

Management and Administrative Services

August 16, 2006

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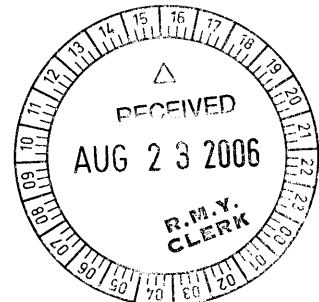
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REGION OF YORK
CLERK'S OFFICE

FILE No. *P06*
Plng
T+W



Re: Status Report: Ongoing Transportation Planning Initiatives: Highway 427 Extension Study, Highway 50/427 Arterial Network Study, Vaughan-Brampton Corridor Protection Process, GTA West Transportation Corridor, Halton-Peel Transportation Network Review Study, Highway 410 Extension, Smart Commute Brampton-Caledon (File T17)

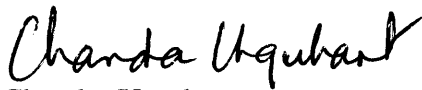
The following recommendation of the Planning, Design and Development Committee Meeting of July 31, 2006, was approved by the Council of the Corporation of the City of Brampton on August 2, 2006:

- PDD245-2006 1. That the report from J. Given, Manager, Growth Management and Special Policy, and K. Chawla, Policy Planner, Planning, Design and Development, dated July 14, 2006, to the Planning, Design and Development Committee Meeting of July 31, 2006, re: **Status Report: Ongoing Transportation Planning Initiatives: Highway 427 Extension Study, Highway 50/427 Arterial Network Study, Vaughan-Brampton Corridor Protection Process, GTA West Transportation Corridor, Halton-Peel Transportation Network Review Study, Highway 410 Extension, Smart Commute Brampton-Caledon (File T17)** be received; and,

2. That City staff continue to provide input to MTO during the 427 Transportation Corridor extension EA Study process including the key findings of the joint municipal Highway 50/ Highway 427 Extension Area Arterial Network Study to ensure that City interests are safeguarded and to report back to Council on both the EA study and the joint municipal study as appropriate.
3. That the City of Vaughan's Block 64 holding zoning approach to protect the option of a Brampton alignment of the 427 Transportation Corridor as incorporated in Vaughan's recently adopted Official Plan Amendment 631 be supported;
4. That the Provincial initiation of the planning process for the GTA West Transportation Corridor and urge the Ministry of Transportation to complete the selection of the study consultant without further delay and that staff continue to participate in all future Municipal Technical Advisory Group meetings and report back to Council as appropriate be supported;
5. That staff be directed to work with the staff of Regions of Halton and Peel, and the Town of Halton Hills to formulate Terms of Reference for a joint Halton-Peel transportation network review study and to proceed to participate in such a study in accordance with the existing direction of Council, and to report back to Council as appropriate.
6. That City staff continue to participate in the Smart Commute pilot project and to report back to Council to address the continued participation of Brampton for 2007 and beyond as a formal multi-year commitment. (**Reference # 2006-106**).
7. That the City Clerk be directed to provide a copy of this report and Council's resolution to the Regions of Peel, York & Halton, the City of Vaughan, the Town of Caledon, the Town of Halton Hills and the Ministry of Transportation for their information.

By copy of this correspondence to J. Given, Manager, Growth Management and Special Policy, Planning, Design and Development, she is hereby requested to carry out the directions in Recommendation PDD244-2006 above. **(Reference # 2006-106).**

Yours truly,



Chandra Urquhart
Legislative Coordinator
City Clerk's Office
Tel: 905-874-2116 Fax: 905-874-2119
e-mail: chandra.urquhart@brampton.ca
(PDD/G4)

cc: J. Corbett, Commissioner of Planning, Design and Development
T. Mulligan, Commissioner of Works and Transportation
A. Smith, Director, Planning and Land Development Services, Planning, Design and Development
J. Given, Manager, Growth Management and Special Policy, Planning, Design and Development
K. Chawla, Policy Planner, Planning, Design and Development
L. Ferreira, Records Coordinator, Works and Transportation

G4-1



Brampton

REPORT

Planning, Design & Development Committee

Standing Committee of the Council
of the Corporation of the City of Brampton

PLANNING, DESIGN & DEVELOPMENT COMMITTEE

Date: July 14, 2006

File: T17-HI

DATE: July 31, 2006

Subject: Status Report-Ongoing Transportation Planning Initiatives:

- Highway 427 Extension Study
- Highway 50/427 Arterial Network Study
- Vaughan-Brampton Corridor Protection Process
- GTA West Transportation Corridor
- Halton-Peel Transportation Network Review Study
- Highway 410 Extension
- Smart Commute Brampton-Caledon

Contact: Janice Given, Manager, Planning Policy and Growth Management
(905) 874-3459
Kant Chawla (905) 874-2410

OVERVIEW:

- There are a number of provincial, regional and local transportation planning initiatives which are underway involving Brampton. These initiatives are currently at a stage where a status update to Planning Design & Development Committee and Council would be appropriate.
- A "427 Transportation Corridor Study" has been initiated by MTO, which would examine a potential extension of Highway 427 from Highway 7 to a location south of the Greenbelt protection area; City staff attended the first Municipal Advisory Group meeting in July, 2006;
- Given that the EA for the 427 extension does not directly provide for consideration of East-West arterial connections, Brampton and other concerned municipalities continue to work together along with iTRANS Consulting Inc. to carry out the Highway 50/427 Arterial Network Study to assist in identifying and protect network options and informing the proposed Highway 427 extension EA Study;
- Staff continue to recommend measures to protect the interests of the City relative to the Highway 427 in the context of planning proposals/process in both Brampton and Vaughan;
- MTO launched the long range planning and EA Study for the GTA West Transportation Corridor in the fall of 2005, extending from Vaughan to the Guelph area; the formal start of the lengthy study process is scheduled to begin October, 2006;
- Brampton staff, together with the Regions of Halton and Peel and Town of Halton Hills are in discussions to initiate a Halton-Peel transportation network review study to address transportation issues at the Halton-Peel boundary;
- Brampton-Caledon Smart Commute was launched in June, 2006, to provide a framework for administering and coordinating transportation demand initiatives such as employee ride-matching, emergency ride home and commuting assistance; such programs are expected to be set up for the City of

Brampton employees;

- **The extension of Highway 410 to Sandalwood Parkway has been completed but not opened due to the inadequacy of the terminus; the further extension to Mayfield Road is under construction and likely to be completed in 2007; revisions to the EA for the Heart Lake Road realignment are required to facilitate this extension of Highway 410;**
- **Staff continue to actively participate in and represent the City's interests in the various transportation initiatives;**
- **Council's support is requested for the continuation of the work of staff on these initiatives**

RECOMMENDATIONS

1. **THAT** the staff report dated July 14, 2006 entitled "**Status Report: Ongoing Transportation Planning Initiatives: Highway 427 Extension Study, Highway 50/427 Arterial Network Study, Vaughan-Brampton Corridor Protection Process, GTA West Transportation Corridor, Halton-Peel Transportation Network Review Study, Highway 410 Extension, Smart Commute Brampton-Caledon**" and the accompanying attachments (File T17-HI) be received.
2. **THAT** City staff continue to provide input to MTO during the 427 Transportation Corridor extension EA Study process including the key findings of the joint municipal Highway 50/ Highway 427 Extension Area Arterial Network Study to ensure that City interests are safeguarded and to report back to Council on both the EA study and the joint municipal study as appropriate.
3. **THAT** Council support the City of Vaughan's Block 64 holding zoning approach to protect the option of a Brampton alignment of the 427 Transportation Corridor as incorporated in Vaughan's recently adopted Official Plan Amendment 631.
4. **THAT** Council support the Provincial initiation of the planning process for the GTA West Transportation Corridor and urge the Ministry of Transportation to complete the selection of the study consultant without further delay and that staff continue to participate in all future Municipal Technical Advisory Group meetings and report back to Council as appropriate.
5. **THAT** Council direct City staff to work with the staff of Regions of Halton and Peel, and the Town of Halton Hills to formulate Terms of Reference for a joint Halton-Peel transportation network review study and to proceed to participate in such a study in accordance with the existing direction of Council, and to report back to Council as appropriate.
6. **THAT** City staff continue to participate in the Smart Commute pilot project and to report back to Council to address the continued participation of Brampton for 2007 and beyond as a formal multi-year commitment.
7. **THAT** the City Clerk be directed to provide a copy of this report and Council's resolution to the Regions of Peel, York & Halton, the City of Vaughan, the Town of Caledon, the Town of Halton Hills and the Ministry of Transportation for their information.

