



Management and Administrative Services Department

John Wright
Commissioner, Management and Administrative Services

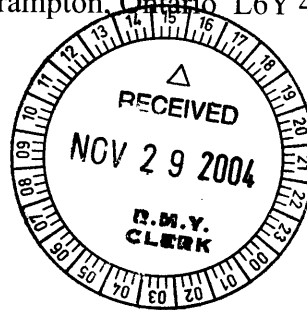
2 Wellington Street West, Brampton, Ontario L6Y 4R2

November 25, 2004

Please see page #2 for mail circulation:

Dear Sir/Madam:

Re: **Highway 427 Extension and EA Study Status Report** (File T17-H1)



**REGION OF YORK
CLERK'S OFFICE**

FILE No. - **E01**

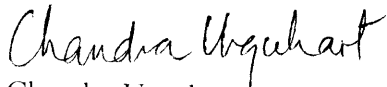
The following recommendation of the Planning, Design and Development Committee Meeting of November 15 2004, was approved by the Council of the Corporation of the City of Brampton on November 22, 2004:

PDD292-2004

1. That the report from B. Winterhalt, Associate Director of Planning Policy, Planning, Design and Development, dated November 8, 2004, to the Planning, Design and Development Committee Meeting of November 15, 2004, re: **Highway 427 Extension and EA Study Status Report** (File T17-H1) be received; and,
2. That the Regions of Peel and York, the City of Vaughan, the Town of Caledon and MTO be urged to support and participate in a joint municipally initiated multi-purpose study that incorporates an EA process to establish the preferred Highway 427 extension route to the vicinity of King Road, and that also addresses the related arterial road network and interchanges with Highway 427; and,
3. That the subject staff report and the resulting Council resolution be forwarded to the Regions of Peel and York, the City of Vaughan, the Town of Caledon, and the Ministries of Transportation, Public Infrastructure Renewal, Municipal Affairs and Housing, and Environment for their information and to request their support for and participation in the above noted multi-purpose study, as appropriate; and
4. That the Mayor, Councillors and senior staff representatives attending the November 23, 2004 Highway 427 Extension meeting with the Provincial Ministers on behalf of Brampton be directed to present the strategy recommended in this report to expedite the process of determining the preferred Highway 427 corridor from Highway 7 to the vicinity of King Road.

Note: Mr. B. Winterhalt, Associate Director of Planning Policy, Planning, Design and Development has advised that the November 23, 2004 Highway 427 Extension meeting referred to in the Clause 4 of the above recommendation occurred on November 22, 2004.

Yours truly,

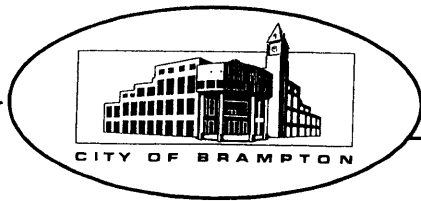


Chandra Urquhart
Legislative Coordinator
City Clerk's Office

Tel: 905-874-2116 Fax: 905-874-2119

e-mail: chandra.urquhart@city.brampton.on.ca
(PDD/L2)

cc: Mayor and Members of Council
Mr. J. Marshall, Commissioner, Planning, Design and Development
Mr. J. Corbett, Director of Planning and Land Development Services
Mr. B. Winterhalt, Associate Director of Planning Policy
Ministry of Public Infrastructure Renewal, 6th Flr., Frost Bldg South, 7 Queen's Park Cres.,
Toronto, M7A 1Y7
Ministry of Environment, 12th Flr., 135 St. Clair Ave. W., Toronto, M4V 1P5
Ministry of Transportation, 1201 Wilson Ave, 4th Flr., Bldg D, Downsview, M3J 1J8
Ministry of Municipal Affairs and Housing, Municipal Services Office, 777 Bay St.,
14th Flr., Toronto, M5G 2E5
Mr. Denis Kelly, Clerk, Region of York, P.O. Box 147, 17250 Yonge St.,
Newmarket, L3Y 6Z1
Ms. Cheri Cowan, Clerk, Town of Caledon, Box 1000, 6311 Old Church Rd.,
Caledon East, L0N 1E0
Ms. Charlotte Gravlev, Clerk, Region of Peel, 10 Peel Centre Dr., Brampton, L6T 4B9
Mr. John Leach, Clerk, City of Vaughan, 2141 Major McKenzie Dr., Vaughan, L6A 1T1



L2-1

REPORT

Planning, Design and Development Committee

The Corporation of the City of Brampton

Date: November 8, 2004

PLANNING, DESIGN & DEVELOPMENT COMMITTEE

File: T17-HI

DATE: November 15, 2004

Subject: Highway 427 Extension and EA Study Status Report

Contact: Bill Winterhalt (905-874-2077)
Adrian Smith (905-874-2052)

Overview:

- The EA Study for the Highway 427 Extension was initiated in November 2002, but put on hold in the Fall of 2003, and has not yet been re-activated.
- The full Highway 427 Extension (to Bradford or Barrie) is excluded from the "Places to Grow" plan and thereby identified as a low priority.
- Through the Highway 427 Extension Committee, Brampton, Peel, York, Vaughan and Caledon have been jointly urging MTO to expedite the route selection for the Highway 427 extension for the past 3 years.
- The committee recently met to urge that this EA Study be re-activated.
- Vaughan sent an October 13, 2004 letter to its MPP, Greg Sorbara, Minister of Finance, requesting that the government expedite the Highway 427 Extension route selection to Rutherford Road, that York be allowed to construct a temporary arterial along the chosen route, and that the he convene a joint meeting to discuss the matter.
- This meeting with the Mayors and senior staff is now scheduled for November 22, 2004.
- The letter notes that Vaughan has only 2 years of employment land left and urgently needs to be able to proceed with the development of the employment lands located in the path of the Highway 427 Extension.
- On June 9, 2003, Council directed staff to invite Peel, York, Vaughan, and Caledon (through an MOU process) in a joint transportation/land use compatibility study in association with a potential Vaughan alignment of the Highway 427 Extension, but Vaughan and York staff have not yet indicated an interest in this offer.
- Brampton's interest in a Highway 427 route selection process is based on determining the route to at least Mayfield Road and preferably to King Road.
- Such a process should include MTO and the key municipalities, and it should address the arterial interconnection issues and incorporate an appropriate form of EA study.
- The City would otherwise be in a difficult position and would likely be forced to object to any specific Vaughan plans or limited corridor selection study that did not ensure appropriate arterial/collector road connections to an extended Highway 427.
- In conclusion, Brampton should participate with Peel, York, Vaughan, Caledon and MTO in a joint multi-purpose study that addresses arterial interconnections and incorporates a municipally initiated EA process (with MTO support) to establish the Highway 427 extension route to the vicinity of King Road.

