

From: Cam Milani [mailto:cammilani@bellnet.ca]
Sent: Wednesday, November 19, 2008 12:03 PM
To: Regional Clerk
Cc: john.zipay@vaughan.ca; Robinson, Bill; Masterplan
Subject: Kirby Rd. City of Vaughan

Dear Mr. Kelly, please include this email for Regional Council consideration on November 20, 2008, Regional Council Item No. 6, Report No. 10 of the Planning and Economic Development Committee sub item No. 3 "Transportation Master Plan Update Key Recommendations and Public Consultation".

We own approximately 350 acres of land in the City of Vaughan in 4 parcels shown on the attached mapping. Our lands have all of the frontage on both the north and south side of the unopened road allowance of Kirby road between Bathurst St and Dufferin St.

As indicated to the Engineering Department at the City of Vaughan in the past, we do not oppose the idea of opening Kirby Side Road. The City of Vaughan currently owns the unopened road allowance and I can only assume that they are working with the Region to meet their traffic needs. That opening is not reflected in the report, however, I am not sure if that is due to the fact that the City owns the road and not the Region, or if current analysis has not indicated a need to open it yet. If it is the latter, we would strongly disagree.

The east west corridors north of Major Mackenzie are few and far between. You have identified the need to open Teston Rd between Dufferin and Keele. We are however, are under the impression that an EA study has deemed that option as impossible due to the proximity to the Keele Valley Landfill Site and substantial environmental impacts.

The other east west corridor that the Region currently shows in its Report is one that looks to be at the King-Vaughan Rd. As I am sure you are aware, King-Vaughan jogs significantly when it reaches Bathurst Street, which is not convenient for East West Traffic as they would have to go north and south as well. While improvements to King-Vaughan may be warranted, they should not be viewed as enough to service the east west corridors and as such, Kirby should be considered.

According to the Report there are significant transit and road improvements for Gamble Rd in Richmond Hill and 19th line in north Markham, which is the extension of Kirby Side Road East of Bathurst. It would not make any sense to immediately stop that substantial traffic movement at Bathurst St. The west bound traffic should be promoted to continue westbound into Vaughan and onto Hwy 400 by opening up Kirby side road between Bathurst and Dufferin St with the same level of transit and road improvements that are east of Bathurst. With such substantial existing hurdles involved with the opening of Teston between Keele and Dufferin, Kirby should be viewed as a much more appealing alternative or even addition to Teston. Kirby can still utilize the interchange at Teston and 400!

Further, significant arterial improvements to Kirby Side Road across all of Vaughan will be essential in relieving current traffic congestion on other east west corridors such as Major Mackenzie and Rutherford.

Parcel 1 currently enjoys an industrial/employment use that would be greatly served with better access onto another arterial road. Opening up Kirby side road would provide that access. Vaughan has a short supply of vacant serviceable employment lands such as Parcel 1 and its utility should be recognized as a need for the community.

As you are aware, the Kirby unopened road allowance runs through the Oak Ridges Moraine and through key natural heritage features . We would be willing to sit down with the City and/or the Region to negotiate a slight relocation of Kirby to minimize the impacts its opening might have on the environment. As the only landowners fronting on both sides of the unopened road allowance, it would be very easy to negotiate these northern or southern movements without the need for a lengthy and costly expropriation or EA process. We already have an internal road network cut out through the features which were done many years ago. The Region/City could utilize them to reduce impact if needed. Such a unique and rare opportunity with a willing landowner should not be ignored.

We are requesting that the Region identify Kirby side road between Bathurst and Dufferin St. to be opened for the above noted reasons and request your support for such.

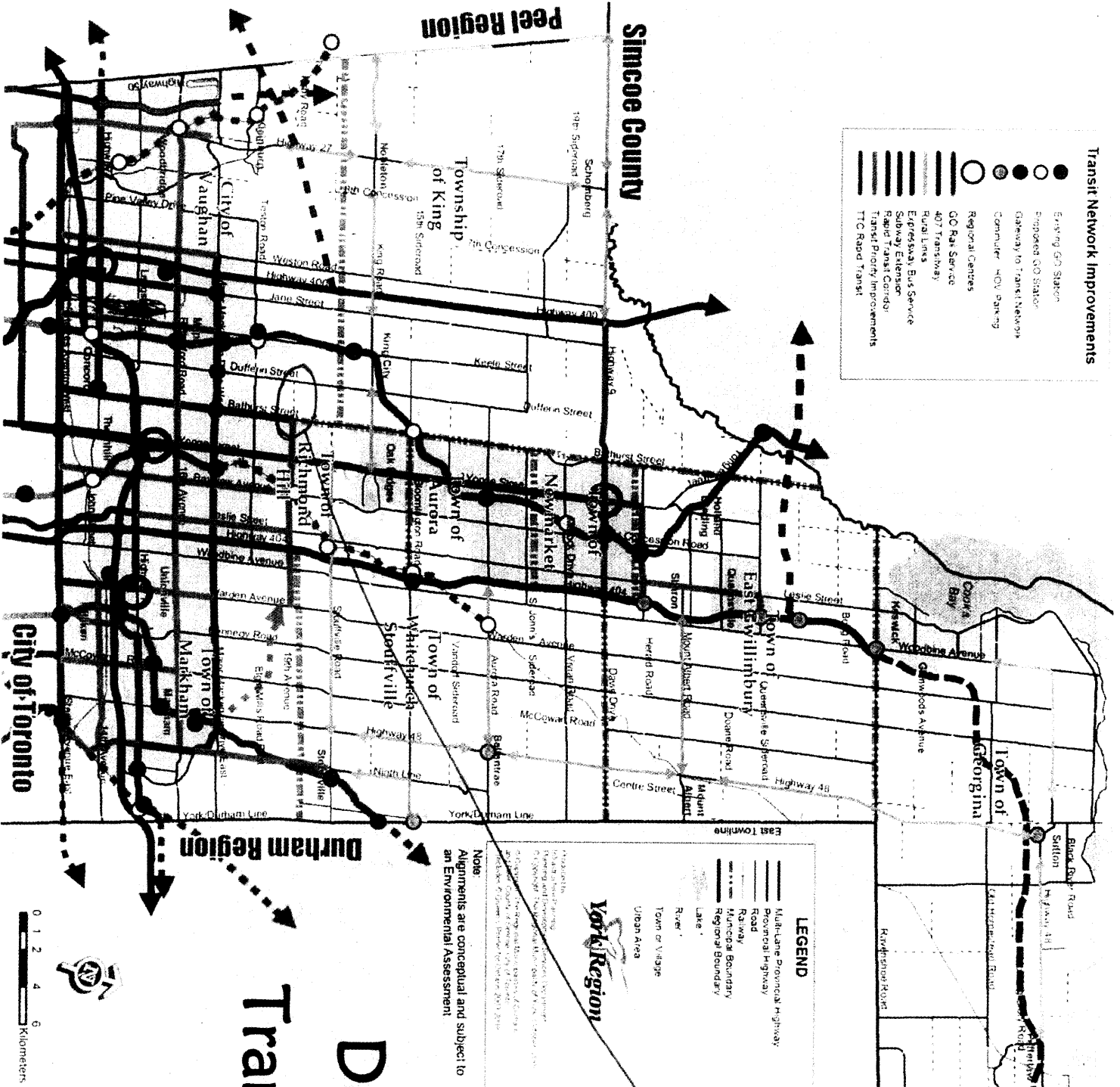
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On

