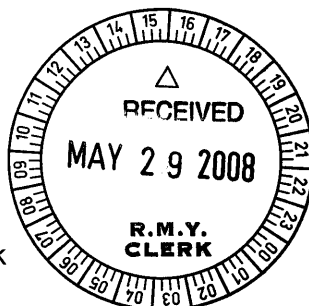




May 27, 2008

Resolution No. 2008-659

Mr. Denis Kelly
Regional Clerk
Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1

Subject: 427 Transportation Corridor Environmental Assessment, Ministry of Transportation Ontario (MTO) Study

I am writing to advise that Regional Council approved the following resolution at its meeting held on Thursday, May 22, 2008:

Moved by Councillor Palleschi,
Seconded by Councillor Sprovieri;

That Metrolinx be requested to examine the need for a future extension of Highway 427 to Highway 9 and beyond as part of the Regional Transportation Plan;

And further, that the report of the Commissioner of Environment, Transportation and Planning Services, dated May 8, 2008, titled "427 Transportation Corridor Environmental Assessment, Ministry of Transportation Ontario (MTO) Study", be forwarded to the MTO, Metrolinx, the Ministry of Public Infrastructure Renewal, York Region, City of Vaughan and Peel area municipalities, for information.

Carried 2008-659

The above resolution and a copy of the subject report are provided for your information.


Stephanie Jurrius
Legislative Specialist

SJ:lh

c: Mitch Zamojc, Commissioner, Environment, Transportation and Planning Services (ETPS)
Nick Tunnacliffe, Executive Director, Transition and Integration, ETPS
Tom AppaRao, Director, Transportation Planning, ETPS

Also sent to:

The Honourable Jim Bradley, Minister, Ministry of Transportation
Rob MacIsaac, Chair, Metrolinx
The Honourable David Caplan, Minister, Ministry of Infrastructure
John Leach, City Clerk, City of Vaughan
Crystal Greer, City Clerk, City of Mississauga
Kathy Zammit, City Clerk, City of Brampton
Karen Landry, Town Clerk, Town of Caledon

DATE: May 8, 2008

SUBJECT: **427 TRANSPORTATION CORRIDOR ENVIRONMENTAL ASSESSMENT,
MINISTRY OF TRANSPORTATION ONTARIO (MTO) STUDY**

FROM: M.D. Zamojc, P. Eng., Commissioner of Environment, Transportation
and Planning Services

RECOMMENDATION

That Metrolinx be requested to examine the need for a future extension of Highway 427 to Highway 9 and beyond as part of the Regional Transportation Plan;

And further, that the report of the Commissioner of Environment, Transportation and Planning Services, dated May 8, 2008, titled "427 Transportation Corridor Environmental Assessment, Ministry of Transportation Ontario (MTO) Study", be forwarded to the MTO, Metrolinx, the Ministry of Public Infrastructure Renewal, York Region, City of Vaughan and Peel area municipalities, for information.

REPORT HIGHLIGHTS

- On May 1, 2008 General Committee approved three motions which followed from the presentation of the 427 Transportation Corridor Environmental Assessment and subsequently adopted by Regional Council at its meeting held May 8, 2008, attached as Appendix I.
- MTO is proceeding with the 427 Transportation Corridor Environmental Assessment (EA) Study which began in April 2006.
- The first Public Information Centre (PIC) was held in April 2007 to provide information to the public on the transportation problem statement, study area conditions, evaluation of alternatives to the undertaking and the process for developing the initial route alternatives.
- MTO is now preparing for its second PIC on May 13 in Vaughan and May 15 in Bolton, and MTO will present its recommendations for the technically preferred terminus point and preferred route for the extension.
- Peel Region and the other affected municipalities have been involved in the study, both at the staff level and the political level.
- The most recent Municipal Advisory Group was held on April 4 to review the technical work to date and concerns were expressed about the lack of attention to corridor protection for a further extension of Highway 427 to Highway 9 and beyond.