BACKGROUND

There have been a number of provincial, regional and local transportation planning initiatives which are simultaneously underway involving Brampton. These initiatives are currently at a stage where staff considers appropriate to provide a status update to Planning Design & Development Committee and Council.

CURRENT SITUATION

427 Transportation Corridor Study

In November 2004, MTO re-activated a study of the extension of Highway 427 under the title "427 Transportation Corridor Study". The Terms of Reference (TOR) for the Environmental Assessment Study were endorsed by Brampton Council by resolution on May 27, 2005. The Study Area Map is attached.

These Terms of Reference were approved by the Minister of the Environment on November 1, 2005. In accordance with the Terms-of-Reference, Highway 427 alignment alternatives and terminus location alternatives will be generated and evaluated. Such terminus alternatives could include the existing municipal east-west roadways, such as Mayfield Road, Nashville/Teston Road, Major Mackenzie Drive, Rutherford Road, or future relocated or new municipal roads or even Highway 50. Additionally, the EA study must avoid precluding the potential for the further northerly extension of Highway 427. The Terms of Reference also clarified that this study:

- ◆ would only address the potential for extending Highway 427 to a point south of the Green Belt and Oak Ridges Moraine;
- ◆ would only deal with a 10-15 year horizon for purposes of addressing medium term transportation problems; and
- ◆ would not directly examine adjustments to the arterial connections in the area as a component of the 427 Transportation Corridor study.

MTO has since completed its consultant selection and retained McCormick Rankin Corporation to undertake an Environmental Assessment Study. The notice of study commencement was issued by MTO in June 2006 (Notice Attached).

MTO and its consultants has formed a Municipal Advisory Group comprising staff from the directly affected Municipalities including Brampton to provide input to the EA Study. Brampton Staff attended the initial meeting of this group on July 11, 2006 to ensure that the City's broad network objectives are adequately addressed during the EA process.

Staff are continuing to encourage MTO and its selected consultant to expedite the 427 Corridor EA Study so that the location for the short term extension of Highway 427 can be determined and corridors reserved to the vicinity of Mayfield Road, in a manner that it accommodates further extension of the highway towards Mayfield Road and beyond.

Arterial Network Review Study

Given the limited scope of the 427 Transportation Corridor EA study terms of reference and specifically that it would not address any related need for arterial road network adjustments, Council directed that Brampton staff take the lead in initiating a joint municipal transportation network planning study.

As noted above, Brampton Council endorsed these staff recommendations in its resolution of May 27, 2005. Brampton staff were successful in persuading the other Highway 50/Highway 427 area municipalities to participate in the Highway 50 / Highway 427 Extension Area Arterial Network Study that began in April 2006. The primary objectives of that study are:

- a) to examine these long-term arterial and highway network connectivity concerns separately, so that any appropriate adjustments can be adequately safeguarded/accommodated in the context of the plans for the Highway 427 extension;
- b) to generate input for the Highway 427 extension EA while further clarifying roadway requirements to serve the future needs on both sides of Highway 50;
- c) to assist in reaching a municipal consensus on the accommodation of East-West and North-South transportation demands and logical connections to the Highway 427 extension, and its terminus and interchange locations; and
- d) to identify future EA Studies, input towards Official Plan Amendments and Secondary Plans, and particularly towards the allocation of appropriate land uses in the Brampton Secondary Plan 47 area.

iTRANS Consulting Inc. has been retained to carry out this arterial network study on an expedited timeline so that its results are available to provide a basis for City input into the 427 Transportation Corridor EA Study. The Technical Advisory Committee (TAC) for this study comprises representatives from MTO and the five municipalities of Peel, York, Brampton, Vaughan and Caledon. TAC members are assisting the study with data, information, the identification of transportation network concepts and suggested evaluation criteria & rankings.

Through this study and its Technical Advisory Committee (TAC), City staff are currently working with iTrans and staff of other municipalities and MTO to identify a short list of desirable arterial network arrangements, and to work towards a preferred network solution that all the parties can endorse and protect through their respective Official Plan, secondary plan studies, and individual road EA projects.

As of mid-July, this study has generated a number of promising network connectivity options that are being further reviewed by the TAC and through the consultant's EMME-2 modeling work.

Pursuant to the Council's existing direction and currently committed funding, the

analysis/modeling component of this study are being expanded to generate further detailed information requested by TAC to more clearly define effective network solutions and staging requirements.