RECOMMENDATIONS:

1. **THAT** the staff report dated November 8, 2004 entitled "Highway 427 Extension and EA Study Status Report" be received;
2. **THAT** Peel, York, Vaughan, Caledon and MTO be urged to support and participate in a joint municipally initiated multi-purpose study that incorporates an EA process to establish the preferred Highway 427 extension route to the vicinity of King Road, and that also addresses the related arterial road network and interchanges with Highway 427;
3. **THAT** this report and the resulting Council resolution be forwarded to the Regions of Peel and York, the City of Vaughan, the Town of Caledon, and the Ministries of Transportation, Public Infrastructure Renewal, Municipal Affairs and Housing, and Environment for their information and to request their support for and participation in the above noted multi-purpose study, as appropriate; and
4. **THAT** the Mayor, Councillors and senior staff representatives attending the November 23, 2004 Highway 427 Extension meeting with the Provincial Ministers on behalf of Brampton be directed to present the strategy recommended in this report to expedite the process of determining the preferred Highway 427 corridor from Highway 7 to the vicinity of King Road.

BACKGROUND:

The Environmental Assessment (EA) Study for the Highway 427 Extension was initiated in November 2002 by the previous Provincial Government and it proceeded through two sets of Public Information Centres towards the submission of a Terms of Reference report for November, 2003. Maps showing the South and North halves of the November 2002 Proposed Study Area for the Terms-of-Reference Stage of this Highway 427 EA Study are attached in Appendix A. However, this EA study process slowed down in the summer of 2003 and was formally put on hold by the current Government in the Fall of 2003. When it was initiated, the scope of this EA study had grown to incorporate the original Highway 427 Extension from Highway 7 to the Bradford Bypass area, in combination with a further extension of this Highway corridor around the west edge of Barrie to link with Highways 11 and 400, as recommended in the Simcoe Area Transportation Needs Assessment Study.

This major Highway 427 EA study has not been re-activated by the current Provincial Government, and it is unlikely that it will be, unless its scope is significantly scaled down, because the full scale corridor which is primarily intended to provide relief to Highway 400 is not identified as a priority Economic Corridor (i.e. multi-functional

transportation corridor) in the recent "Places to Grow" discussion paper. Page 33 of that report states that "while planning will continue to protect for long-term corridors to ensure eventual capacity as required, the priority in the short and medium term will be in the Economic Corridors outlined" in the Growth Plan (which does not include the Highway 427 Extension).

Brampton, Peel, York, Vaughan and Caledon have been coordinating their efforts through the Highway 427 Extension Committee to urge MTO to expedite the route planning/ selection process for the Highway 427 extension for the past 3 years. After respecting the new government's need for time to take stock of the Province's situation, commitments and priorities, the latter joint committee met again on September 28, 2004, to re-establish its quest to have the Highway 427 Extension EA Study re-activated. There was a consensus on the committee that it is time to aggressively urge the Ministry of Transportation to reactivate the Highway 427 EA Study. The Vaughan representatives also advised the Committee of their immediate intention to send a letter to their MPP, Greg Sorbara, the Minister of Finance, requesting that the government expedite the Highway 427 Extension route selection process and requesting that he convene a meeting of the key Ministers and the five municipalities to facilitate a positive response to their requests. The Vaughan letter was sent on October 13, 2004 to Minister Sorbara by Councillor Tony Carella, Chair of Vaughan's Intergovernmental Affairs Committee, and it is attached hereto as Appendix B.

In this context, the purpose of this report is to review the status of the Highway 427 Extension study, to review the content and implications of the Vaughan letter, and to propose a strategy to expedite planning for a Highway 427 Extension route location.

CURRENT SITUATION:

Key Content of the Vaughan Letter.

The attached letter dated October 13, 2004 (see Appendix B) sets out the following key points & makes the following requests:

- It explains that Vaughan has only 2 years of employment land left and needs to be able to proceed with the planning process for the Vaughan employment lands frozen in the potential path of Highway 427 Extension.
- The "Places to Grow" document shows Highway 427 reaching to the CP Intermodal Terminal on Highway 50 and identifies goods movement and intermodal hubs as priorities of the Province's plan.
- Despite that priority, the Places to Grow Plan also states that the extension of Highway 427 is not an immediate priority.

- Whatever the construction timing, the mere determination of the portion of the future route to the Intermodal Terminal would permit Vaughan to proceed with the detailed planning for its employment area south of Rutherford Road.
- The specific requests in the Vaughan letter are:
 - i. That the Province accelerate the Highway 427 route determination to Rutherford Road.
 - ii. That York Region be given the authority to construct a temporary arterial along the chosen route.
 - iii. That the Minister arrange a meeting between senior representatives of the key Ministries with their counterparts from Peel, York, Brampton, Vaughan and Caledon.