May 8, 2008

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427 TRANSPORTATION CORRIDOR ENVIRONMENTAL ASSESSMENT, MINISTRY OF TRANSPORTATION ONTARIO (MTO) STUDY

DISCUSSION

1. Introduction

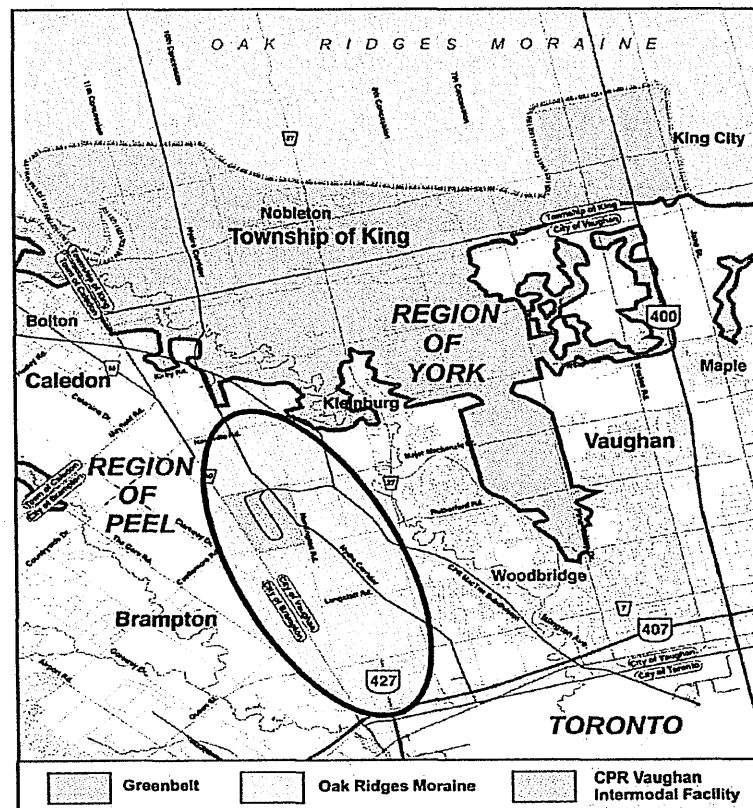
The MTO delegation to the General Committee of May 1, 2008 (Dean Kemper and Michael Chu) presented a status update on the 427 Transportation Corridor Environmental Assessment Study. Following the presentation and the discussions, three recommendations were made and subsequently adopted by Regional Council at its meeting held May 8, 2008, attached as Appendix I.

The subject report was prepared to document the history of the project, its relationship to other studies underway such as the Peel – Highway 427 Extension Area Transportation Master Plan and the actions that are currently being taken.

2. Background

Beginning in February 2005, the Ministry of Transportation prepared the Terms of Reference (TOR) for an environmental assessment study for the extension of the 427 Transportation Corridor to a point somewhere south of the Greenbelt and Oak Ridges Moraine. The TOR was approved by the Minister of the Environment in November 2005. The EA study commenced in April 2006 following the selection of McCormick Rankin Corporation and Ecoplans Limited as consultants.

The TOR presented the following as a project key map to highlight the area in which preliminary transportation opportunities have been identified. The central area of interest is outlined with the oval, as shown below.



May 8, 2008

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427 TRANSPORTATION CORRIDOR ENVIRONMENTAL ASSESSMENT, MINISTRY OF TRANSPORTATION ONTARIO (MTO) STUDY

The analysis area has been described by MTO as roughly bounded by Highway 7 to the south, Highway 50 to the west, Kirby Road to the north and Highway 27 to the east.

The 427 Transportation Corridor Study will determine the need for the Highway 427 extension, the location of the future terminus point, the route alignment and the number and location of interchanges with major arterial roads.

MTO held the first Public Information Centre (PIC 1) in April 2007 and is planning to hold the second PIC in May 2008, during which the preferred terminal location (likely to be Major Mackenzie Drive) and preferred route alignment will be presented to public for comments.

Further information on the 427 Transportation Corridor EA can be obtained by visiting the internet website: <http://427corridor.com/>.

3. Relationship to the Peel-Highway 427 Extension Area Transportation Master Plan (TMP)

The Ministry makes no provision for formally considering new or re-aligned municipal arterial connections as part of their study except in the context of considering terminus options (i.e. the connecting road where the Highway 427 extension stops). It was evident that a TMP study was required for the Region that would develop the best transportation network within Peel to meet the growing needs of the Region, and to connect with Highway 427 and the arterial network across the Regional boundary in York Region.