Staff expect to report to PDD in the near future with progress and network recommendation from this study.

Highway 427 Corridor Protection (Bram East Secondary Plan & Vaughan Block 64)

For about ten years, Brampton has taken measures to protect a potential corridor for the extension of Highway 427, including a range of Brampton alignment alternatives. The potential of a Brampton alignment continues to provide an alternative to a potential Vaughan Highway 427 extension alignment, as City staff pursue the objective of defining the required elements of a strong network connection to the latter, in accordance with Council's direction of June 9, 2003.

The consideration of Highway 427 alignment alternatives within Vaughan has also shifted Brampton's immediate focus towards protecting for potential arterial network re-alignments/relocations, in addition to protecting for the Highway 427 extension corridor itself. As a component of the City's overall corridor/network protection strategies, City staff have insisted on the protection of both Brampton and Vaughan corridor options in conjunction with the consideration of planning proposals/processes in both Brampton and Vaughan. Such protection is warranted until the key municipal stakeholders, in consultation with MTO, have determined that protection of such options is no longer necessary.

The expectation of all parties involved in the 427 Transportation Corridor Study and the Highway 50 / Highway 427 Extension Area Arterial Network Study is that these studies will reach a timely conclusion, and that broad corridor and network protection mechanisms can then be replaced with the very specific protection of a limited width 427 Transportation Corridor, and with the protection of narrow corridors for specific road links within a well defined future arterial road network. In the meantime, the City and others should protect broader corridor and areas.

An appropriate level of potential Highway 427 extension corridor/network protection in the Brampton Sub-Area 1 Block Plan generally bounded by Cottrelle Boulevard, the Gore Road, Countryside Drive and Highway 50(Bram East Secondary Plan) is currently achieved by the following condition attached to Brampton Council's recent Stage 1 Block Plan approval (approval in principle):

"That the City shall be satisfied in consultation with the Ministry of Transportation (MTO) and Municipalities that no portion of the Sub-Area 1 Block Plan is required by the City/MTO to accommodate the future extension/alignment of the "427 Transportation Corridor", or provided portions of the Sub-Area 1 Block Plan are required to facilitate the extension/alignment of the "427 Transportation Corridor", revisions to the block plan and any pertinent background documents shall be undertaken to the satisfaction of the Commissioner of Planning Design and Development."

This condition must be cleared before the Sub-Area 1 Block Plan for the Bram East Secondary Plan can receive final (Stage 2) approval from the City of Brampton.

Similarly, a City of Vaughan staff report of December 5, 2005 on Block 64 (bounded by Langstaff Road, Highway 50, Rutherford Road and Huntington Road) recognized the City of Brampton and MTO's concern with allowing development to proceed in advance of determining the final alignment of the Highway 427 extension and its associated facilities. This Vaughan report also recognized the related concern that lands need to be protected for good east-west arterial connections into the area.

Through correspondence and discussion between Brampton and Vaughan staff, the Vaughan Official Plan amendment (number 631) for Vaughan Block 64 was refined to incorporate a condition to ensure that the development of Block 64 does not compromise the findings of the ongoing EA Study and the potential alignment of the Highway 427, including Brampton alignment option. Specifically, the Vaughan OPA # 631 incorporates the following:

- i) require all development applications be circulated to City of Brampton and Ministry of Transportation for comment until the EA process is complete;
- ii) require the use of a 'Holding' provision for the zoning of any lands with Block 64 for development applications that the City of Vaughan supports; whereby MTO and Brampton have determined the need to protect the lands;
- iii) stipulate that the removal of such "Holding" provisions will not occur until such time as the Environmental Assessment for the Highway 427 extension is complete or has determined that such lands are no more required".

This Vaughan OPA # 631 including this "Holding Zone" approval for Highway 427 corridor protection was adopted by Vaughan Council on June 26, 2006 (Extract from Council Meeting Minutes Attached).

Brampton staff have no other outstanding concerns with Vaughan OPA # 631, accordingly it is recommended that Brampton Council endorse the Highway 427 extension protection approach incorporated in Vaughan's OPA 631 for Block 64.

GTA West Transportation Corridor

In November 2005, MTO advised the City of Brampton of its initiative to launch a long-range planning and EA Study process for the GTA West Transportation Corridor extending from York Region (Vaughan) to the Kitchener-Waterloo area. This GTA West Transportation Corridor is now identified as a key Transportation/Economic Link to meet future transportation needs in the area between the Highway 427 extension area (or potentially further east) and the Guelph area as set out in the 2006 Growth Plan for the Greater Golden Horseshoe, "Places to Grow".

