispute and would like to see this implemented.

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Phone: 1-877-464-9675 Ext 75923

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☐ November 25, 2019 (Milliken Mills Community Centre)

☒ December 2, 2019 (Markham Pan Am Centre)

3. How did you hear about the open house? Select all that apply.

☐ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☐ Word of Mouth

☐ Road sign ☐ Other (please specify) Friend

### Road Widening Design Approach:

4. The preferred solution for **Kennedy Road between Steeles Ave. and Major Mackenzie Dr.** is to widen the road to six lanes for public transit / High Occupancy Vehicles (HOV), add cycling and pedestrian facilities, and improve streetscaping. Do you generally agree with the recommendation to widen the road on both sides to balance the impacts on both sides of Kennedy Road?

☒ Yes ☐ No

Comments:

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### Active Transportation Facilities:

5. The preferred solution for the active transportation facilities is to provide a continuous multi-use path on both sides of **Kennedy Road between Steeles Ave and Major Mackenzie Dr.** Do you generally agree with the recommendation to provide a Multi-Use Path?

☒ Yes ☐ No

Comments:

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# Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

## Areas of Special Consideration:

6. The recommended alternative at Kennedy Road by **Hagerman Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☒ Yes ☐ No

Comments:

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7. The recommended alternative at Kennedy Road by **St. Philips and Bethesda Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☒ Yes ☐ No

Comments:

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8. The recommended alternative for the **Miller Avenue Extension** is to maintain the Markham EA approved alignment (K-1A) which provides access to Kennedy Road via Duffield Drive intersection and does not impact the replacement of the CN Rail Overpass structure. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

9. The recommended alternative at the **407ETR Crossing** is to provide separate pedestrian and cyclist bridges on both sides of the 407ETR crossing. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

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10. For the **Viva Rapidway from YMCA Boulevard to Highway 7**, it is Recommended to shift the Viva rapidway to share the proposed Transit/HOV lanes with YRT and provide multi-use paths and streetscaping. This will later be converted to the Ultimate Vision to provide a median Viva rapidway, multi-use paths and streetscaping. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

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11. At the **GO Rail crossing north of Clayton Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to provide an underpass (below the GO Rail tracks) with multi-use paths on both sides of Kennedy Road. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

12. At the GO Rail crossing north of Austin Drive it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to undertake a future study to make a determination for the grade separation (either Underpass or Overpass) at this crossing. Do you generally agree with this recommendation?



Yes



No

Comments:

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13. Please share any other comments you may have related to the Kennedy Road EA Study:

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The Regional Municipality of York

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☐ November 25, 2019 (Milliken Mills Community Centre)

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3. How did you hear about the open house? Select all that apply.

☒ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☐ Word of Mouth

☐ Road sign ☐ Other (please specify) \_\_\_\_\_

### Road Widening Design Approach:

4. The preferred solution for **Kennedy Road between Steeles Ave. and Major Mackenzie Dr.** is to widen the road to six lanes for public transit / High Occupancy Vehicles (HOV), add cycling and pedestrian facilities, and improve streetscaping. Do you generally agree with the recommendation to widen the road on both sides to balance the impacts on both sides of Kennedy Road?

☒ Yes ☐ No

Comments:

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### Active Transportation Facilities:

5. The preferred solution for the active transportation facilities is to provide a continuous multi-use path on both sides of **Kennedy Road between Steeles Ave and Major Mackenzie Dr.** Do you generally agree with the recommendation to provide a Multi-Use Path?

☐ Yes ☒ No

Comments:

*Do not see enough current use*

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**Kennedy Road Class Environmental Assessment Study**  
**Steeles Avenue to Major Mackenzie Drive**  
**Open House #2 – November 25 and December 2, 2019**

**Areas of Special Consideration:**

6. The recommended alternative at Kennedy Road by **Hagerman Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☒ Yes ☐ No

Comments:

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7. The recommended alternative at Kennedy Road by **St. Philips and Bethesda Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☒ Yes ☐ No

Comments:

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8. The recommended alternative for the **Miller Avenue Extension** is to maintain the Markham EA approved alignment (K-1A) which provides access to Kennedy Road via Duffield Drive intersection and does not impact the replacement of the CN Rail Overpass structure. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

9. The recommended alternative at the **407ETR Crossing** is to provide separate pedestrian and cyclist bridges on both sides of the 407ETR crossing. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

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10. For the **Viva Rapidway from YMCA Boulevard to Highway 7**, it is Recommended to shift the Viva rapidway to share the proposed Transit/HOV lanes with YRT and provide multi-use paths and streetscaping. This will later be converted to the Ultimate Vision to provide a median Viva rapidway, multi-use paths and streetscaping. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

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11. At the **GO Rail crossing north of Clayton Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to provide an underpass (below the GO Rail tracks) with multi-use paths on both sides of Kennedy Road. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

12. At the GO Rail crossing north of Austin Drive it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to undertake a future study to make a determination for the grade separation (either Underpass or Overpass) at this crossing. Do you generally agree with this recommendation?