The TMP was initiated late in 2007 and is being conducted by Peel Region, the City of Brampton, and the Town of Caledon, with extensive involvement by the MTO, the Region of York and the City of Vaughan. The TMP will include a comprehensive analysis on the road network alternatives building on the findings from the earlier *Hwy 50/Hwy 427 Extension Area Arterial Network Study (ANS)*, October 2007. The TMP adds two new components: 1) public consultation and 2) an environmental inventory. The study results from the TMP will be provided as input to the 427 Transportation Corridor Environmental Assessment and York's Western Vaughan Transportation Improvements EA (WVIEA).

Peel's earlier ANS has already provided important input to MTO's EA study. The Peel study recommended that MTO consider the terminus of the proposed Highway 427 extension to Major Mackenzie Drive and beyond. It should also be noted that the joint Peel/Caledon study on Caledon Transportation Needs in 2004 demonstrated that a 427 extension was needed to Highway 9 and beyond, and this was adopted as an official position by Peel Regional Council.

4. Relationship to the Western Vaughan Transportation Improvements EA (WVIEA)

York Region has recently initiated an individual EA for the adjacent area in western Vaughan. The major objectives of York's EA study are to identify and evaluate long-term road network solutions in the area for accommodating transportation demands, to integrate with the terminus and interchanges of the Highway 427 extension, and to recommend the best practical road network for the Western Vaughan area.

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427 TRANSPORTATION CORRIDOR ENVIRONMENTAL ASSESSMENT, MINISTRY OF TRANSPORTATION ONTARIO (MTO) STUDY

5. Purpose of the MTO EA Study

The purposes of MTO EA study are as follows:

- 1) To address existing and short-term transportation problems related to:
 - the current 427 terminus at Highway 7;
 - truck traffic to and from the CPR Vaughan Intermodal Facility; and
 - the impacts of the above on inter-regional traffic in the Peel/York boundary area.
- 2) To identify and protect required property to allow planned developments to occur in the corridor.
- 3) To ensure that the preferred solution will not preclude or predetermine planning for other potential future transportation corridors such as a connection with a possible GTA West Transportation Corridor and a possible long-term extension of the 427 Transportation Corridor.

6. Scope of the Study

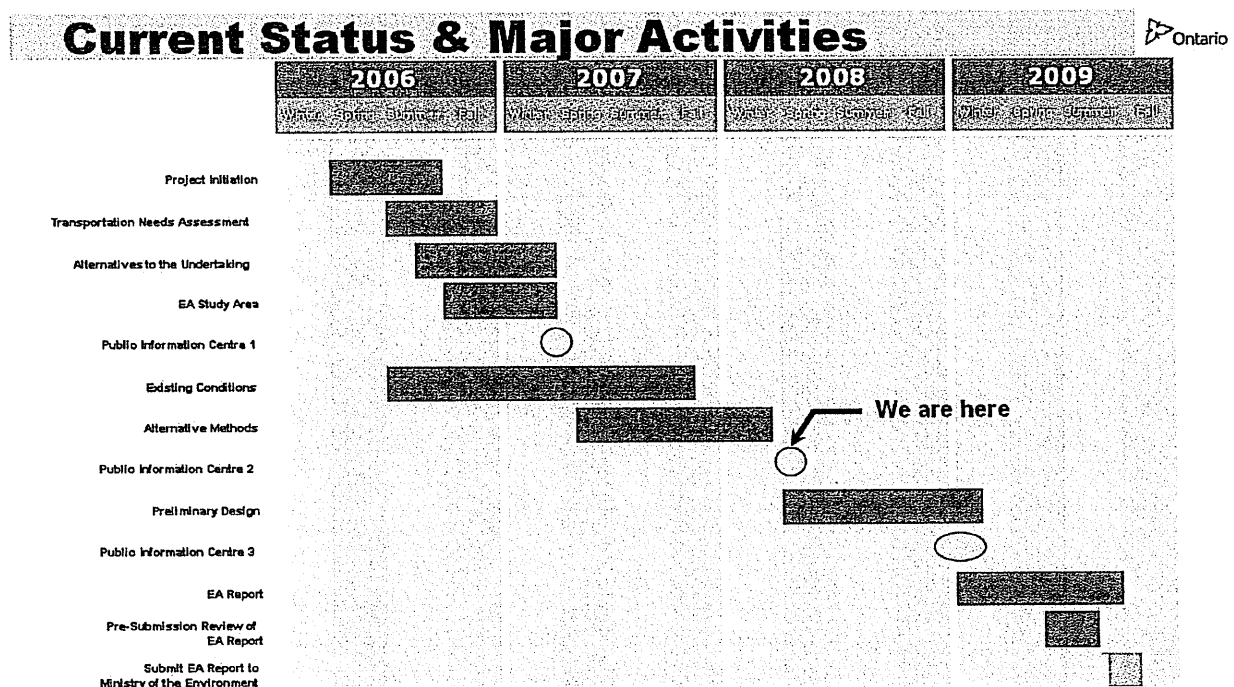
The EA study includes the following:

- Determining the need for the undertaking
- Developing alternatives to the undertaking (different ways to address the problem)
- Developing alternative methods (route alternatives)
- Determining the preferred alternative/preliminary design
- Preparing an environmental assessment report

Upon completion of the EA, an environmental assessment report will be prepared to document all of the EA phases. This report will be submitted to the Minister of the Environment for approval.

7. Study Schedule

The following is the MTO schedule for the ongoing activities in the project:



427 TRANSPORTATION CORRIDOR ENVIRONMENTAL ASSESSMENT, MINISTRY OF TRANSPORTATION ONTARIO (MTO) STUDY

The next major event will be the second Public Information Centre (PIC 2) in mid-May 2008. The EA report will be submitted late in 2009. It has been suggested that the earliest completion date for construction of the Highway 427 Extension would be 2013.

8. Results of PIC 1

The first Public Information Centre (PIC 1) was held in April 2007. Information was presented on existing conditions and preliminary alternatives including terminus points and the expected route locations. Approximately 140 people attended the first Public Information Centre. Generally, comments were positive and included questions on when and where Highway 427 would be built, why the highway is not going further north, and why the EA process takes so long. Based on the comments received, a new west route alignment was added to the ongoing review and considered in the evaluation.

9. Terminus Locations

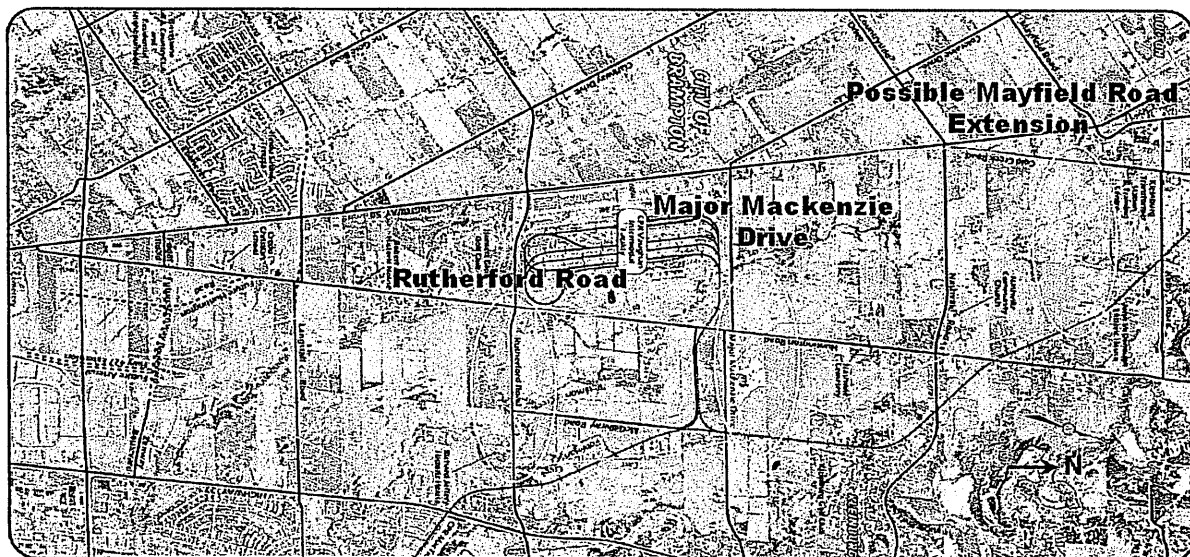
PIC 1 included an initial evaluation of possible terminus locations including Langstaff Road, Rutherford Road, Major Mackenzie Drive, Nashville Road, and an eastward extension of Mayfield Road. These were assessed based on their ability to meet study objectives and on key social and natural environmental impacts.