An initial MTO-Municipal consultation meeting on this study was held on January 12, 2006 to set the process in motion. Brampton staff attended the meeting along with other staff of the affected municipalities. MTO staff advised that the GTA West EA study process likely to be

initiated would have various components. Prior to the commencement of the actual EA study, a Terms of Reference (TOR) will need to be developed and submitted to the Ministry of the Environment for review and approval. MTO plans to undertake a broad network review study to determine the need and role of a GTA West facility, and then to develop the EA TOR over a 12-18 month timeframe. If required, the subsequent individual EA study would take a further 6-8 year to complete.

Municipal stakeholders, while acknowledging the size of the project, expressed concerns respecting the overall length of time (8-10 years) for completing the planning process and suggested acceleration of the process. They also apprised MTO that certain portions of the GTA West Corridor and connecting links are under intense development pressures and that it would be helpful if MTO devised more of a staged study process to assist municipalities in defining and protecting potential corridors as required. Waiting for the full 8 - 10 year study process to be completed presents a major risk of losing significant corridor opportunities.

The GTA West corridor would have a major impact on the local road network of Brampton on both the eastern and western boundary of the city. The study approach must address and provide possible solutions for integrating the affected local road network in such areas. In particular, the study should address the role of the North-South corridor at the west boundary of Brampton and its integration with a GTA West Corridor facility, and a similar approach should be adopted towards the eastern boundary in addressing the integration of the Highway 427 Corridor and its arterial connections with the GTA West facility.

The GTA West study should not preclude any terminus options on the eastern side and in particular should give serious consideration to easterly terminus options extending at least as far as Highway 400. Further consideration of the GTA West requirements is incorporated within the scope of both the Highway 427 EA Study and the Highway 50/Highway 427 arterial network study.

MTO staff have advised that the process of integrating the GTA West study has reached the stage of issuing formal Request for Proposals (RFP's) to 3 consulting firms. Those proposals are due at the end of August, with consultant selection expected in September and a formal study start-up in October.

Subject to Council endorsement, staff will continue to urge the Ministry of Transportation to start the GTA West Transportation Corridor study process without delay and to assist the Municipalities as much as possible in the process of protecting significant corridor opportunities while the study is in progress. Staff will continue to participate in future Municipal Technical Advisory Group meetings and will report to Council at various stages of the GTA West Corridor study as appropriate.

Halton-Peel Transportation Network Review Study

The transportation needs and challenges at the Halton-Peel boundary have been identified in numerous studies and there have been varied levels of involvement of Halton and Peel municipalities and their respective residents in past study processes. At this time, there is a

municipal consensus respecting the need to carry out a comprehensive review of the long-term transportation network needs in the area through a joint Halton/Peel study process in the near future, and to thereby integrate and expand on all the existing transportation information and analyses. It is anticipated that this joint study will be done through an open public process as a Master Plan study under the EA Act so that the study results can properly serve as direct input to any subsequent EA studies that may be deemed appropriate.

Such a joint Peel/Halton study process would examine and address transportation issues respecting both provincial/inter regional transportation demands and the localized cross boundary transportation deficiencies. Such a study would need to address the potential need & function for a North-South Corridor or of alternative high order connections, with and without the potential GTA West facility to be studied by MTO. The study should also identify the need for improvement to existing arterial road linkages and also the need for new linkages between Halton Region and the Region of Peel, which would include establishing the need and function of the proposed Bramwest Parkway and the proposed Norval Bypass.

Brampton staff are continuing to dialogue with the Regions of Halton and Peel, Town of Halton Hills respecting the formulation of appropriate Terms of Reference for a Halton-Peel transportation network review study. It is expected that Halton and Peel Regions would jointly administer such a study. City staff will continue their efforts towards the initiation of this study at the earliest in accordance with the direction provided by Council in the context of the settlement of the City's OMB appeal of Halton ROPA 25.

Brampton-Caledon Smart Commute Launch

On November 26, 2003 Transport Canada announced the funding of the GTA Smart Commute Initiative to develop an array of Transportation Demand Management (TDM) strategies. Among other objectives, the GTA-wide Smart Commute Association had a specific objective to coordinate efforts to form local Transportation Management Associations (TMA's) that will generate technical, financial and human resources for creating and implementing TDM programs such as employee ride-matching, emergency ride home, employee commuting assistance etc.