☐ Yes ☒ No

Comments:

Future consideration should be limited to below ground separation to maintain resident privacy for those homes along Kennedy

13. Please share any other comments you may have related to the Kennedy Road EA Study:

Name (please print): \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Email Address: \_\_\_\_\_

Would you like to be added to the mailing list?

☒ Yes  
☐ No

Please leave your completed Comment Form in the drop box or send your comments (by December 27, 2019) to:

**Vanessa Savelli**

Communications and Community Engagement Specialist

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# Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☐ November 25, 2019 (Milliken Mills Community Centre)

☒ December 2, 2019 (Markham Pan Am Centre)

3. How did you hear about the open house? Select all that apply.

☐ Direct mail / Flyer ☒ Newspaper Ad ☒ Email from the project team ☒ Word of Mouth

☐ Road sign ☐ Other (please specify) \_\_\_\_\_

## Road Widening Design Approach:

4. The preferred solution for Kennedy Road between Steeles Ave. and Major Mackenzie Dr. is to widen the road to six lanes for public transit / High Occupancy Vehicles (HOV), add cycling and pedestrian facilities, and improve streetscaping. Do you generally agree with the recommendation to widen the road on both sides to balance the impacts on both sides of Kennedy Road?

☐ Yes ☒ No

Comments:

- too much focus on pedestrians, cyclists and mass transit all of which are minor stakeholders

- need to improve especially west but also east access

## Active Transportation Facilities:

5. The preferred solution for the active transportation facilities is to provide a continuous multi-use path on both sides of Kennedy Road between Steeles Ave and Major Mackenzie Dr. Do you generally agree with the recommendation to provide a Multi-Use Path?

☐ Yes ☐ No

Comments:

encourage pedestrians and cyclists to areas slightly east and west of Kennedy between 16th & Major Mac  
the priority for this section CARS



# Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

## Areas of Special Consideration:

6. The recommended alternative at Kennedy Road by Hagerman Cemeteries is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☐ Yes ☒ No

Comments:

see comment #5

see comment #5

7. The recommended alternative at Kennedy Road by St. Philips and Bethesda Cemeteries is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☐ Yes ☒ No

St. Philips and Bethesda Cemeteries are located on the east side of Kennedy Road between Steeles Avenue and Major Mackenzie Drive. The recommended alternative is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

8. The recommended alternative for the Miller Avenue Extension is to maintain the Markham EA approved alignment (K-1A) which provides access to Kennedy Road via Duffield Drive intersection and does not impact the replacement of the CN Rail Overpass structure. Do you generally agree with this recommendation?

☐ Yes ☒ No

Comments:

The recommended alternative for the Miller Avenue Extension is to maintain the Markham EA approved alignment (K-1A) which provides access to Kennedy Road via Duffield Drive intersection and does not impact the replacement of the CN Rail Overpass structure. Do you generally agree with this recommendation?

## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

9. The recommended alternative at the **407ETR Crossing** is to provide separate pedestrian and cyclist bridges on both sides of the 407ETR crossing. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

607 707  
70 2209 2209 2209

10. For the **Viva Rapidway from YMCA Boulevard to Highway 7**, it is Recommended to shift the Viva rapidway to share the proposed Transit/HOV lanes with YRT and provide multi-use paths and streetscaping. This will later be converted to the Ultimate Vision to provide a median Viva rapidway, multi-use paths and streetscaping. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

With BRT  
70 2209 2209 2209

11. At the **GO Rail crossing north of Graydon Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to provide an underpass (below the GO Rail tracks) with multi-use paths on both sides of Kennedy Road. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

**Kennedy Road Class Environmental Assessment Study**  
**Steeles Avenue to Major Mackenzie Drive**  
**Open House #2 – November 25 and December 2, 2019**

12. At the **GO Rail crossing north of Austin Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to undertake a future study to make a determination for the grade separation (either Underpass or Overpass) at this crossing. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

for now  
when possible underpass or  
overpass

13. Please share any other comments you may have related to the Kennedy Road EA Study:

Please leave your completed Comment Form in the drop box or send your comments (by December 27, 2019) to:

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☐ November 25, 2019 (Milliken Mills Community Centre)

☒ December 2, 2019 (Markham Pan Am Centre)

3. How did you hear about the open house? Select all that apply.

☒ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☐ Word of Mouth

☐ Road sign ☐ Other (please specify) \_\_\_\_\_

### Road Widening Design Approach:

4. The preferred solution for Kennedy Road between Steeles Ave. and Major Mackenzie Dr. is to widen the road to six lanes for public transit / High Occupancy Vehicles (HOV), add cycling and pedestrian facilities, and improve streetscaping. Do you generally agree with the recommendation to widen the road on both sides to balance the impacts on both sides of Kennedy Road?