Based on the initial assessment, two terminus alternatives were eliminated. Langstaff Road was eliminated because it does not satisfactorily address all study objectives, and it provides limited transportation benefits and network connectivity improvements. Furthermore, it has poor connectivity to the CPR Vaughan Intermodal Facility (and could limit ultimate facility growth).

Nashville Road was eliminated because it is not intended to handle the high volume of traffic that would be generated by a highway terminus. Highway 427 traffic travelling through the centre of the Kleinburg community would have significant social and economic impacts.

Based on the analysis of terminus locations presented at PIC 1, the alternatives carried forward for further analysis were Rutherford Road, Major Mackenzie Drive, and an eastward extension of Mayfield Road.

Terminus Location Alternatives



427 TRANSPORTATION CORRIDOR ENVIRONMENTAL ASSESSMENT, MINISTRY OF TRANSPORTATION ONTARIO (MTO) STUDY

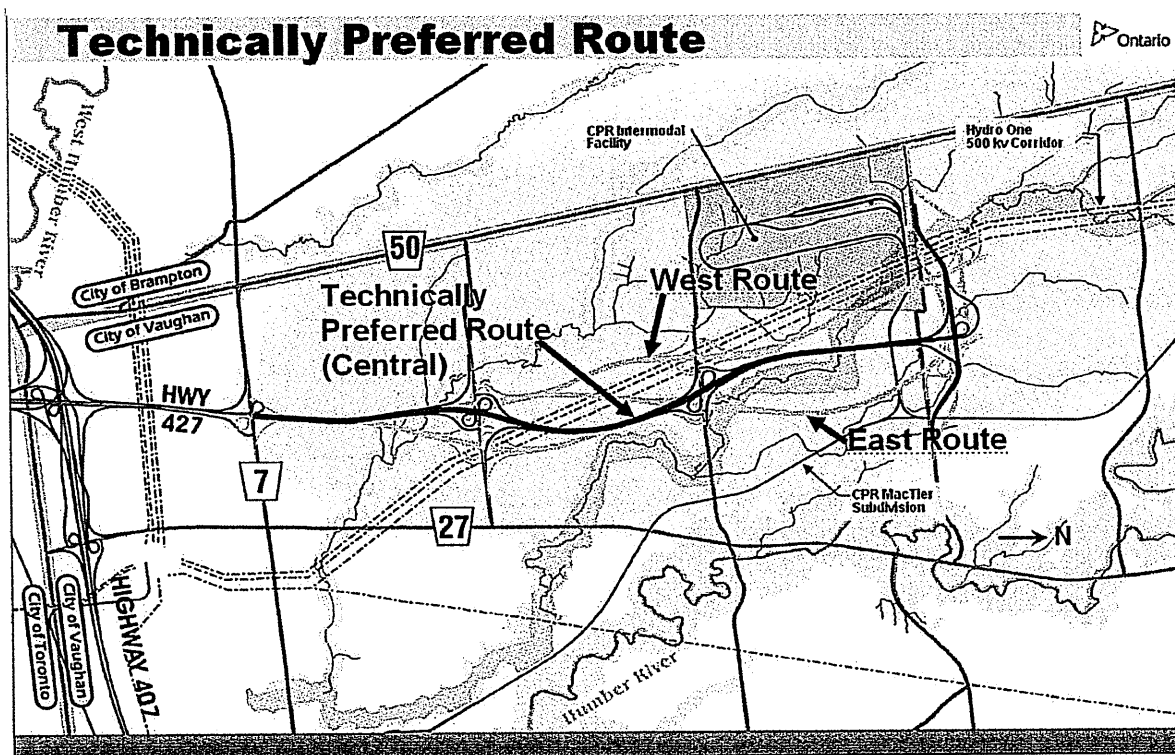
Recent analysis in the study indicated that the preferred terminus for the extension would be at Major Mackenzie Drive.

