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MID-YORK EAST-WEST TRANSPORTATION IMPROVEMENTS STUDY

The Transportation Services Committee recommends the adoption of the recommendation contained in the following report dated August 15, 2012, from the Commissioner of Transportation and Community Planning.

1. RECOMMENDATION

It is recommended that:

1. The Regional Clerk circulate this report to the Ministry of Transportation and to the Clerks of the Township of King, City of Vaughan, and Towns of Richmond Hill, Aurora and Newmarket.

2. PURPOSE

This report provides a final update on the Mid-York East-West Transportation Improvements Feasibility and Preliminary Engineering Study and a summary of the feedback received from the Technical Advisory Committee on the draft Study Report.

3. BACKGROUND

The Study looks at options for improving access to Highway 400 and reducing traffic on King Road through King City

Highway 400 interchanges are widely spaced in the central part of the Region resulting in traffic concentrating along Highway 9 and King Road. This is particularly an issue along King Road due to the traffic congestion through King City.

The Study looks at alternative interchange locations to improve access to Highway 400 in the mid-York area (north of Teston Road and south of Highway 9) and reduce traffic on King Road through King City. The need to address these issues was identified in the Transportation Master Plan and confirmed through the Study analysis, leading to a recommended set of feasible alternatives to be carried forward into the EA phase.

Four alternatives are recommended to be carried forward to the EA phase

The four recommended carry-forward alternatives include King-Vaughan Road, 15th Sideroad, Kirby Road and 18th Sideroad (shown on *Council Attachment 1*).

16th Sideroad and 17th Sideroad were also assessed in the Study and recommended to be eliminated from further consideration.

The Study recommendations were endorsed by Council at its meeting on January 26, 2012. Additional background information on the Study is presented in the January 2012 Council Report.

In April 2012, staff circulated the draft Study Report to the Technical Advisory Committee for review

The Technical Advisory Committee includes staff from King Township, Vaughan, Aurora, Newmarket, Richmond Hill, Ministry of Transportation, Ministry of Natural Resources, Toronto Region Conservation Authority, Lake Simcoe Region Conservation Authority and the project team. Comments received on the draft Study Report include:

- General support for the Study findings
- Interest in being involved during the EA phase
- Interest in ensuring that Kirby Road is carried forward to the EA phase
- Concern with potential impacts associated with the Kirby Road missing segment between Dufferin Street and Bathurst Street
- Traffic issues beyond the Study area
- The need to develop a multi-modal solution during the EA phase.
- The need to assess potential impacts to Highway 400 mainline operations.
- Ensure MTO design requirements are adhered to for any new interchange.
- Potential impacts on the GTA West Corridor and complexity of the Kirby Road and King-Vaughan Road interchange design in the area of the planned Highway 400 and GTA West freeway to freeway interchange.

Input provided by the Technical Advisory Committee throughout the Study provides key insight into local issues and potential opposition by residents. This will allow staff to focus on addressing these issues early on in the EA phase.

Municipal Council feedback received to-date on the Study findings

Infrastructure Planning staff presented the draft Study findings to the Township of King Committee of the Whole on January 16, 2012 to coincide with a report by Township of King staff. A copy of the Township of King Engineering and Public Works and Planning Departments Joint Report Number JR-2012-03 is included as *Council Attachment 2*.

Council Attachment 3 shows York Region staff comments on the recommendations adopted by the Township of King Committee of the Whole on January 16, 2012. In summary, the Township of King resolution includes:

- General support for the Study findings
- Support for reducing traffic on King Road through King City

- Support for a multi-modal transportation plan, including improved transit services
- A desire to expand the scope of mid-York east-west transportation improvements to the York/Peel boundary
- The need to consider traffic from neighbouring jurisdictions on roads in King
- A desire to continue to be consulted and involved in the EA phase.

Staff from the Towns of Richmond Hill, Aurora and Newmarket have been involved in the Study but have yet to report to their respective Councils. City of Vaughan staff indicated that a report is scheduled for the September 11, 2012 Committee of the Whole and have requested York Region staff to attend and present the Study findings.