Subsequent to this Federal initiative, Regional Council endorsed the initiative and provided funding of \$ 80, 000 in 2004. Brampton planning staff have since been contributing "staff time in kind" in accordance with the Council direction of June 2005.

The City of Brampton joined Smart Commute Brampton-Caledon sponsored by the Brampton Board of Trade for the year 2006 as a major employer and as a key founder member at an initial membership fee of \$7000 (based on approximately 2300 full and part-time employees and the start-up fee of \$3 per employee as noted in Peel's Smart Commute Strategic Business Plan). It has been agreed that the central staff of Smart Commute Brampton-Caledon will do the necessary research, testing, analysis and outreach to set up an employee commute program for the City based on the needs of its employees. Depending upon the success of the program and substantial progress towards the implementation of the Smart Commute initiative, Council would be requested as part of the 2007 budget process to continue its membership for 2007 and beyond as a formal multi-year commitment to its continued participation.

Brampton-Caledon Smart Commute was successfully launched on June 14, 2006 at Hudson Bay Court, Bramalea City Centre. The event was well attended by public and private sector representatives including the Mayors of Brampton & Caledon, the Regional Chair, representative of the Minister of Transportation, City Councillors and members of the Press.

Highway 410 Extension

An Environmental Assessment Report (EAR) for the extension of Highway 410 was completed in 1989. MTO subsequently updated this EAR to meet current environmental standards and confirmed that the original route was the preferred alternative. The updated EAR was approved by the Minister of Environment on March 5, 1997. (Figure Attached) Following this EAR approval, MTO undertook an exercise to analyze the functional requirements of the project and provide cost-effective refinements and improvements, which resulted in minor changes to the design approved under the Environmental Assessment Act.

During the course of the detail design, the design of the Highway 410/Mayfield Road interchange within Phase II was modified to accommodate a six through lane cross-section on Mayfield Road and as a result an Environmental Study Report (ESR) Addendum was prepared and filed with the Ministry of Environment in May 2003.

MTO constructed Phase I of the project to Sandalwood Parkway in 2004, in conjunction with the construction of the grade separated extension of Sandalwood Parkway over the Highway 410 right-of-way. The Phase I Highway 410 extension project has not been opened because Sandalwood Parkway does not have adequate capacity to serve as a safe terminus point.

MTO recently announced the start of construction of the Phase II section (from Sandalwood Parkway to Mayfield Road) of the Highway 410 extension for a likely opening in late 2007. It is imperative that the southern end of Heart Lake Road that currently connects to Highway 410 just north of Bovaird Drive be realigned and disconnected from Highway 410, concurrent with the opening of Highway 410.

Although, the Environmental Assessment for this Heart Lake Road realignment was completed and approved in June 2004, subsequently one of the major property owners (Kerbel) requested a change to the recommended Heart Lake Road alignment to accommodate a proposed development opportunity. A revised Heart Lake Road alignment has been proposed and subsequent to the completion of current stakeholder consultations, city staff expect to file the necessary EA Study Addendum in the very near future.

CONCLUSION

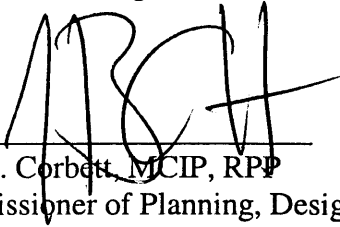
This report provides status updates for a number of major transportation study initiatives including the extension of 427 Transportation Corridor, Highway 50/427 Arterial Network Study, Highway 427 corridor protection mechanism for Brampton's Bram East Sub-area I and Vaughan's Official Plan Amendment for the urban re-designation of Block 64, the GTA West Transportation Corridor study, the Brampton-Caledon Smart Commute Launch, Highway 410

extension and other on-going transportation planning initiatives. City staff is now requesting Council's direction for continued work on various initiatives.

Respectfully submitted:



Adrian Smith, MCIP, RPP
Director, Planning and Land Development Services



John B. Corbett, MCIP, RPP
Commissioner of Planning, Design & Development

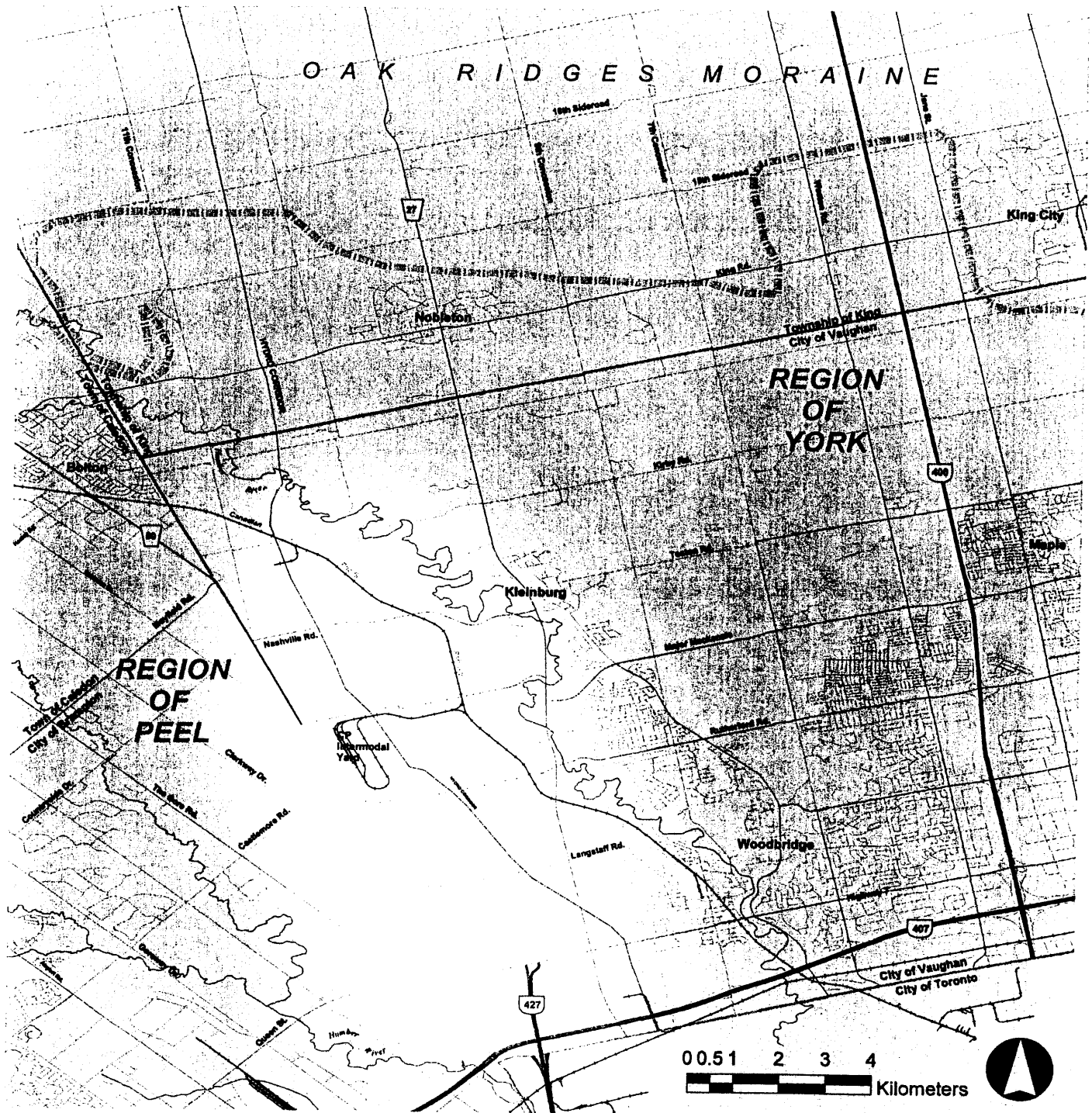
Authored by Kant Chawla, Policy Planner (Transportation)

Attachments:

1. 427 Transportation Corridor Study Area- Key Map
2. Notice of Study commencement- 427 Transportation Corridor EA Study
3. Extract from Vaughan Council Meeting Minutes of June 26, 2006
4. Highway 410 Extension Location Map

64-11

427 Transportation Corridor Study Area Key Map



G4-12

ONTARIO GOVERNMENT NOTICE

NOTICE OF STUDY COMMENCEMENT

427 Transportation Corridor

Environmental Assessment (EA) Study

THE STUDY

The Ontario Ministry of Transportation (MTO) is working to provide for the efficient movement of people and goods within the context of the province's Proposed *Growth Plan for the Greater Golden Horseshoe*. In order to realize the transportation objectives of the Proposed *Growth Plan for the Greater Golden Horseshoe*, MTO is completing an Environmental Assessment Study (EA) for the 427 Transportation Corridor that supports the Proposed Growth Plan.