At the recent Highway 427 Extension Committee meeting, Caledon's Mayor Morrison stressed the importance of planning the extension of Highway 427 right up to Highway 9, rather than just to Rutherford Road as advocated in the Vaughan letter. Brampton staff have also had a concern that, if the Province does not expedite the Highway 427 Extension route selection process, Vaughan may endeavour to use municipally based planning processes to identify and protect the appropriate rights-of-way (i.e. prepare a secondary plan, process subdivision plans, etc.). In fact, Vaughan has recently extended invitations to adjacent municipalities to attend a presentation on its revived Block Plan process for the Highway 427 corridor area extending to Rutherford Road. The City has also recently received a copy of a Vaughan staff report and related Council resolution (attached as Appendix C) that directs that a comprehensive transportation analysis be undertaken to identify a corridor sufficient to accommodate a 400-series highway and possible future interchanges for the purpose of extending Highway No. 427 from Highway No. 7 to Langstaff Road and then to at least the Intermodal Yard. This latest Vaughan initiative is discussed in the subsequent section of this report entitled "Observations/Concerns/Strategies Respecting the Vaughan Letter".

It was further decided at the recent Highway 427 Extension Committee meeting that Mayor Morrison of Caledon would take the initiative in organizing the above requested meeting to stress the importance of the Highway 427 extension and to explore the Province's intentions. Such a meeting has now been scheduled for November 22, 2004.

The Current Brampton Position.

The last Brampton status report on the Highway 427 Extension was dated May 26, 2003 and was considered by Planning Design and Development Committee on June 2, 2003, and by Council on June 9, 2003. The main recommendation of that report was that the City should endeavor to engage Peel, York, Vaughan, and Caledon (through a

Memorandum of Understanding process) in a joint transportation and land use compatibility study. This study will help determine if a Highway 427 Extension alignment entirely within Vaughan, interconnected with an effective arterial and collector road network, could provide similar accessibility and design advantages for Brampton's future employment development, as would be the case based on a Brampton Highway 427 Extension alignment.

Brampton Council responded to this May 26, 2004 staff report by adopting Resolution PDD196-2003 on June 9, 2003. The key content of that resolution is summarized as follows:

- Take action to develop an east-west arterial collector road network that will promote a successful Brampton Employment Area in the event Highway 427 stays east of Highway 50 in Vaughan;
- Initiate a Memorandum of Understanding (MOU) with Vaughan, Peel, York and Caledon to initiate a study (i.e. BATS 2) that would further develop the arterial and collector road network in the Highway 427 corridor based on a Vaughan alignment.
- Continue to protect any technically feasible Highway 427 Extension alignment options (i.e. including Brampton alignments) pending satisfactory progress in developing an east-west arterial collector road network that will support a successful Brampton Employment Area in the event of a Highway 427 alignment within Vaughan.
- Economic Development staff indicated that strong east-west connections to Highway 427 will be necessary for a successful Brampton Employment Area, if the final Highway 427 alignment remains in Vaughan.

Staff efforts subsequent to Council's June 9, 2003 resolution to engage York and Vaughan in a study process to refine east-west linkages along the Peel/York boundary have not yet been positively received at the senior staff level.

Observations/Concerns/Strategies Respecting the Vaughan Letter.

Staff have the following observations/concerns respecting the Vaughan letter as well as the apparent Vaughan intention (referenced in the resolution attached as Appendix C) to proceed on its own with a comprehensive transportation analysis to identify a corridor sufficient to accommodate a 400-series highway and possible future interchanges:

- We share a concern with Caledon that engaging in a process to plan for an extension to Highway 427 to Rutherford Road only would not satisfy Brampton requirements for a study process that can determine the appropriate alignment to somewhere north of Mayfield Road to eventually meet the Growth Plan's East-

West Corridor (now referred to by MTO as the GTA West Corridor), and more realistically to at least King Road.

- Brampton should advocate that an appropriate joint study is initiated that ideally includes MTO, as well as all the key municipalities, that *addresses the arterial interconnection issues identified by Brampton*, and that constitutes an appropriate form of EA study or equivalent for purposes of establishing the southern portion of a Highway 427 Extension corridor.

In the context of these concerns, **the following strategic considerations merit discussion:**

- If Brampton supports a Vaughan initiative to proceed with its Langstaff-Rutherford secondary plans and/or the associated “comprehensive transportation analysis and 400-series highway corridor identification study” (referenced in the Vaughan resolution attached as Appendix C), without waiting for the Province to do its Highway 427 location planning, this may have the positive effect of forcing the Province to become engaged, and it has some similarities to the approach the City is taking with respect to the west side North-South Highway corridor (i.e. Brampton is initiating the EA study as the proponent for the latter facility without any assurance to-date that MTO will support or participate in the process).
- However, we should only support such a Vaughan planning initiative or corridor identification study, if it follows a process of working with the City and the other municipal partners (Peel, York and Caledon) on an appropriate functional study to establish an arterial and collector road network and associated Highway 427 interchange locations, at least as far north as Mayfield Road (and preferably King Road).
- This functional study (which has the characteristics of a BATS 2 supplement to the York Peel Boundary Area Transportation Study) would *ideally involve the Ministry of Transportation and be used by them as a study process to identify and protect the southern portion of a Highway 427 Extension Corridor*, hopefully in conjunction with the GTA West (East-West) Economic Corridor EA study that Brampton has also urged MTO to begin as soon as possible.
- Even without the Ministry, a joint study, including an appropriate EA process, by the area municipalities could give Brampton the technical level of comfort necessary not to object to Vaughan's secondary plans extending to Rutherford Road or to the narrowly focused study process proposed in the Vaughan resolution attached as Appendix C. Without adequate technical back-up to support the selection of a Highway 427 Extension corridor, or an associated interconnecting arterial road network, the City would be in a difficult position and

would likely be forced to object to the Vaughan secondary plan and subdivision plans.