The following was the suggested rationale:

- It would fulfill all study objectives without major environmental impacts;
- It supports sustainable transportation infrastructure by optimizing the efficiency of the CPR Vaughan Intermodal Facility and allows for capacity expansion of the terminal; and,
- It does not preclude or pre-determine the GTA West Corridor, the future extension of the 427 Transportation Corridor or the linkage between the two.

10. Technically Preferred Route

The following illustrates the routes considered for the extension:



A series of nine different routes have been considered for the corridor and these were grouped according to where they emerged at Major Mackenzie Drive, as West, Central, or East. The Central route is currently preferred by MTO. It has the best crossing orientation for Robinson Creek (having the shortest and most perpendicular crossings), it has the least environmental impacts on fisheries and greenlands, it has the most preferred alignment for technical considerations (least hydro corridor impacts), and finally, it has one of the lowest construction costs at \$152 million.

11. Consultations

MTO has held extensive consultations with municipalities.

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MTO have met with municipal staff on land use assumptions, on the Western Vaughan Individual EA (York Region) and the Peel-Highway 427 Extension Area Transportation Master Plan.

There have been three Municipal Advisory Group (MAG) meetings, the most recent of which was MAG 3 on April 4, 2008. Future meetings will be held at key study milestones.

Presentations have been made to the Highway 427 Extension Corridor Executive Committee (senior staff) on April 16, 2008.

The 427 Extension Committee of Vaughan (elected officials) met on April 22, 2008.

The schedule for Municipal Council presentations was as follows:

- Caledon, April 15, 2008,
- Brampton, April 21, 2008,
- York Region, April 30, 2008, and finally,
- Peel Region, May 1, 2008.

Consultations have also been held with the Regulatory Advisory Group, Toronto and Region Conservation Authority (TRCA), Ministry of Natural Resources, and the Canadian Environmental Assessment (CEA) Agency. Outreach has been extended to First Nations.

12. Comments

From Peel's perspective, there are a number of important areas that need to be considered:

1. The MTO EA study is short term in outlook and has 2021 as the horizon year. While the justification for a 427 extension to Major Mackenzie Drive is apparent by 2021, the longer term need for a further northerly extension to Highway 9 and beyond must also be examined. Previous work by both MTO and the Region of Peel identified such a need. The Regional Transportation Plan currently being developed by Metrolinx provides an opportunity to examine this need.
2. The study does not present in any depth the consequences of the shortened 427 corridor on communities in Peel, namely Caledon, Bolton, Palgrave and areas of northeast Brampton.
3. The TOR for the EA stipulated that the preferred solution is not to preclude or predetermine planning for future corridors, such as a further extension of the 427 corridor. Development pressure in the 427 corridor both below and above Major Mackenzie Drive is at a very high level. Unless MTO takes appropriate actions immediately, in collaboration with municipalities, opportunities for a future northerly extension could be lost.

13. Next Steps

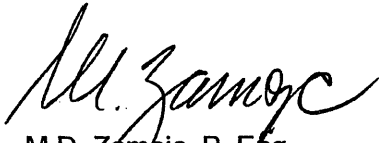
The second Public Information Centre will be held on May 13 (Le Jardin, Vaughan) and May 15 (Caesar's Event Centre, Bolton) 4 - 8 pm. These events will help obtain feedback from the public on the technically preferred route. MTO will subsequently meet with municipalities and stakeholders to confirm and refine the preferred route.

May 8, 2008

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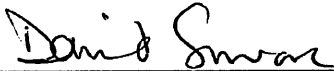
**427 TRANSPORTATION CORRIDOR ENVIRONMENTAL ASSESSMENT, MINISTRY OF
TRANSPORTATION ONTARIO (MTO) STUDY**

The next stage in the EA process will be to conduct preliminary design. The preliminary design for the recommended route will be presented at the third round of consultations at the PIC early in 2009.