☐ Yes ☒ No

Comments:

36 m all the way - simplify design

bike/walk - one side only - not the volume for both sides.

### Active Transportation Facilities:

5. The preferred solution for the active transportation facilities is to provide a continuous multi-use path on both sides of Kennedy Road between Steeles Ave and Major Mackenzie Dr. Do you generally agree with the recommendation to provide a Multi-Use Path?

☐ Yes ☒ No

Comments:

1 side only.

## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

### Areas of Special Consideration:

6. The recommended alternative at Kennedy Road by **Hagerman Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☐ Yes ☒ No

Comments:

*1 side only*

7. The recommended alternative at Kennedy Road by **St. Philips and Bethesda Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☐ Yes ☒ No

Comments:

*1 side only*

8. The recommended alternative for the **Miller Avenue Extension** is to maintain the Markham EA approved alignment (K-1A) which provides access to Kennedy Road via Duffield Drive intersection and does not impact the replacement of the CN Rail Overpass structure. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

*No comment*



## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

9. The recommended alternative at the **407ETR Crossing** is to provide separate pedestrian and cyclist bridges on both sides of the 407ETR crossing. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

1 side only

10. For the **Viva Rapidway from YMCA Boulevard to Highway 7**, it is Recommended to shift the Viva rapidway to share the proposed Transit/HOV lanes with YRT and provide multi-use paths and streetscaping. This will later be converted to the Ultimate Vision to provide a median Viva rapidway, multi-use paths and streetscaping. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

11. At the **GO Rail crossing north of Clayton Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to provide an underpass (below the GO Rail tracks) with multi-use paths on both sides of Kennedy Road. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:



**Kennedy Road Class Environmental Assessment Study**  
**Steeles Avenue to Major Mackenzie Drive**  
**Open House #2 – November 25 and December 2, 2019**

12. At the **GO Rail crossing north of Austin Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to undertake a future study to make a determination for the grade separation (either Underpass or Overpass) at this crossing. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

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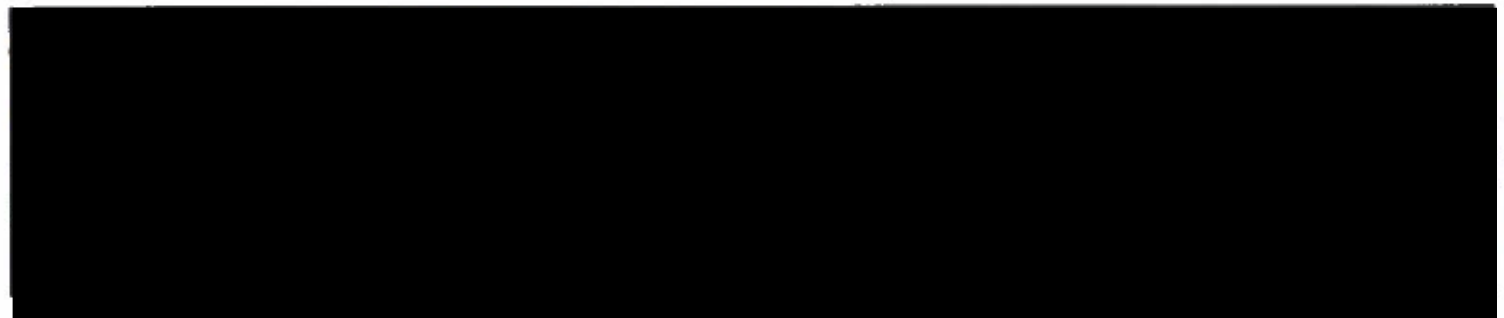
13. Please share any other comments you may have related to the Kennedy Road EA Study:

*Great work - well presented. Thank you.*

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Please leave your completed Comment Form in the drop box or send your comments (by December 27, 2019) to:

**Vanessa Savelli**  
Communications and Community Engagement Specialist  
The Regional Municipality of York  
17250 Yonge Street, Newmarket, ON L3Y 6Z1  
Phone: 1-877-464-9675 Ext 75923  
Email: [roads.ea@york.ca](mailto:roads.ea@york.ca) | Fax: 905-836-4590

For more information on the study please visit [www.york.ca/kennedyroad](http://www.york.ca/kennedyroad)

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☐ November 25, 2019 (Milliken Mills Community Centre)

☒ December 2, 2019 (Markham Pan Am Centre)

3. How did you hear about the open house? Select all that apply.

☒ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☐ Word of Mouth

☐ Road sign ☐ Other (please specify) \_\_\_\_\_

### Road Widening Design Approach:

4. The preferred solution for **Kennedy Road between Steeles Ave. and Major Mackenzie Dr.** is to widen the road to six lanes for public transit / High Occupancy Vehicles (HOV), add cycling and pedestrian facilities, and improve streetscaping. Do you generally agree with the recommendation to widen the road on both sides to balance the impacts on both sides of Kennedy Road?

☒ Yes ☐ No

Comments:

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### Active Transportation Facilities:

5. The preferred solution for the active transportation facilities is to provide a continuous multi-use path on both sides of **Kennedy Road between Steeles Ave and Major Mackenzie Dr.** Do you generally agree with the recommendation to provide a Multi-Use Path?

☒ Yes ☐ No

Comments:

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# Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

## Areas of Special Consideration:

6. The recommended alternative at Kennedy Road by **Hagerman Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☒ Yes ☐ No

Comments:

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7. The recommended alternative at Kennedy Road by **St. Philips and Bethesda Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☒ Yes ☐ No

Comments:

However the narrower lane widths will be a problem in the long-term because of significant increasing traffic flows. In particular it will cause southbound traffic to flow into the Kylemore townhome development on the North-West segment of Kennedy Rd / 16th Avenue, this must not be allowed because the residential roads and laneways of this townhome development cannot accommodate such increased traffic flows.

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8. The recommended alternative for the **Miller Avenue Extension** is to maintain the Markham EA approved alignment (K-1A) which provides access to Kennedy Road via Duffield Drive intersection and does not impact the replacement of the CN Rail Overpass structure. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

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## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

9. The recommended alternative at the **407ETR Crossing** is to provide separate pedestrian and cyclist bridges on both sides of the 407ETR crossing. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

*great idea!*

10. For the **Viva Rapidway from YMCA Boulevard to Highway 7**, it is Recommended to shift the Viva rapidway to share the proposed Transit/HOV lanes with YRT and provide multi-use paths and streetscaping. This will later be converted to the Ultimate Vision to provide a median Viva rapidway, multi-use paths and streetscaping. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

11. At the **GO Rail crossing north of Clayton Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to provide an underpass (below the GO Rail tracks) with multi-use paths on both sides of Kennedy Road. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:



## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

12. At the GO Rail crossing north of Austin Drive it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to undertake a future study to make a determination for the grade separation (either Underpass or Overpass) at this crossing. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

Really, the ultimate vision is the preferred solution in the long-term.

13. Please share any other comments you may have related to the Kennedy Road EA Study:

The traffic volume now & immediate future at the 16th Avenue/Kennedy Rd intersection is becoming very significant. In particular, the developments now, and planned, on the West side of Kennedy Rd North of 16th Ave will cause very ~~significant~~ significant traffic problems if vehicles are allowed to exit to the Northbound on Kennedy. All efforts must be made to ensure adjacent residential

Please leave your completed Comment Form in the drop box or send your comments (by December 27, 2019) to:

**Vanessa Savelli**

Communications and Community Engagement Specialist

The Regional Municipality of York

17250 Yonge Street, Newmarket, ON L3Y 6Z1

Phone: 1-877-464-9675 Ext 75923

Email: [roads.ea@york.ca](mailto:roads.ea@york.ca) | Fax: 905-836-4590

For more information on the study please visit [www.york.ca/kennedyroad](http://www.york.ca/kennedyroad)

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# Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

1. What is your home postal code? \_\_\_\_\_

2. Which public open house did you attend?

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3. How did you hear about the open house? Select all that apply

☐ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☐ Word of mouth

☐ Road sign ☐ Other (please specify) \_\_\_\_\_

## Road Widening Design Approach:

4. The preferred solution for Kennedy Road between Steeles Ave. and Major Mackenzie Dr. is to widen the road to six lanes for public transit / High Occupancy Vehicles (HOV), add cycling and pedestrian facilities, and improve streetscaping. Do you generally agree with the recommendation to widen the road on both sides to balance the impacts on both sides of Kennedy Road?