- In effect, the current circumstances are providing a renewed rationale and opportunity to engage Vaughan and York in an adjusted version of the comprehensive joint exercise that City staff were advocating (pursuant to Council's direction) through the latter half of 2003. This type of **joint study, rather than the limited study process proposed in the recent Vaughan resolution (see Appendix C), is now more urgently needed to identify strong east-west arterial interchange connections with a Highway 427 Extension that can properly support Brampton and Vaughan objectives for their respective adjacent employment lands.**

CONCLUSION:

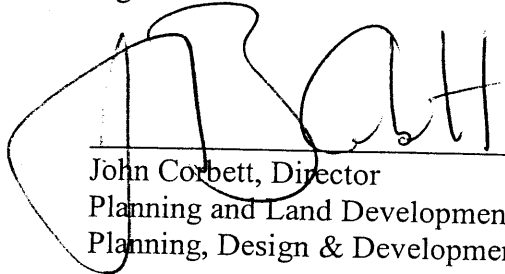
In conclusion, the most effective Highway 427 Extension Strategy for Brampton is to engage Peel, York, Vaughan and Caledon in a joint multi-purpose study that addresses arterial interconnections and also incorporates a municipally initiated EA process to establish the Highway 427 extension route to the vicinity of King Road, and to persuade MTO to support and participate in this process, thus avoiding the extended timelines that would otherwise prevail, even if MTO were persuaded to immediately reactivate the Highway 427 Extension EA study process as its sole proponent.

Respectfully Submitted:



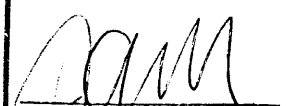
Bill Winterhalt, Associate Director
Planning Policy & Growth Management
Planning, Design & Development

Agreed:



John Corbett, Director
Planning and Land Development Services
Planning, Design & Development

CONCUR



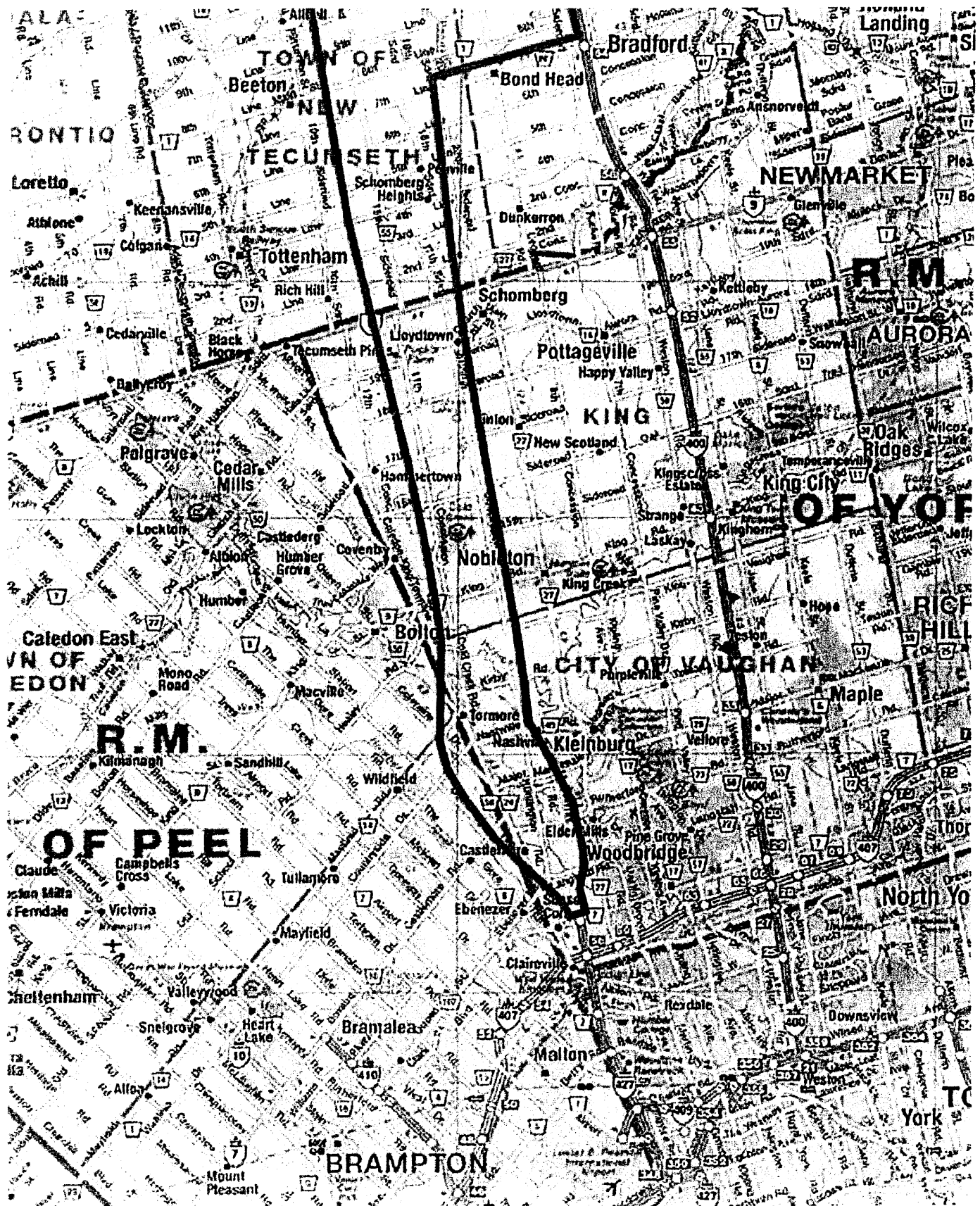
John A. Marshall
Commissioner,
Planning, Design
& Development Dept.

Attachments:

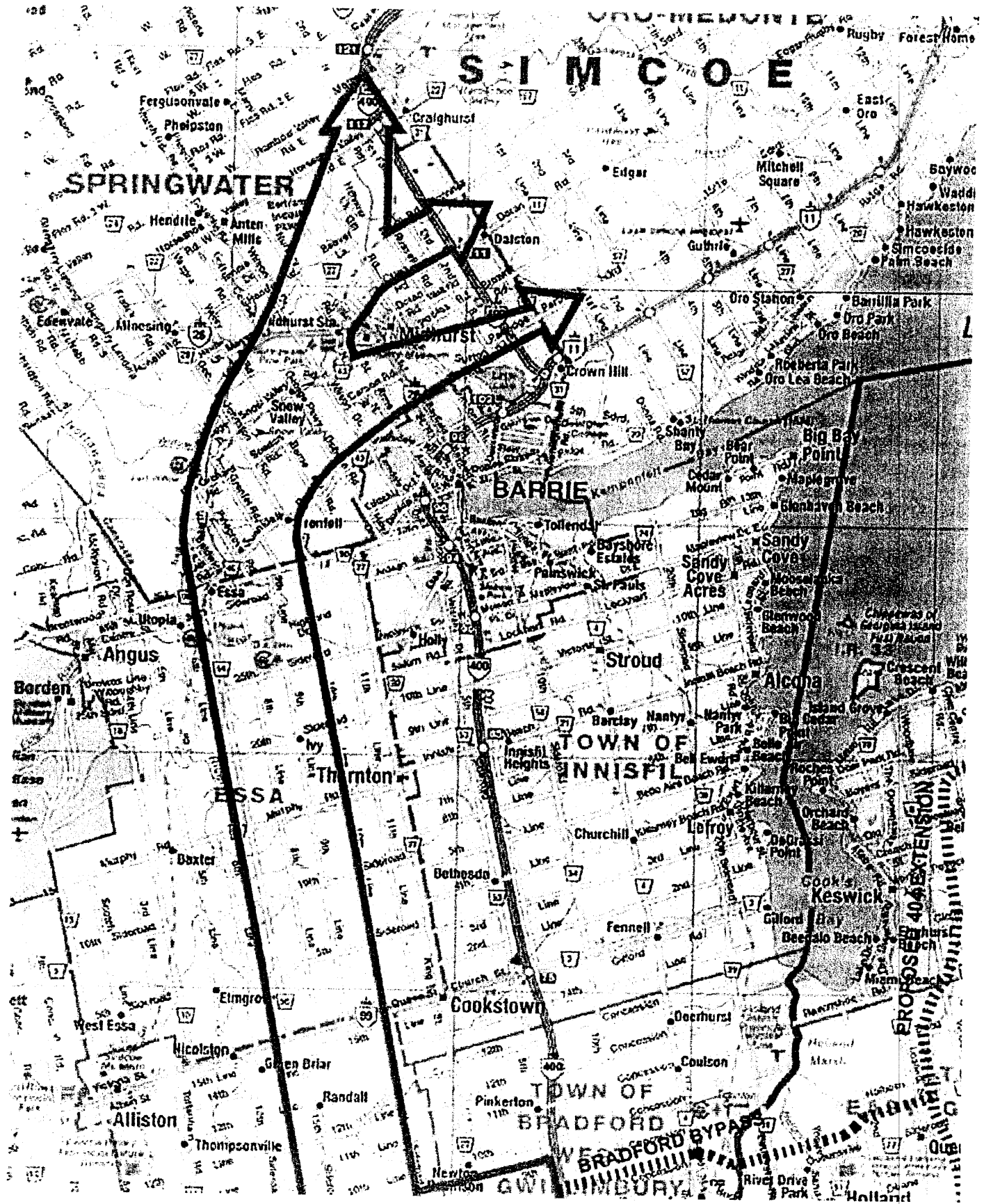
- Appendix A – November 2002 Proposed Study Area for the Terms of Reference Stage of the Highway 427 Extension EA Study.
- Appendix B – Letter dated October 13, 2004 from Tony Carella, Councillor, City of Vaughan to the Honourable Gregory Sorbara, MPP, respecting “Extension of Highway 427”.
- Appendix C – Vaughan Staff Report dated October 18, 2004 respecting “Promotion of Industrial Growth” and associated Vaughan Council Resolution dated October 25, 2004

APPENDIX A

**November 2002 Proposed Study Area
Terms of Reference Stage of the Highway 427 Extension EA Study**



South Half of the November 2002 Proposed Study Area for the
Terms of Reference Stage of the Highway 427 Extension EA Study



North Half of the November 2002 Proposed Study Area for the Terms of Reference Stage of the Highway 427 Extension EA Study

APPENDIX B

Letter dated October 13, 2004 from Tony Carella, Councillor, City of Vaughan to the Honourable Gregory Sorbara, MPP, respecting the "Extension of Highway 427"



La-13



Tony Carella
Councillor
Ward 2
City of Vaughan

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RECEIVED

OCT 15 2004

CITY OF VAUGHAN
CITY MANAGER'S OFFICE

October 13, 2004

Honourable Gregory Sorbara, MPP
140 Woodbridge Avenue, Unit AU8
Woodbridge, Ontario L4L 4K9

Dear Greg:

Re: EXTENSION OF HIGHWAY 427

Thank you for the opportunity to discuss this important topic at our recent meeting. As part of the follow-up to that discussion, I want to stress the following:

1. Lands within the City of Vaughan bounded by Langstaff Road, Highway 50, Nashville Road, and Highway 27---about 2500 acres, known collectively as blocks 59, 60, 61, 64, 65, and 66---have been designated in the Region of York's urban plan for future industrial/employment development
2. Blocks 59, 60, 64 and 65---that portion of the above noted lands south of Major Mackenzie, will easily accommodate projected industrial/employment development over the next five to six year period.
3. However, due to the indecision of the provincial government in respect of the route of the future 427 extension, development of all lands north of Langstaff Road is effectively frozen for an indefinite period of time. As a result, the City has, at most, only a two year supply of developable industrial/employment lands.

I am sure you can appreciate the consequences of this situation in terms of the future of Vaughan, and the health of its industrial sector.

Yet a solution does present itself.

In the recently released provincial discussion paper *Places to Grow: Better Choices. Brighter Future*, the connecting of intermodal hubs to the network of major highways is cited as one way of "moving goods", a critical feature of any successful economy.

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In fact, Map 6 in *Places to Grow* shows an "existing major highway" ending at the CP intermodal yard on Highway 50, north of Rutherford Road (which yard occupies almost all of block 65). This decidedly non-existing highway could only be an extended 427!

For the province to build just such a highway would be ideal. Yet elsewhere in *Places to Grow*, the Minister of Public Infrastructure Renewal indicates that the extension of the 427 is not an immediate priority.

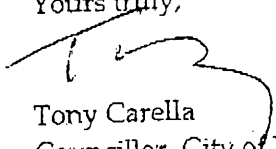
So be it.

Yet the mere determination of this portion of the future route---irrespective of when the highway might actually be built---would permit the addition to our stock of developable industrial/employment lands all lands currently frozen in block 58, 59, 60, 64 and 65.

To that end, we ask the following:

1. That the provincial government, with all deliberate speed, expedite the determination of the future route of an extended Highway 427 to Rutherford Road.
2. That the Region of York be granted permission to construct and maintain an arterial road along such a route, until such time as the provincial government decides to extend Highway 427 to Rutherford Road or beyond.
3. That to facilitate the implementation of these requests, you convene at the earliest opportunity a meeting of representatives from the Ministries of the Environment, Municipal Affairs, and Transportation, the Regions of Peel and York, and the Cities of Brampton, Caledon, and Vaughan.

Yours truly,



Tony Carella
Councillor, City of Vaughan
Chair, Intergovernmental Affairs Committee

Copy: Mayor and Members of Council
Bill Fisch, Chair, Region of York
Emil Kolb, Chair, Region of Peel
Susan Fennell, Mayor, City of Brampton

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APPENDIX C

Vaughan Staff Report dated October 18, 2004 respecting "Promotion of Industrial Growth" and associated Vaughan Council Resolution dated October 25, 2004

LA-16



The City Above Toronto

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REC'D
CITY OF VAUGHAN

Nov 4/2004

Clerk's Department
2141 Major Mackenzie Drive
Vaughan, Ontario
Canada L6A 1T1

Tel (905) 832-8504
Fax (905) 832-8535

FOR INQUIRIES: PLEASE QUOTE ITEM & REPORT NO.

October 29, 2004

Mr. Leonard Mikulich, Clerk
The City of Brampton
2 Wellington Street W.
Brampton, ON
L6Y 4R2

Dear Mr. Mikulich:

RE: PROMOTION OF INDUSTRIAL GROWTH

Attached for your information is **Item 19, Report No. 73**, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on October 25, 2004.

I draw your attention to the following amendment to the resolution:

"By approving that Clause 2 under the heading "NOW THEREFORE BE IT RESOLVED" contained in the recommendation of the Commissioner of Planning, be deleted and replaced with the following:

That in advance of the secondary plan study, a comprehensive transportation analysis shall be undertaken to identify a corridor sufficient to accommodate a 400-series highway and possible future interchanges, for the purpose of extending Highway No. 427 from Highway No. 7 to Langstaff Road (i.e., through a block already subject to a secondary plan), and hence to at least the CP Intermodal Yard, as commissioned in "Places to Grow";

That such comprehensive transportation analysis be completed by March 31, 2005; and

That staff consult with the appropriate landowners with respect to their contribution to the analysis."

Resolution

WHEREAS the City of Vaughan is one of the fastest growing municipalities in Ontario, and indeed, in Canada; and,

WHEREAS the Government of Ontario has been engaged in a process known as the "GTA North Transportation Corridor" (Highway #427 extension planning and Individual Environmental Assessment) since November of 2000; and

.../2

Mr. Leonard Mikulich, Clerk
The City of Brampton
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October 29, 2004

WHEREAS the alignment of a future northerly extension of Highway #427 will traverse lands in the City of Vaughan collectively known as the "Vaughan Enterprise Zone"; and,

WHEREAS the Vaughan Enterprise Zone has been designated and approved as an "Urban Area" in the Region of York Official Plan on the basis that this area is needed to accommodate the City of Vaughan's Industrial/Employment lands needs to the year 2026; and,

WHEREAS the City of Vaughan has only an approximately two (2) year's supply of available employment lands remaining and the 2500 acres located in the Vaughan Enterprise Zone is critical to meeting the short and long term demand for employment land; and,

WHEREAS the Province of Ontario, over the last five years, has failed to make significant progress in advancing the Individual Environmental Assessment that will establish the alignment of the Highway #427; and,

WHEREAS the Individual Environmental Assessment process remains stalled at the "Terms of Reference" stage, with the prospect that the completion and approval of the Environmental Assessment may take in excess of five years; and

WHEREAS the slow progress of the Environmental Assessment has had a chilling affect on the City's ability to prepare a secondary plan to develop these lands for their intended purpose (the result being that these lands are effectively frozen for the duration of the entire EA process, due to the need to establish the alignment of the highway); and,

WHEREAS this situation persists despite the efforts by the City of Vaughan to move the process ahead, including the establishment of the "Highway #427 Extension Committee", comprised of members from the Region of Peel, Region of York, Town of Caledon, and the City of Brampton, as well as Vaughan; and,

WHEREAS the recent provincial document, "Places to Grow", released by the Minister of Public Infrastructure Renewal on July 12, 2004, indicates that the extension of Highway #427 is now a low infrastructure priority of the Government of Ontario, but the connection of major highways to intermodal transportation facilities, like the CP Rail Intermodal Yard, is considered to be a high priority; and,

WHEREAS "Places to Grow" identifies a "Major Highway" connection from the current terminus of Highway #427 to the lands in the vicinity of the CP Rail Intermodal Yard.

NOW THEREFORE BE IT RESOLVED:

THAT the Council of the Corporation of the City of Vaughan directs Staff to prepare a Terms of Reference, for its consideration, for a secondary plan land use study for all lands designated "Urban Area" by Amendment No. 19 to the York Region Official Plan within the Vaughan Enterprise Zone; and,

THAT such secondary plan study shall include a comprehensive transportation analysis component to include the identification of a corridor for protection sufficient to accommodate a 400-series highway and possible future interchanges, for the purpose of extending Highway #427 from Highway 7 to, at least, the CP Intermodal Yard, as envisioned by "Places to Grow"; and

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Mr. Leonard Mikulich, Clerk
The City of Brampton
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THAT the start date for the secondary plan study be targeted for the first half of 2005;

THAT the City of Vaughan continues to support the Environmental Assessment process for the Highway #427 Extension and requests that the process be restarted as quickly as possible; and

THAT the Ministries of Public Infrastructure Renewal, the Environment, Transportation, Municipal Affairs and Economic Development and Trade of the Government of the Province of Ontario be so informed; and

THAT this resolution be forwarded to the Regional Municipalities of York and Peel, the City of Brampton, the Town of Caledon, the Honourable Greg Sorbara, MPP, Vaughan- King - Aurora, Minister of Finance and Mario Racco, MPP, Thornhill; and,

THAT the resolution on the "Promotion of Industrial Growth", adopted by Council on September 13, 2004, be withdrawn and replaced by this resolution.