Gravel Pit

North Street



DRAFT 2031 Transit Network

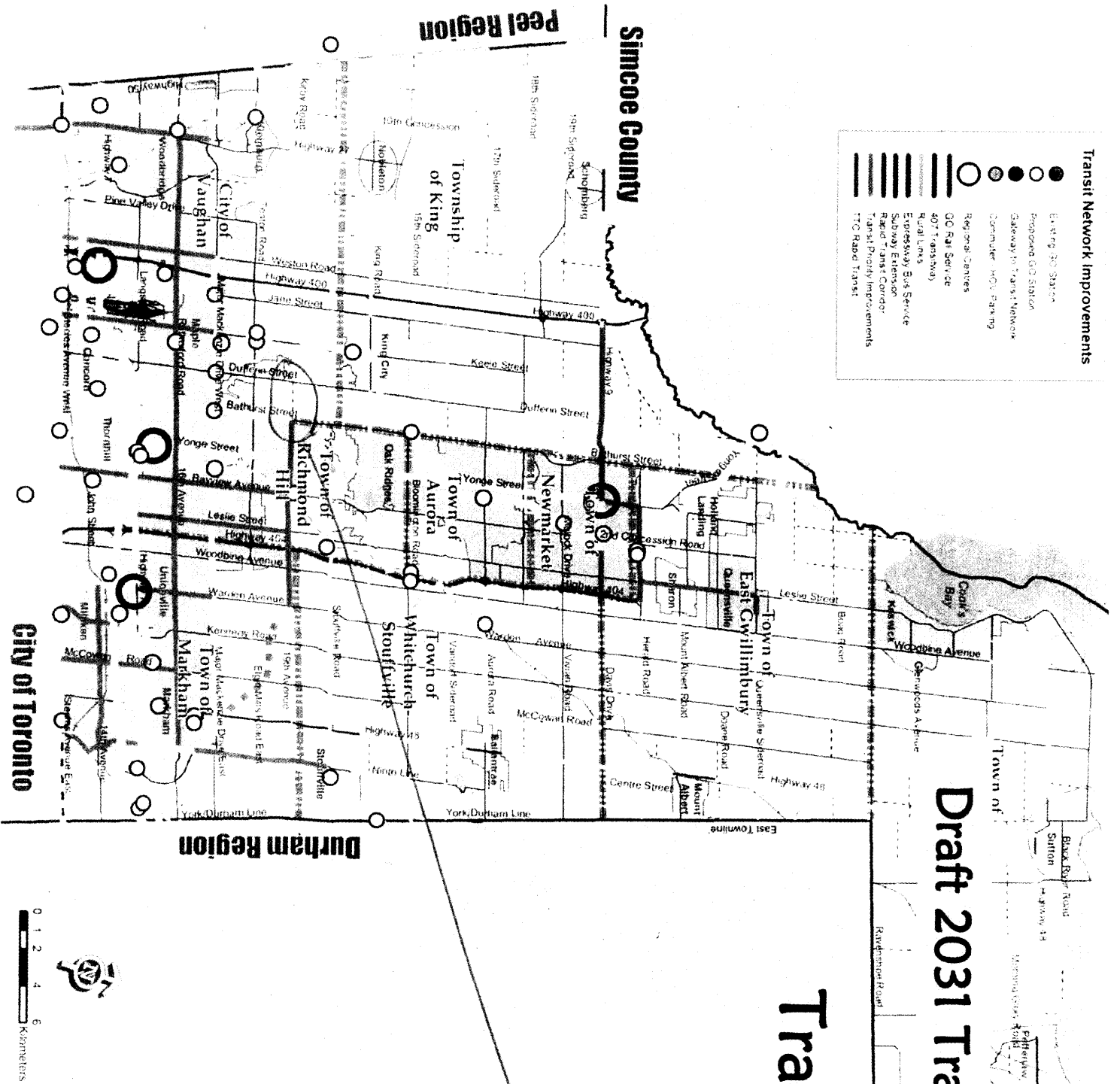
Unopened
Kirby Road
Allowance

Draft 2031 Transit Network

- Transit Network Improvements**
- Existing GO Station
 - Proposed GO Station
 - Gateway to Transit Network
 - Commuter HOV Parking
 - Regional Centres
 - GO Rail Service
 - 407 Transitway
 - Rural Links
 - Expressway Bus Service
 - Subway Extension
 - Rapid Transit Corridor
 - Transit Priority Improvements
 - TTC Road Transit

Transit Priority Corridors

*Unopened
Kirby Road
Allowance*



COUNCIL ATTACHMENT 4

Road Network Issues

Project	Draft 2031 Recommendation	Rationale
Bradford Bypass	Include as a 4-lane Provincial expressway between Hwy 400 and Hwy 404.	Key infrastructure for accommodating future travel demand from Simcoe County; supports economic development in East Gwillimbury; diverts inter-regional traffic and relieves significant pressure on Regional and municipal roads; inter-regional corridor for goods movement; completes a comprehensive network of expressway bus services.
GTA West Corridor	Include as a 4-lane Provincial expressway from Hwy 400 west into Peel Region and beyond.	Diverts traffic from congested Hwy 400 and provides bypass of West Vaughan; inter-regional corridor for goods movement; diverts inter-regional traffic and relieves congestion on Regional and municipal roads; provides for a comprehensive network of expressway bus service.
Hwy 427 extension to GTA West Corridor	Extend the existing Provincial expressway north to the GTA West Corridor.	Diverts traffic from congested Hwy 400 and provides bypass of West Vaughan; inter-regional corridor for goods movement; diverts inter-regional traffic and relieves congestion on Regional and municipal roads; provides for a comprehensive network of expressway bus service.
Hwy 427 extension to Hwy 9 and beyond	Provincial expressway extension needed beyond 2031.	Relieves congestion on Hwy 400 and improves goods movement network.
Mid-York East-West Corridor	Add two additional arterial lane capacity between Hwy 400 and Bathurst Street.	Best option is to construct as the east extension of the GTA West Corridor to Bathurst Street; provides capacity to meet growth demands.
North Markham East-West Arterial	Add two additional arterial lane capacity between Bathurst St. and 9 th Line	Needed to address growth in north Markham; allow transit services into north Markham area and connection to north-south rapid transit and commuter rail services.
400-series highway mid-block crossings	Include as 4-lane crossings of the highways.	Provides better transit service coverage; improved walking and cycling opportunities and improves local traffic connectivity.
Transit/HOV Lanes	Include selective widenings where constraints to transit service occurs.	Needed to support transit services where ridership levels do not reach rapid transit service and to encourage car and van pooling.
[REDACTED]	[REDACTED]	[REDACTED]