☐ Yes ☐ No

Comments:

④ Contact [redacted] regarding  
RHO access change to [redacted]  
request for meeting ask [redacted]  
re: injurious affectation [redacted]  
for change in access.

## Active Transportation Facilities:

5. The preferred solution for the active transportation facilities is to provide a continuous multi-use path on both sides of Kennedy Road between Steeles Ave and Major Mackenzie Dr. Do you generally agree with the recommendation to provide a Multi-Use Path?

☐ Yes ☐ No

Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

### Areas of Special Consideration:

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Comments:

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Comments:

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☐ Yes ☐ No

Comments:

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(spoke with Ed. after speaking with Michelle)

(1) Re: extension access to property  
behind the lawyer property  
(fence currently separated)  
↳ Ed to talk to the City

(2) Median break → provide u-turn  
access at <sup>existing</sup> signalized ped crossing  
to provide access to businesses  
b/c of revision to RIRO

(3)

## Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

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☐ Yes ☐ No

ed to  
@ call back asap  
re: watermain vibration

Comments:

Property located north of Stouffville GO  
@ east side  
@ Spoke at OH#2 with Michelle, Ed + councillor.

13. Please share any other comments you may have related to the Kennedy Road EA Study:

@ concern with vibration from watermain - after construction - shaking the windows in the house and materials in the house

@ Review potential for noise barrier

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Communications and Community Engagement Specialist

The Regional Municipality of York

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Steeles Avenue to Major Mackenzie Drive

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Comments:

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☐ Yes ☐ No

Comments:

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☐ Yes ☐ No

Comments:

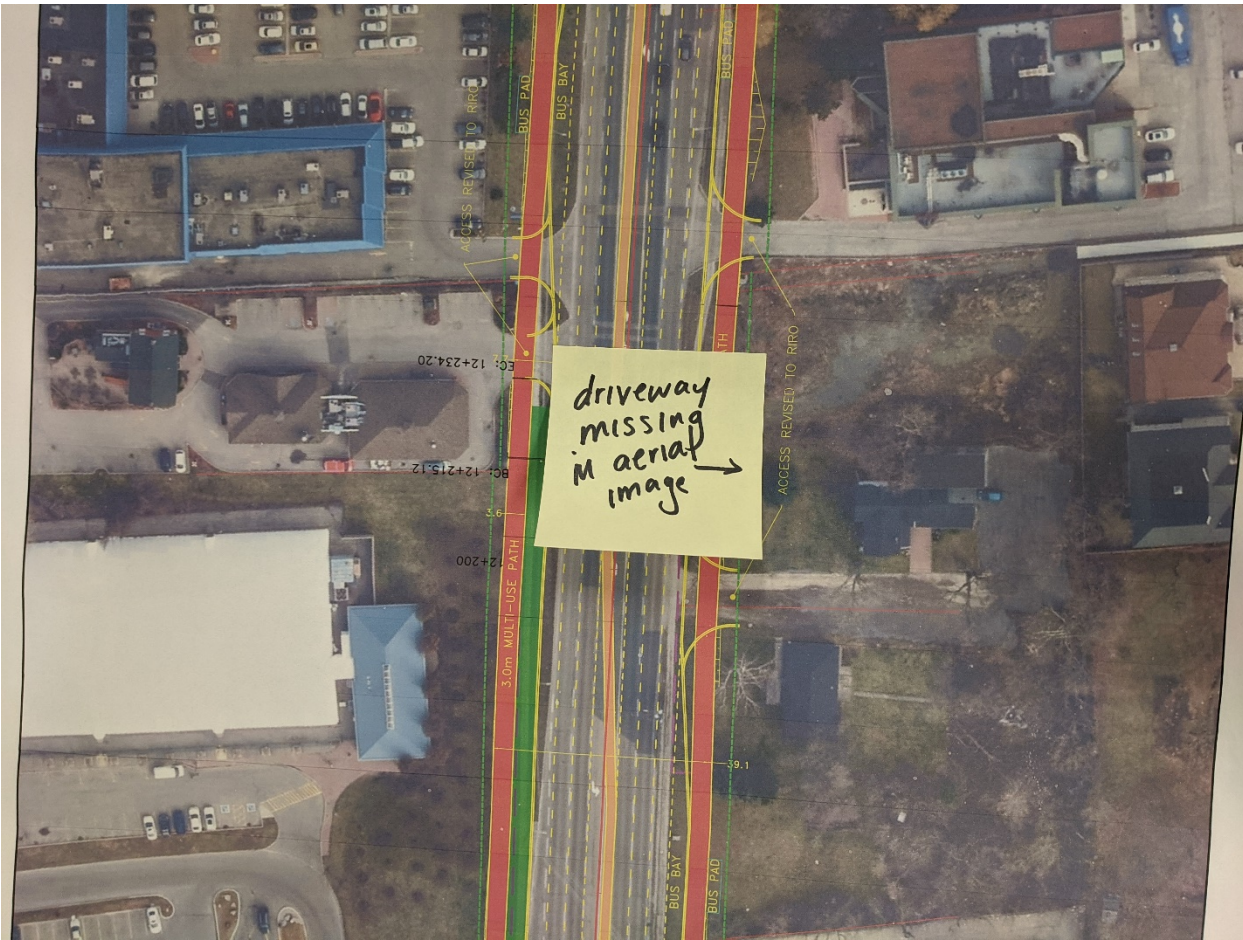
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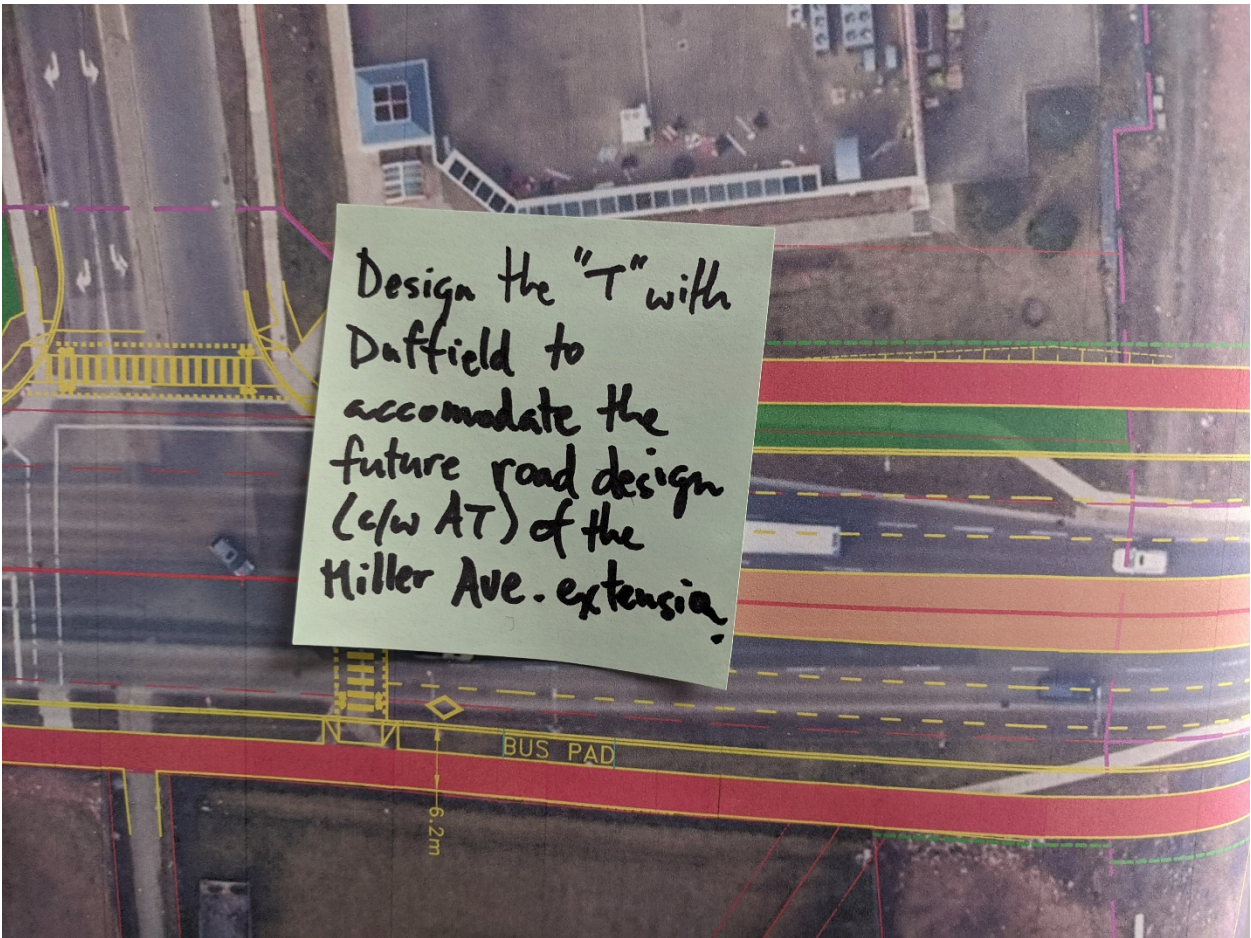