Sincerely,



J. B. Leach
City Clerk

Attachment:

Extract

1. Adopted Council Resolution, "Promotion of Industrial Growth", September 13, 2004

JDL/as

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 25, 2004

Item 19, Report No. 73, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on October 25, 2004, as follows:

By approving that Clause 2 under the heading "NOW THEREFORE BE IT RESOLVED" contained in the recommendation of the Commissioner of Planning, be deleted and replaced with the following:

That in advance of the secondary plan study, a comprehensive transportation analysis shall be undertaken to identify a corridor sufficient to accommodate a 400-series highway and possible future interchanges, for the purpose of extending Highway No. 427 from Highway No. 7 to Langstaff Road (i.e., through a block already subject to a secondary plan), and hence to at least the CP Intermodal Yard, as commissioned in "Places to Grow";

That such comprehensive transportation analysis be completed by March 31, 2005; and

That staff consult with the appropriate landowners with respect to their contribution to the analysis.

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PROMOTION OF INDUSTRIAL GROWTH

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated October 18, 2004, be approved; and
- 2) That staff be directed to contact the landowners to request a contribution towards the costs of having a consultant prepare the secondary plan.

Recommendation

The Commissioner of Planning in consultation with Councillor Carella recommends adoption of the following resolution:

WHEREAS the City of Vaughan is one of the fastest growing municipalities in Ontario, and indeed, in Canada; and,

WHEREAS the Government of Ontario has been engaged in a process known as the "GTA North Transportation Corridor" (Highway #427 extension planning and Individual Environmental Assessment) since November of 2000; and

WHEREAS the alignment of a future northerly extension of Highway #427 will traverse lands in the City of Vaughan collectively known as the "Vaughan Enterprise Zone"; and,

WHEREAS the Vaughan Enterprise Zone has been designated and approved as an "Urban Area" in the Region of York Official Plan on the basis that this area is needed to accommodate the City of Vaughan's Industrial/Employment lands needs to the year 2026; and,

WHEREAS the City of Vaughan has only an approximately two (2) year's supply of available employment lands remaining and the 2500 acres located in the Vaughan Enterprise Zone is critical to meeting the short and long term demand for employment land; and,

WHEREAS the Province of Ontario, over the last five years, has failed to make significant progress in advancing the Individual Environmental Assessment that will establish the alignment of the Highway # 427; and,

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 25, 2004**Item 19, CW Report No. 73 – Page 2**

WHEREAS the Individual Environmental Assessment process remains stalled at the "Terms of Reference" stage, with the prospect that the completion and approval of the Environmental Assessment may take in excess of five years; and

WHEREAS the slow progress of the Environmental Assessment has had a chilling affect on the City's ability to prepare a secondary plan to develop these lands for their intended purpose (the result being that these lands are effectively frozen for the duration of the entire EA process, due to the need to establish the alignment of the highway); and,

WHEREAS this situation persists despite the efforts by the City of Vaughan to move the process ahead, including the establishment of the "Highway #427 Extension Committee", comprised of members from the Region of Peel, Region of York, Town of Caledon, and the City of Brampton, as well as Vaughan; and,

WHEREAS the recent provincial document, "Places to Grow", released by the Minister of Public Infrastructure Renewal on July 12, 2004, indicates that the extension of Highway #427 is now a low infrastructure priority of the Government of Ontario, but the connection of major highways to intermodal transportation facilities, like the CP Rail Intermodal Yard, is considered to be a high priority; and,

WHEREAS "Places to Grow" identifies a "Major Highway" connection from the current terminus of Highway #427 to the lands in the vicinity of the CP Rail Intermodal Yard.

NOW THEREFORE BE IT RESOLVED:

THAT the Council of the Corporation of the City of Vaughan directs Staff to prepare a Terms of Reference, for its consideration, for a secondary plan land use study for all lands designated "Urban Area" by Amendment No. 19 to the York Region Official Plan within the Vaughan Enterprise Zone; and,

THAT such secondary plan study shall include a comprehensive transportation analysis component to include the identification of a corridor for protection sufficient to accommodate a 400-series highway and possible future interchanges, for the purpose of extending Highway #427 from Highway 7 to, at least, the CP Intermodal Yard, as envisioned by "Places to Grow"; and

THAT the start date for the secondary plan study be targeted for the first half of 2005;

THAT the City of Vaughan continues to support the Environmental Assessment process for the Highway #427 Extension and requests that the process be restarted as quickly as possible; and

THAT the Ministries of Public Infrastructure Renewal, the Environment, Transportation, Municipal Affairs and Economic Development and Trade of the Government of the Province of Ontario be so informed; and

THAT this resolution be forwarded to the Regional Municipalities of York and Peel, the City of Brampton, the Town of Caledon, the Honourable Greg Sorbara, MPP, Vaughan- King - Aurora, Minister of Finance and Mario Racco, MPP, Thornhill; and,

THAT the resolution on the "Promotion of Industrial Growth", adopted by Council on September 13, 2004, be withdrawn and replaced by this resolution.

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 25, 2004

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Purpose

The purpose of this resolution is to initiate a land use planning process for the lands collectively known as the "Vaughan Enterprise Zone" within the "Urban Area" designation approved by the Region of York. Further, it is intended to assist and support the Provincial Government implementation of the "Places to Grow" strategy by providing a means to establish the route of the proposed extension of Highway # 427, at least to the CP Intermodal Yard, thereby ending uncertainty over which lands will be free for future industrial development as originally intended.