4. ANALYSIS AND OPTIONS

Next step is to proceed with an EA for Mid-York east-west Transportation Improvements when a final alignment for the GTA West Corridor is known

One of the stakeholder issues highlighted during the Study was the desire to proceed with a single EA for all proposed mid-York east-west transportation improvements so that the effects can be captured under a single assessment. Staff supports this approach and recognize that this will have implications on the timing of the EA phase. Proceeding with an EA for an interchange in the area of King-Vaughan Road and Kirby Road is contingent on having a final configuration for the GTA West to Highway 400 freeway to freeway interchange, the scheduled timing of which has not been identified by MTO but is now not expected until 2015 at the earliest due to delays in the MTO project.

Regional staff will continually monitor the timing of the GTA West EA and plan for early initiation of the mid-York EA in the five year work plan.

A final Study Report has been published and is available at www.York.ca

During review of the draft Study Report, there were no significant issues raised by the Technical Advisory Committee regarding this phase of the process. Technical comments will be carried forward to the EA phase and incorporated into the more detailed development and assessment of alternatives.

A final Study Report has been published incorporating the input received from the Technical Advisory Committee. There were no changes to the Study recommendations that were endorsed by Council in January 2012 and listed in Section 3.

City of Vaughan has submitted a municipal road transfer request including roads within the study area

On June 13, 2012, Transportation Services Committee received a municipal road transfer request from the City of Vaughan for King-Vaughan Road from Pine Valley Drive to Bathurst Street, Kirby Road from Highway 27 to Dufferin Street and Pine Valley Drive from Teston Road to King-Vaughan Road. Both King-Vaughan Road and Kirby Road are recommended as carry-forward alternatives for Mid-York east-west transportation improvements. Committee directed staff to report back on the transfer request, which will be dealt with in a future report to Committee.

Link to Key Council-approved Plans

2011-2015 Strategic Plan

Continue to deliver and sustain critical infrastructure.

Regional Official Plan

Section 7.2 Policy #44 of the Region's Official Plan identifies the following policy of Council:

To investigate establishing a continuous alternative east-west corridor(s) in the central part of the Region.

Vision 2051

Interconnected Systems for Mobility, A Network of Complete Streets:

Supporting a road network that has a hierarchy of road types to increase travel choices.

5. FINANCIAL IMPLICATIONS

There are no financial implications as a result of this report.

6. LOCAL MUNICIPAL IMPACT

Potential benefits of mid-York east-west transportation improvements are reduced traffic pressure in the area road network, including both Regional roads and rural concession roads under local municipal jurisdiction, improved access to Highway 400 as well as providing additional transportation capacity for approved growth.

King Road is heavily used by commuting traffic and goods movement and would benefit significantly from improvements to alternative routes in the mid-York area.

7. CONCLUSION

This report provides a wrap-up on the Mid-York East-West Transportation Improvements Feasibility and Preliminary Engineering Study, a summary of the feedback received from the Township of King Committee of the Whole and the Technical Advisory Committee, and next steps in the process.

Proceeding with an EA for mid-York east-west transportation improvements is the next step in the process and the timing is contingent on having a final configuration for the GTA West to Highway 400 freeway to freeway interchange.