M.D. Zamojc, P. Eng.
Commissioner of Environment, Transportation
and Planning Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

*For further information regarding this report, please contact
Tom AppaRao at extension 4100 or via email at tom.apparao@peelregion.ca*

Authored By: Murray McLeod / Eric Chan

c. Legislative Services

**427 TRANSPORTATION CORRIDOR ENVIRONMENTAL ASSESSMENT, MINISTRY OF
TRANSPORTATION ONTARIO (MTO) STUDY**

Motions regarding the 427 Transportation Corridor Environmental Assessment (MTO) as approved by General Committee at its meeting held on May 1, 2008 and subsequently formally adopted by Regional Council at its meeting held on May 8, 2008:

D. DELEGATIONS/PRESENTATIONS

- D1. **Dean Kemper, Senior Project Manager, Ministry of Transportation Ontario (MTO) and Michael Chiu, Senior Project Engineer, McCormick Rankin Corporation, Regarding the 427 Transportation Corridor Environmental Assessment**

Received 2008-519

See also Resolutions 2008-520 to 2008-522 inclusive

RECOMMENDATION GC-104-2008:

That the presentation by Dean Kemper, Senior Project Engineer, Ministry of Transportation Ontario and Michael Chiu, Deputy Manager, Planning and Transportation, McCormick Rankin Corporation to the May 1, 2008 General Committee meeting be received with thanks;

And further, that the technically preferred route for the Highway 427 Extension (from Highway 7 to Rutherford Road) be endorsed;

And further, that Regional Council support the westerly alignment for the route north of Rutherford Road (to Major Mackenzie Drive);

And further, that in the event that the westerly route cannot be approved, that an alignment as far west of the central route be recommended;

And further, that staff be directed to consult with Ministry staff and relevant stakeholders and report back to a future General Committee meeting on the final recommended route;

And further, that a copy of this resolution be forwarded to the area municipalities for endorsement.

Approved 2008-520

See also Resolutions 2008-519, 2008-521 and 2008-522

RECOMMENDATION GC-105-2008:

Whereas there needs to be Ministry of Transportation (Ontario) (MTO) planning for the future northerly extension of Highway 427 to Highway 9;

**427 TRANSPORTATION CORRIDOR ENVIRONMENTAL ASSESSMENT, MINISTRY OF
TRANSPORTATION ONTARIO (MTO) STUDY**

And whereas the 427 Transportation Corridor Study is closely related to three other studies being carried out in the vicinity of the study area, these studies being:

- i) MTO GTA West Corridor EA Study;
- ii) Joint Peel Municipal Study – the Peel-Highway 427 Extension Area Transportation Master Plan;
- iii) York Region's Western Vaughan EA Study;

And whereas it is essential to develop the Highway 427 long-term plan beyond the Major Mackenzie Drive terminus;

Therefore be it resolved, that the Region of Peel request the Province to begin Phase III to plan for this northerly extension immediately;

And further, that the MTO Municipal Advisory Group (MAG) work with the Region of Peel and the area municipalities to identify the appropriate corridor protection strategies related to this extension;

And further, that a copy of this resolution be forwarded to the Minister of Transportation, the Minister of Infrastructure Renewal, Peel area MPPs, and Metrolinx by way of a letter from Regional Chair Kolb;

And further, that a copy of this resolution be forwarded to the area municipalities for endorsement.

Approved 2008-521

See also Resolutions 2008-519, 2008-520 and 2008-522

RECOMMENDATION GC-106-2008:

Whereas Municipalities need to do planning and will have to make decisions in the near future;

Therefore be it resolved, that the Region of Peel requests the Province of Ontario to move forward immediately on designating a corridor for the Greater Toronto Area (GTA) West Economic Corridor which allows municipalities to make appropriate planning decisions;

And further, that a copy of this resolution be forwarded to the Premier of Ontario, the Minister of Transportation (Ontario), Peel area MPPs and Metrolinx;

And further, that a copy of this resolution be forwarded to the area municipalities for endorsement.

Approved 2008-522

See also Resolutions 2008-519 to 2008-521 inclusive