Background - Analysis and Options

On September 7, 2004, Committee of the Whole adopted a resolution submitted by Councillor Carella with respect to the "Promotion of Industrial Growth" (Attachment 1). Council adopted this resolution on September 13, 2004.

Subsequent discussions at the "Highway #427 Extension Committee" and staff review of the document, "Places to Grow", released by the provincial government on July 12, 2004, has determined that a more strategic course of action for the City of Vaughan would be to initiate Terms of Reference for a secondary plan land use study for the Vaughan Enterprise Zone. Therefore, the September 13, 2004 resolution should be withdrawn and replaced by a new resolution to consider such a study. If approved, the Terms of Reference should include provision to undertake a comprehensive transportation analysis in support of the land use analysis.

Relationship to Vaughan Vision 2007

Section 2.5 of the Vaughan Vision reads: "Strengthen the City's diversified economic base ... [by promoting] high value added industries.

This report is consistent with the priorities previously set by Council; however, the necessary resources have not yet been allocated and approved.

Conclusion

Adoption of this resolution will establish a Terms of Reference for a land use study that is intended to determine the appropriate land uses and transportation network, including a future corridor for the extension of Highway # 427, to permit the development of lands in the Vaughan Enterprise Zone.

Attachments

1. Adopted Council Resolution, "Promotion of Industrial Growth", September 13, 2004.

Report prepared by:

Wayne L. McEachern, Manager of Planning Policy, 8026

/LG

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

19.4

ATTACHMENT
No. 2

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NEW BUSINESS – PROMOTION OF INDUSTRIAL GROWTH

The Committee of the Whole recommends that the resolution submitted by Councillor Carella be referred to staff, in consultation with the Local Councillor, for a further report.

The foregoing matter was brought to the attention of the Committee by Councillor Carella.

Council, at its meeting of September 13 2004, adopted the foregoing item without amendment.

COMMITTEE OF THE WHOLE – SEPTEMBER 7, 2004PROMOTION OF INDUSTRIAL GROWTHRecommendation

Councillor Carella recommends adoption of the following resolution:

WHEREAS the Province of Ontario has long proposed to build a 400-class highway in a more or less northerly direction from the west side of the City of Toronto; and

WHEREAS a part of the said highway, now designated Highway 427, has been completed from Highway 401 to Regional Road 7, in the City of Vaughan, approximately midway between Regional Road 27 and Huntington Road; and

WHEREAS to accommodate the next stage of the said Highway 427 lands have been reserved for a potential highway route---through the block bounded by Regional Roads 7 and 27, and Huntington and Langstaff Roads---by means of a holding by-law or by-laws duly passed by the Council of the City of Vaughan; and

WHEREAS these lands (described as a "tulip"), include (1) those reserved for the northern half of an interchange at Regional Road 7 ("the base"), (2) those fronting along most of the south side of Langstaff Road between Huntington Road and Regional Road 27 (the "bloom")---so as to permit the widest possible directional options for the proposed highway beyond Langstaff Road, and (3) a corridor ("the stem") linking the two aforementioned parts of the reserve; and

WHEREAS the Honourable David Caplan, Minister of Public Infrastructure Renewal, Province of Ontario, has recently indicated that the extension of Highway 427 is not a priority of the present government; and

WHEREAS as a result of this decision, the ultimate route of the extended Highway 427 will not be determined in the foreseeable future; and

WHEREAS the failure to determine the ultimate route of the extended Highway 427 effectively precludes the realization of property taxes consequent on the development of all lands currently subject to the aforementioned holding by-law(s) which will **not** be included in the Highway 427 right-of-way once built; and

WHEREAS the consequent loss of industrial tax revenues will delay the lifting of the burden of taxation on all other property classes.

NOW THEREFORE, the Council of the City of Vaughan---as per Section 36 (1)* of the Planning Act---hereby amends the applicable holding by-law (or by-laws), to exclude its application to all reserved lands lying outside the extended corridor---that is, all said reserved lands except for that portion of the said reserved lands which would constitute an extension of the corridor ("the stem") from the proposed interchange at Regional Road 7 to Langstaff Road.

**Section 36 (1) The council of a local municipality may, in a by-law passed under section 34, by use of the holding symbol "H" (or "h") in conjunction with any use designations, specify the use to which lands, buildings or structures may be put at such time in the future as the holding symbol is removed by amendment to the by-law*

19.6

L2-24

Page 2

Purpose

To induce the provincial government to decide on the route of the proposed extension of Highway 427 at least to Langstaff Road, thereby ending the uncertainty over which lands within the block bounded by Regional Roads 7, 27, Langstaff Road, and Huntington Road (key map 9C) will be free for future industrial development as they were originally intended.

Background - Analysis and Options

Recent statements by the Minister of Public Infrastructure Renewal indicate that the extension of Highway 427 is not a priority. Indeed, the fact that the terms of reference for the environmental assessment of the extension have not yet been set would seem to indicate that it was also not a priority for the previous provincial government.

As a consequence a considerable portion of the relevant block is frozen in terms of development, in order to accommodate not just the route the highway might eventually take but also all possible routes through the block, most particularly at the northern end of the block.

Yet this block and the ones to the north represent the "jewel in the crown" in terms of our future industrial development, given their proximity to

- (1) adjacent, well-populated residential zones from which potential employees might be drawn
- (2) a major intermodal yard on nearby Highway 50, and
- (3) their easy access to Pearson International Airport via the existing 427 and the GTA via 401

Further delay in the selection of a route for the next stage of the highway---no matter when it is built---will preclude development of prestigious industrial land, and has no doubt already slowed development on lands in the balance of the block. Investors abhor uncertainty, and this uncertainty means the City will not realize the revenue potential of these lands for some time to come.

Relationship to Vaughan Vision 2007

Section 2.5 of the Vaughan Vision reads: "Strengthen the City's diversified economic base...[by [promoting] high value added industries"]

Conclusion

Adoption of this resolution will establish the route for the extension of Highway 427 to Langstaff Road, thereby permitting the development of all lands in the current holding zone not needed for highway development.

Attachments

None

Report prepared by:



Councillor Tony Carella