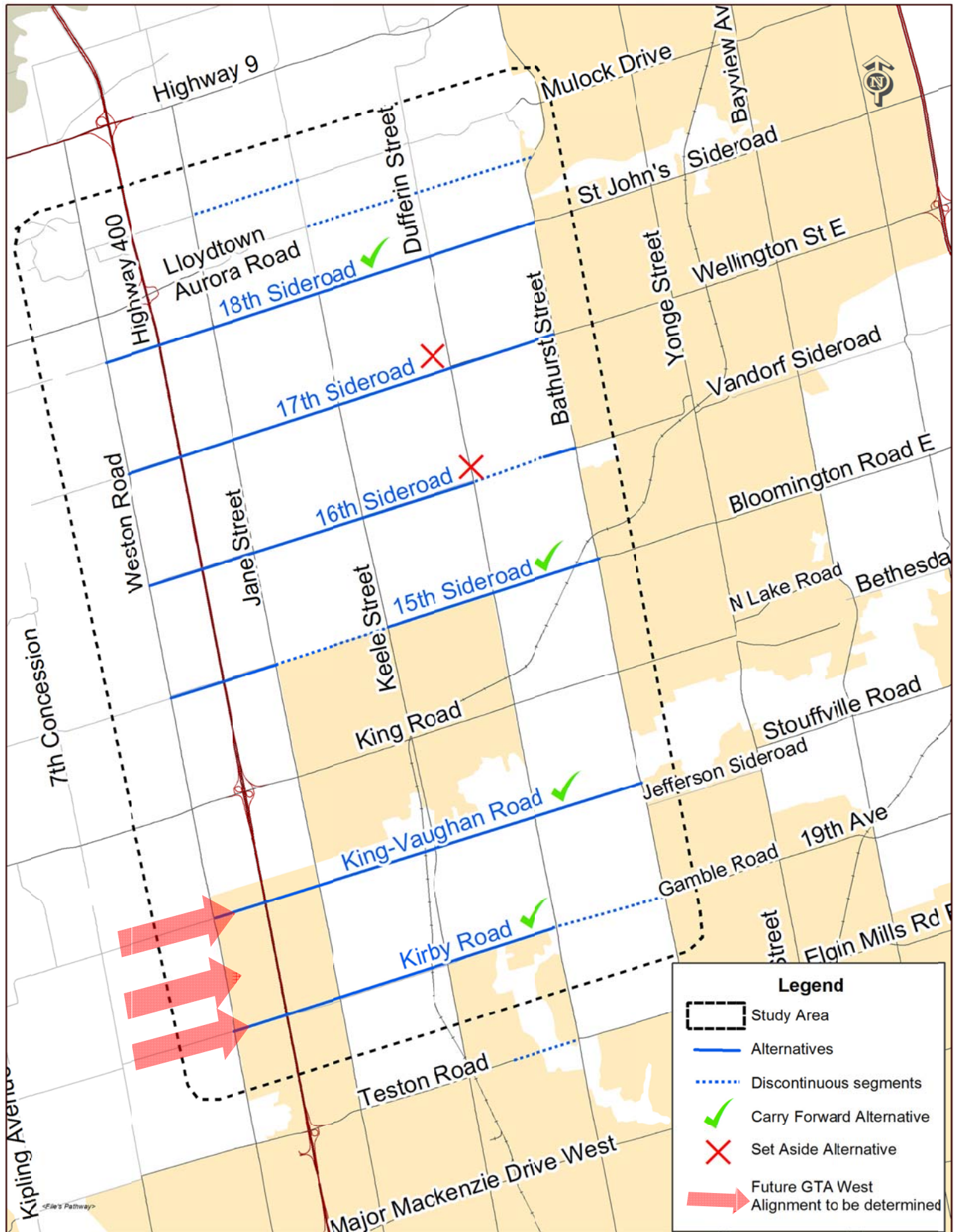
A final Study Report has been published and is available on the York.ca website.

For more information on this report, please contact Steve Mota, Program Manager-Transportation Engineering, Infrastructure Planning Branch at 905-830-4444 Ext. 5056 or Loy Cheah, Director, Infrastructure Planning at Ext. 5024.

The Senior Management Group has reviewed this report.

(The three attachments referred to in this clause are attached to this report.)

Study Area, Existing Road Network and Carry-forward Alternatives





TOWNSHIP OF KING

Municipal Offices
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King City, Ontario
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COUNCIL ATTACHMENT 2

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January 31, 2012

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



**REGION OF YORK
CLERK'S OFFICE**

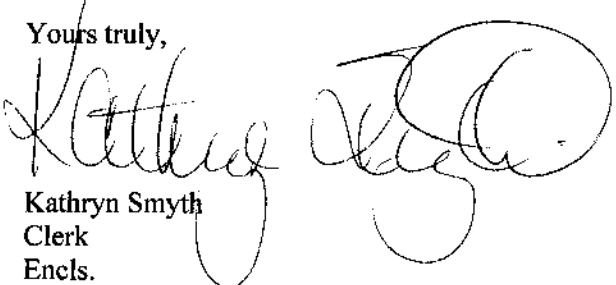
FILE No. - P43

Dear Mr. Kelly,

**Re: Township of King
Engineering & Public Works and Planning Departments Joint Report No: JR-2012-01
Re: Mid-York East-West Transportation Improvement Study**

Please find enclosed for your information and file, an extract of the Committee of the Whole Meeting of January 16th, 2012 and Engineering & Public Works and Planning Departments Joint Report No: JR-2012-01 regarding the Region of York's Mid-York East-West Transportation Improvement Study.

Yours truly,


Kathryn Smyth
Clerk
Encls.

c.c. Jeffrey Abrams, Clerk, City of Vaughan
Donna McLarty, Clerk, Town of Richmond Hill
John Leach, Clerk, Town of Aurora
Anita Moore, Clerk, Town of Newmarket
Kathleen Foster, Clerk, Town of East Gwillimbury
Michelle Brandt, Acting Clerk, Town of Bradford West Gwillimbury
Brenda Clerk, County Clerk, County of Simcoe
Carolyn Southey, Senior Environmental Planner, Min. of Transportation – Central Region
Jin Wang, Project Coordinator, Ministry of Transportation, St. Catharines
Steve Mota, Program Manager, Transportation Engineering, Region of York
Loy Cheah, P. Eng., Director, Infrastructure Planning, Region of York
Rob Flindall, Director of Engineering and Operations
Stephen Kitchen, Director of Planning

TOWNSHIP OF KING

COMMITTEE OF THE WHOLE REPORT

The following item from the Committee of the Whole Report of January 16th, 2012 was adopted by Council at its meeting of January 16th, 2012. The minutes of the meeting were approved by Council at its meeting of January 30th, 2012.

COPIES TO: FILE

STEPHEN KITCHEN, ROB FLINDALL

C.O.W. #2012-03

**Engineering and Public Works and Planning Departments Joint Report Number
JR-2012-01**

Re: Mid-York East-West Transportation Improvements Study

DEPUTATIONS

(i) Peter Iaboni

Mr. Iaboni commented that he is pleased with the report and is pleased that the Region is considering the 15th Sideroad as a potential interchange location as this will help to curtail some of the traffic issues facing Keele Street. Mr. Iaboni advised that he has resided in the same location for over twenty (20) years and the traffic coming into and out of King from the surrounding municipalities using Keele Street has been increasing every year.

Committee recommends that the deputation by Mr. Iaboni be received.

(ii) Tom Parry

Mr. Parry commented that he resides on Keele Street south of the 15th Sideroad and agreed with the comments from the previous deputant. Mr. Parry advised that an interchange from the 15th Sideroad will benefit everyone living in the surrounding area.

Committee recommends that the deputation by Mr. Parry be received.

Committee considered Engineering and Public Works and Planning Departments Joint Report Number JR-2012-01 providing an update on the Mid-York East-West Transportation Improvement Feasibility and Preliminary Engineering Study being carried out by the Regional Municipality of York.

Committee recommends that Engineering and Public Works and Planning Departments Joint Report Number JR-2012-01 be received, the petition be received, and the recommendations therein be approved, as follows:

1. That Report JR 2012-01 be received as information;
2. That Township staff be authorized to participate in the Technical Advisory Committee for the project and provide further comments on technical matters to the Region, and report back to Council where appropriate;
3. That the Township of King supports the undertaking and completion of the Mid-York East-West Transportation Improvements Feasibility and Preliminary Engineering Study with the scoped work plan to investigate Highway 400 Interchange Alternatives and associated east-west road improvements in the corridor north of Teston Road and south of Highway 9;
4. That the Township of King urges the Regional Municipality of York to expand the study scope and boundaries to ensure that continuous alternative east-west corridors are identified and established in the central part of the Region from Highway 404 to westerly boundary of York Region and Peel Region in an effort to maximize road network connectivity and travel options;
5. That the Township of King supports the efforts of the Regional Municipality of York to identify and plan for diversion of commuter traffic away from King Road through King City
6. That the Township of King urges the Regional Municipality of York to consider all types of transportation improvements within the study area, including expanded transit services;
7. That the Township of King requests the Region to consider the York-Simcoe boundary and the York-Peel boundary area transportation needs and the effects of transportation demand increases from the neighbouring municipalities on road congestion in King Township;
8. That staff from the Regional Municipality of York be requested to make a further presentation to the Township of King Council prior to the completion of final Study Report and prior to the Final Study report being brought forward to Regional Council;
9. That the Clerk send a copy of this report and the adopted recommendations to the Regional Municipality of York , City of Vaughan, Town of Richmond Hill, Town of Aurora, Town of Newmarket, Town of East Gwillimbury, Town of Bradford West Gwillimbury, County of Simcoe, and the Ministry of Transportation.