The EA will address existing and short-term transportation problems related to the present Highway 427 terminals at Regional Road 77 truck traffic to and from the CPR Vaughan Intermodal Facility, and inter-regional traffic on Highways 7, 27 & 50. The primary objective is to address transportation issues in the area south of the Greenbelt and to facilitate planning and development.

THE PROCESS

The EA will be undertaken as an Individual Environmental Assessment under the *Ontario Environmental Assessment Act (OEAA)*. It will be conducted in accordance with the planning process documented in the *427 Transportation Corridor Environmental Assessment Terms of Reference*, which was approved by the Minister of the Environment in November 2005. This document provides a framework to guide the preparation of the subsequent EA.

The EA will consider every phase of the planning process including: The Need for the Undertaking; Alternatives to the Undertaking (fundamentally different ways of addressing the problem); Alternative Methods (route alternatives); Preferred Alternative/Preliminary Design; and Preparation of an Environmental Assessment Report.

PUBLIC INVOLVEMENT

Public input is encouraged throughout the EA. Input will be facilitated through the project website (www.427corridor.com) and a series of Public Information Centres (PICs). The PICs will occur at three locations and will provide an opportunity for members of the public to see results of EA information and ask on-site questions of the Project Team. Notices providing the time and location of each PIC will be posted on the project website, published in local newspapers and sent to persons on the project mailing list.

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 (MOE) for an approval decision. The MOE will undertake a formal public and agency review process for the EA Report and will consider all comments when making a decision whether to approve, conditionally approve or not to approve the undertaking.

COMMENTS

Comments and information regarding this project are being collected to assist the MTO in meeting the requirements of the OEAA. This material will be maintained on file for use during the project and may be included in project documentation. Information collected will be used in accordance with the *Access to Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

If you wish to obtain additional information about the study, be included on the study mailing list or provide input at any point during the study, please contact any of the following Project Team members:

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006Item 71, CW Report No. 37 – Page 2

- require development applications be circulated in a timely manner to the Ministry of Transportation and the City of Brampton for comment until such time as the Environmental Assessment (E.A.) process is complete or the E.A. determines that lands subject to development applications within Block 64 will not be required for the Highway 427 North Extension corridor and/or associated interchanges and accesses;
-  - require the use of a "Holding" provision for the zoning of any lands within Block 64 for development applications that the City of Vaughan supports, whereby the Ministry of Transportation and the City of Brampton have determined the need to protect the future highway corridor and/or associated interchanges and accesses;
- stipulate that the removal of such "Holding" provisions will not occur until such time as the E.A. for the Highway 427 extension is complete or has determined that lands subject to the "Holding" provision are not required for the highway and/or associated interchanges and accesses;
- stipulate that where there is no request from the Ministry of Transportation and the City of Brampton to protect a given parcel of land within Block 64 for a future highway extension and any associated interchange, a "Holding" provision on the zoning of lands within Block 64 will not be required for such purpose;
- stipulate that the City of Vaughan shall consult with the Ministry of Transportation and may consult the City of Brampton, regarding the status and/or findings of the E.A. for the Highway 427 Extension."

Economic Impact

The development of the subject lands at the build out stage will generate a significant tax base for the City and provide employment opportunities. The fees associated with building permits and development charges for the lands will be significant.

Purpose

An application to amend the Official Plan has been submitted by one of the Owners (Boca East Investments Ltd.) within the subject lands (Block 64) to permit employment uses. The Owner proposes to redesignate the subject lands (currently designated "Rural Use Area" and "Employment Secondary Plan Study Area" under OPA No. 600) to "Prestige Area", "Employment Area General" and "Valley Lands" under OPA No. 450 – Employment Area Growth and Management Plan.

Background – Analysis and Options**Background/Application Process**

The Applicant (Boca Investments Limited) submitted an application to amend the Official Plan for the entire Block 64 on July 30, 2004, which was circulated by Staff to relevant departments and agencies for review and comment. Subsequent submissions of supporting studies were also circulated.

G4-14

Hwy 410 Extension Location Map