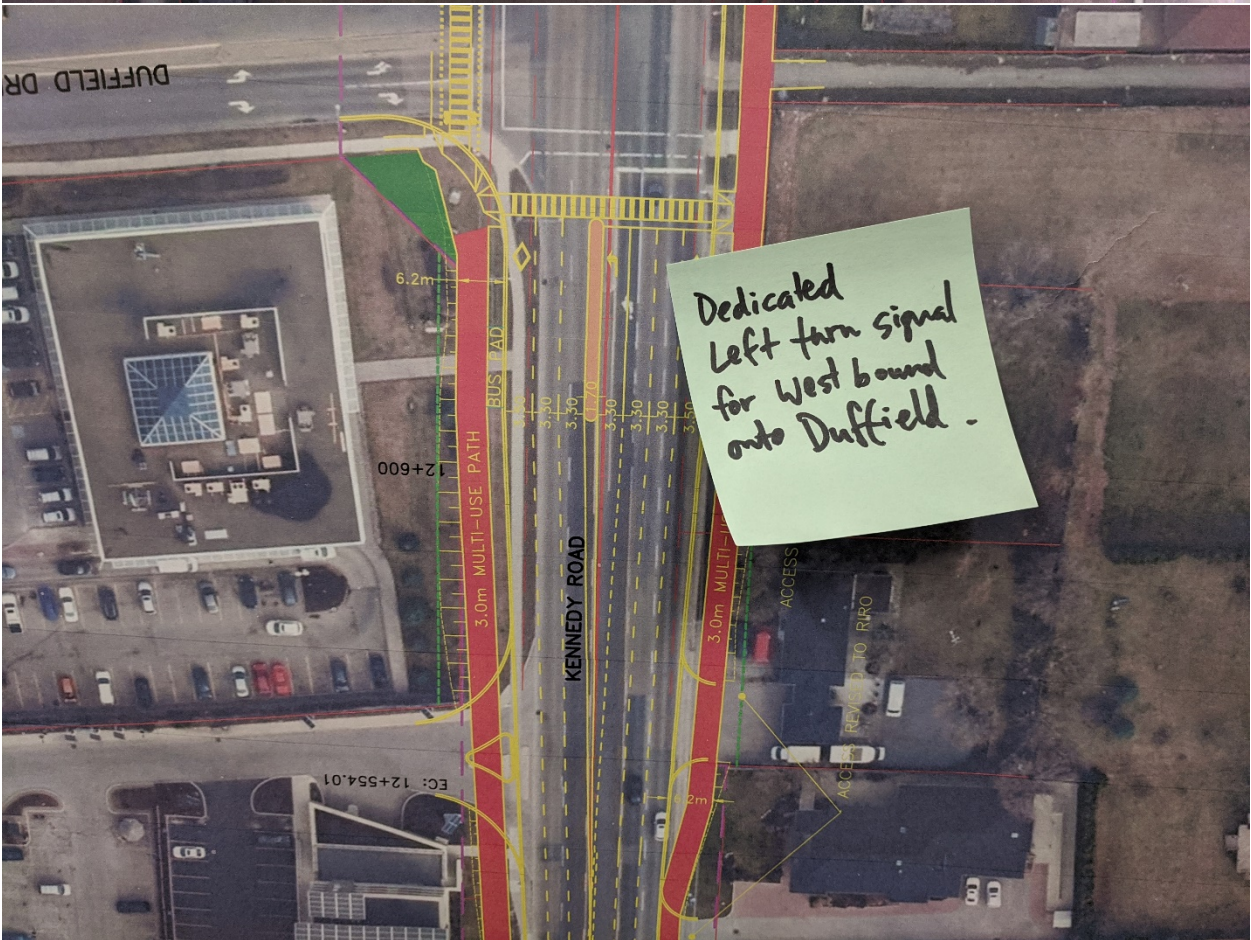






Design the "T" with  
Duffield to  
accommodate the  
future road design  
(c/w AT) of the  
Miller Ave. extension.

This image shows an aerial view of a road intersection. A red line indicates a proposed road extension. A yellow dashed line marks a 'BUS PAD' with a width of 6.2m. The intersection is marked with yellow and red lines. A handwritten note on a piece of paper is placed over the intersection area.



Dedicated  
Left turn signal  
for West bound  
onto Duffield.