KATHRYN SMYTH
CLERK

TOWNSHIP OF KING

DATE: January 16, 2012
TO: Committee of the Whole
FROM: Engineering & Public Works Department and Planning Department
SUBJECT: Joint Report Number JR 2012-01
Mid-York East-West Transportation Improvements Study

1. RECOMMENDATIONS

The Engineering & Public Works Department and Planning Department respectfully submit the following recommendations:

1. That Report JR 2012-01 be received as information;
2. That Township staff be authorized to participate in the Technical Advisory Committee for the project and provide further comments on technical matters to the Region, and report back to Council where appropriate;
3. That the Township of King supports the undertaking and completion of the Mid-York East-West Transportation Improvements Feasibility and Preliminary Engineering Study with the scoped work plan to investigate Highway 400 Interchange Alternatives and associated east-west road improvements in the corridor north of Teston Road and south of Highway 9;
4. That the Township of King urges the Regional Municipality of York to expand the study scope and boundaries to ensure that continuous alternative east-west corridors are identified and established in the central part of the Region from Highway 404 to westerly boundary of York Region and Peel Region in an effort to maximize road network connectivity and travel options;
5. That the Township of King supports the efforts of the Regional Municipality of York to identify and plan for diversion of commuter traffic away from King Road through King City
6. That the Township of King urges the Regional Municipality of York to consider all types of transportation improvements within the study area, including expanded transit services;
7. That the Township of King requests the Region to consider the York-Simcoe boundary and the York-Peel boundary area transportation needs and the effects of transportation demand increases from the neighbouring municipalities on road congestion in King Township;

8. That staff from the Regional Municipality of York be requested to make a further presentation to the Township of King Council prior to the completion of final Study Report and prior to the Final Study report being brought forward to Regional Council;
9. That the Clerk send a copy of this report and the adopted recommendations to the Regional Municipality of York , City of Vaughan, Town of Richmond Hill, Town of Aurora, Town of Newmarket, Town of East Gwillimbury, Town of Bradford West Gwillimbury, County of Simcoe, and the Ministry of Transportation.

2. **PURPOSE**

This report provides a progress update on the *Mid-York East-West Transportation Improvements Feasibility and Preliminary Engineering Study* being carried out by the Regional Municipality of York.

3. **BACKGROUND & ANALYSIS**

The Region's Official Plan adopted by Council (December 2009) and the Region's approved Transportation Master Plan identify the need for a study of a mid-York east-west transportation corridor to address road capacity and connectivity issues in the central part of York Region to service forecast travel demand.

Section 7.2 Policy #44 of the Region's Official Plan identifies the following policy of Regional Council:

To investigate establishing a continuous alternative east-west corridor(s) in the central part of the Region.

Section 6.1.2 (3) the Region's approved Transportation Master Plan (TMP) states:

...this study will examine the arterial road capacity requirements to serve current and future east-west travel demand between Highway 400 and Highway 404 and the potential to address traffic relief on King Road through King City.

Section 6.3 of the TMP identifies road network issues and includes the following recommendations for major road network improvements in this corridor:

Mid-York East-West Corridor and King Vaughan Road Improvements – add two additional arterial lanes of capacity between Highway 400 and Bathurst Street, and further study of travel demand needs in the corridor.

In June 2010 Region of York Council authorized Region staff to proceed with a feasibility and preliminary engineering study to investigate Highway 400 interchange alternatives and associated east-west road improvements in the corridor north of Teston Road and south of Highway 9. The main objectives of the Region's engineering study are to provide improved access to Highway 400 in the central part of York Region and reducing congestion through King City. Following completion of the feasibility and preliminary engineering study, Region staff were directed to report back to Regional Council on the results of the study and a strategy for moving forward with an Environmental Assessment for the mid-York east-west transportation corridor improvement.

At the present time, the Township of King does not have a Transportation Master Plan to guide local road network planning within the Township or to guide capital improvements to the existing road network.

Creation of a Technical Advisory Committee

Technical Advisory Committee meetings were held in June and October 2011, and included representatives from King Township, Vaughan, Aurora, Newmarket, Richmond Hill, Ministry of Transportation, Ministry of Natural Resources, Toronto and Region Conservation Authority and Lake Simcoe Region Conservation Authority. The purpose of the June 21, 2011 Technical Advisory Committee meeting was to introduce the project to the Municipal and Agency stakeholders, present the study background and purpose, provide an overview of existing conditions in the study area, introduce the alternative interchange locations to be studied and assessment factors to be considered.

The second Technical Advisory Committee meeting was held on October 27, 2011 and included information on the effectiveness of each alternative in meeting travel demand and diverting traffic from King Road, a review of the detailed assessment of alternatives, results of the assessment related to feasibility/impacts associated with each alternative, preliminary recommendations for carry-forward alternatives and implications related to the GTA West Corridor.

Improving access to Highway 400 is a key issue in the study area

Highway 400 interchanges are widely and unevenly spaced in the central part of the Region particularly between Teston Road and Highway 9, a distance of 18 km (6 km between interchanges at Teston Road and King Road, 9 km between King Road and Lloydtown/Aurora Road and 3 km between Lloydtown/Aurora Road and Highway 9).

This is in contrast to the spacing of interchanges along Highway 404 in the central part of York Region, with typical spacing ranging from 2 km in the vicinity of urban areas to 4 km along more rural sections (2 km between interchanges at Green Lane, Davis Drive and Mulock Drive, 4 km between interchanges at Mulock Drive, Wellington Street, Bloomington Road, Stouffville Road and Elgin Mills Road).

In addition, the existing east-west road network in the central part of the Region includes a number of arterial and rural concession roads (Teston Road, Kirby Road, Stouffville Road/King-Vaughan Line, Bloomington Road/15th Sideroad, Lloydtown-Aurora Road, St. John's Sideroad/18th Sideroad, and Mulock Drive/19th Sideroad) which are discontinuous east of Bathurst Street. King Road and Highway 9 being the exception are consequently heavily relied upon for travel and goods movement.

Study focuses on technical feasibility of alternatives, potential environmental impacts and effectiveness in addressing travel demand

The Mid-York East-West Transportation Improvements Study includes the following key steps:

- Identify potential Highway 400 interchange locations from north of Teston Road to Lloydtown-Aurora Road.
- Identify existing conditions in the area and develop the preliminary design for each potential interchange and associated road improvements.
- Assess the impacts of each alternative on a wide range of factors including transportation effectiveness, design/technical issues, natural environmental impacts, archaeological, land use/socio-economic impact, cost, etc.
- Consult with Municipal and Agency stakeholders.
- Identify feasible alternatives to be carried forward to the EA phase.

The findings of this Study will assist in formulating a strategy, in consultation with stakeholders, for moving forward to the Environmental Assessment stage.

Six alternative Highway 400 interchange locations and associated road improvements are being assessed

The six alternative Highway 400 interchange locations being assessed include:

- Kirby Road.
- King-Vaughan Road.
- 15th Sideroad (Bloomington Road).
- 16th Sideroad (Henderson Drive).
- 17th Sideroad (Wellington Street).
- 18th Sideroad (Lloydtown-Aurora Road/St. John's Sideroad).

For the purposes of the assessment in this Study, each option assumes improvements to provide for a 4-lane capacity east-west roadway from Weston Road to Bathurst Street.

At the Technical Advisory Committee meeting #2, the Region and their consultant provided the preliminary findings and draft recommendations for the six alternative Highway 400 interchange locations:

- King-Vaughan Road recommended to be carried forward

- 15th Sideroad recommended to be carried forward.
- Kirby Road is recommended to be carried forward for limited consideration.
- 16th Sideroad not recommended to be carried forward
- 17th Sideroad are not recommended to be carried forward
- Final recommendation for 18th Sideroad is subject to further consideration regarding MTO's planned reconstruction of the Lloydtown-Aurora Road interchange.

4. FINANCIAL IMPLICATIONS

There are no financial implications arising from the recommendations made in this report. The Staff time and resources necessary to participate in the Technical Advisory Committee can be accommodated within the existing staff compliment and budgets.

Staff advise Council that resources associated with participating on the Technical Advisory Committee for this project and similar Environmental Assessment projects, such as the King Road EA from Highway 27 to Highway 400, involve mainly staff time. In the event that Council requires additional expertise in the form a third party peer-review of the study findings, additional budget and resources would be required.

Staff will report back to Council on the resources necessary and the funding sources available to undertake a Transportation Master Plan to guide local road network planning within the Township and to guide capital improvements to the existing road network.

5. ATTACHMENTS

Attachment 1 – January 11, 2012 Report to the Region of York Transportation Services Committee

Prepared and Submitted by:



Michael Cole, C.E.T., BAS
Manager of Engineering

Reviewed by:



Stephen Kitchen, BES
Director of Planning

Reviewed by:



Robert Flindall, P.Eng.
Director, Engineering and Public Works

Township of King Committee of the Whole January 16, 2012	York Region staff comments
Committee recommends that Engineering and Public Works and Planning Departments Joint Report Number JR-2012-01 be received, the petition be received, and the recommendations therein be approved, as follows: 1. That Report JR 2012-01 be received as information; 2. That Township staff be authorized to participate in the Technical Advisory Committee for the project and provide further comments on technical matters to the Region, and report back to Council where appropriate; 3. That the Township of King supports the undertaking and completion of the Mid-York East-West Transportation Improvements Feasibility and Preliminary Engineering Study with the scoped work plan to investigate Highway 400 Interchange Alternatives and associated east-west road improvements in the corridor north of Teston Road and south of Highway9; 4. That the Township of King urges the Regional Municipality of York to expand the study scope and boundaries to ensure that continuous alternative east-west corridors are identified and established in the central part of the Region from Highway 404 to westerly boundary of York Region and Peel Region in an effort to maximize road network connectivity and travel options; 5. That the Township of King supports the efforts of the Regional Municipality of York to identify and plan for diversion of commuter traffic away from King Road through King City 6. That the Township of King urges the Regional Municipality of York to consider all types of transportation improvements within the study area, including expanded transit services;	Township of King staff attended both Technical Advisory Committee meetings held in June and October 2011, and received both the draft and final Study reports. York Region will continue to consult extensively during the follow-on EA phase and appreciates the time and efforts of Municipal staff. Comment noted and appreciated. This initial scoped study was intended to identify feasible Highway 400 interchange options to carry forward to a follow-on EA for mid-York east-west transportation improvements. The follow-on EA will consider the broad range of transportation alternatives to improve mobility in the mid-York area, and will build on other initiatives including the GTA West Corridor EA and planned improvements to Bloomington Road, Stouffville Road and King Road (York Region 10-Year Roads Construction Program). Comment noted and appreciated. King Road is already heavily utilized for commuting traffic and goods movement and would therefore benefit significantly from improvements to alternative routes in the area. Given the sensitive natural environmental features in the study area, one of the objectives of the Mid-York East-West Transportation Improvements Study was to eliminate further consideration of potential Highway 400 interchanges and associated road improvements that are not feasible based on consultation with Technical Agencies, and thereby avoid raising unnecessary public concern during the future EA phase. During the future EA phase, the Region will build on the extensive transportation network and program planning undertaken as part of the Transportation Master Plan, and will develop a preferred transportation strategy to address travel needs in the study area that will include the full range of broad transportation alternatives, including transit, cycling, travel demand management and road improvements.

Township of King Committee of the Whole January 16, 2012	York Region staff comments
7. That the Township of King requests the Region to consider the York-Simcoe boundary and the York-Peel boundary area transportation needs and the effects of transportation demand increases from the neighbouring municipalities on road congestion in King Township; 8. That staff from the Regional Municipality of York be requested to make a further presentation to the Township of King Council prior to the completion of final Study Report and prior to the Final Study report being brought forward to Regional Council; 9. That the Clerk send a copy of this report and the adopted recommendations to the Regional Municipality of York , City of Vaughan, Town of Richmond Hill, Town of Aurora, Town of Newmarket, Town of East Gwillimbury, Town of Bradford West Gwillimbury, County of Simcoe, and the Ministry of Transportation.	York Region monitors both development plans and traffic growth from adjacent municipalities that may affect traffic in York Region. We also work closely with staff from Municipalities and neighbouring jurisdictions, including Peel Region and Simcoe County, to improve inter-regional transportation planning (including the recent draft York-Simcoe Boundary Area Transportation Study, previous York-Peel Boundary Area Transportation Studies and the York Region Transportation Master Plan). The key findings and recommendations documented in the final Study Report are essentially the same as what was presented to Township of King Committee of the Whole on January 16, 2012. Staff would be pleased to present to the Township of King again, but would recommend deferring until we are ready to commence the EA phase. Received.