This image shows an aerial view of a road intersection. A red line indicates a proposed road extension. A yellow dashed line marks a 'BUS PAD' with a width of 6.2m. The intersection is marked with yellow and red lines. A handwritten note on a piece of paper is placed over the intersection area. The note mentions a 'Dedicated Left turn signal for West bound onto Duffield'.

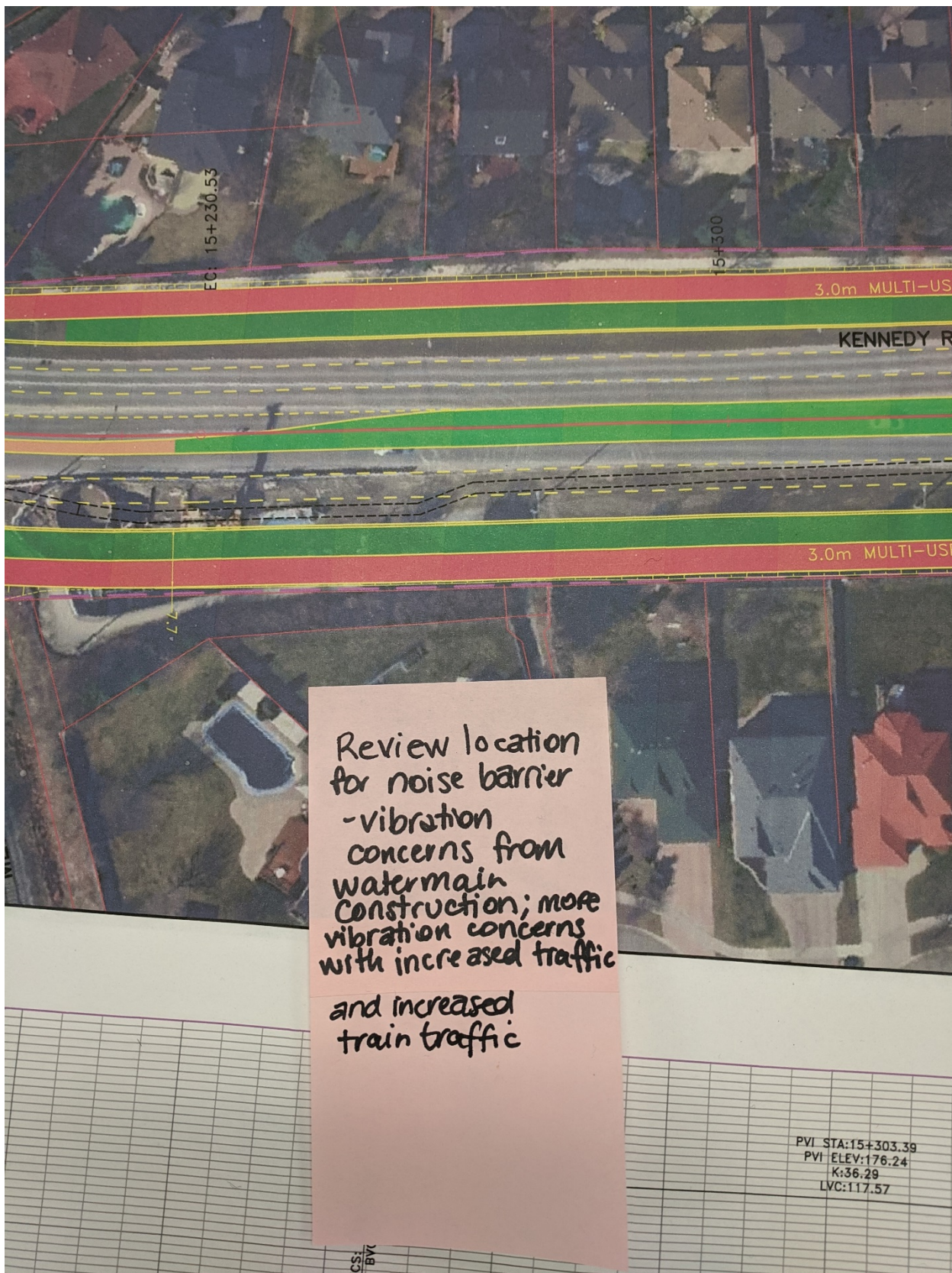












EC: 15+230.53

15+300

3.0m MULTI-USE

KENNEDY R

3.0m MULTI-USE

Review location  
for noise barrier  
- vibration  
concerns from  
watermain  
construction; more  
vibration concerns  
with increased traffic  
and increased  
train traffic

PVI STA:15+303.39  
PVI ELEV:176.24  
K:36.29  
LVC:117.57

CS:  
BY:



