

## **COMMITTEE OF THE WHOLE - JUNE 17, 2002**

### **CLASS ENVIRONMENTAL ASSESSMENT HUNTINGTON ROAD CLOSURE AND IMPLEMENTATION OF A TEMPORARY ALTERNATIVE ROAD LINK BETWEEN MAJOR MACKENZIE DRIVE AND MCGILLIVRAY ROAD CANADIAN PACIFIC RAILWAY – VAUGHAN INTERMODAL TERMINAL**

#### **Recommendation**

The Commissioner of Engineering and Public Works, in consultation with the Directors of Purchasing and Reserves and Investments, recommends:

1. That a Schedule "B" Class Environmental Assessment study be undertaken for the closure of Huntington Road between Major Mackenzie Drive and McGillivray Road and the implementation of a alternative temporary road link east of Huntington Road to facilitate Canadian Pacific Railway's plans to expand its operation at the Vaughan Intermodal Terminal;
2. That the Mayor and Clerk be authorized to execute the necessary agreements, financial or otherwise, with Canadian Pacific Railway and McCormick Rankin Corporation with respect to the undertaking of the Class Environmental Assessment for the Huntington Road closure and the implementation of any recommended alternative; and
3. Notwithstanding the City's Purchasing Policy and Procedures, that the City retain the consulting engineering firm of McCormick Rankin Corporation to undertake the necessary Class Environmental Assessment for the Huntington Road closure and new road link subject to Canadian Pacific Railway paying all related costs.

#### **Purpose**

To seek Council's approval to undertake a Schedule "B" Class Environmental Assessment with respect to the closure of Huntington Road between Major Mackenzie Drive and McGillivray Road, and the construction of a new temporary alternative road link east of Huntington Road. This undertaking is proposed to facilitate the planned expansion of the Canadian Pacific Railway – Vaughan Intermodal Terminal.

#### **Background - Analysis and Options**

The Canadian Pacific Railway (CPR) operates the Vaughan Intermodal Terminal that is bounded by Regional Road 50, Huntington Road, Rutherford Road and Major Mackenzie Drive as shown on Attachment 1. The Vaughan Intermodal Terminal has only a single spur line that connects the Terminal to the main railway line. This spur line is located at the north end of the Intermodal site and crosses Huntington Road at-grade just south of Major Mackenzie Drive.

To meet the growing demand for Intermodal transportation, CPR has developed plans to expand operations at the Vaughan Intermodal Terminal including increasing the number and length of trains. To accommodate these operational changes, it is anticipated that shunting activities at the existing Huntington Road at-grade crossing will increase resulting in longer and more frequent periods of time when the Huntington Road will be closed to motorists including emergency vehicles responding to incidents in the area. Currently, approximately 350 vehicles per day cross the railway tracks at Huntington Road, the majority of which are not generated by local residents. In recognition of the Canadian Transportation Commission restrictions related to the permitted duration a railway crossing may be blocked, CPR has identified the need to review alternatives that accommodate the future operational requirements of the Vaughan Intermodal Terminal while minimizing road-based vehicle delays on Huntington Road. To this end, CPR retained the

consulting engineering firm of McCormick Rankin Corporation to undertake a preliminary screening and evaluation of the alternatives including the construction of a grade separation. Based on this review, McCormick Rankin Corporation recommended the closure of Huntington Road between Major Mackenzie Drive and McGillivray Road, and a new temporary alternative road link be constructed approximately 600 metres east of Huntington Road. This recommended alternative would address the operational requirements of the Vaughan Intermodal Terminal and minimize the potential delays to motorists. The proposed closure of Huntington Road and new link is intended to serve as a short-term solution to the needs of the Vaughan Intermodal Terminal. It is anticipated that an ultimate solution to this situation will be established through the planning of the road network within the adjacent employment lands designated under Official Plan Amendment No. 19 together with the determination of the ultimate alignment for the extension of Highway 427.

Given the scope of this road project, a Schedule "B" Class Environmental Assessment (EA) planning process, as set out in the 2000 Municipal Class Environmental Assessment document, will need to be followed to acquire the necessary approvals. The Class EA process requires the examination of the many potential alternative solutions including the "Do Nothing" and grade separation options. In a letter dated February 27, 2002, CPR has committed to pay all costs related to the Class EA study and the implementation of any recommended alternatives subject to an agreement. Given the involvement McCormick Rankin Corporation has had with this project to-date, Staff recommends that they be retained by the City to carry out this Class EA study notwithstanding the City's Purchasing Policy and Procedures.

### **Conclusion**

It is recommended that McCormick Rankin Corporation be retained to undertake a Schedule "B" Class Environmental Assessment for the closure of Huntington Road between Major Mackenzie Drive and McGillivray Road, and the construction of a new temporary alternative road link east of Huntington Road. Canadian Pacific Railway shall be responsible for all costs associated with this undertaking.

### **Attachments**

1. Location Map

### **Report prepared by**

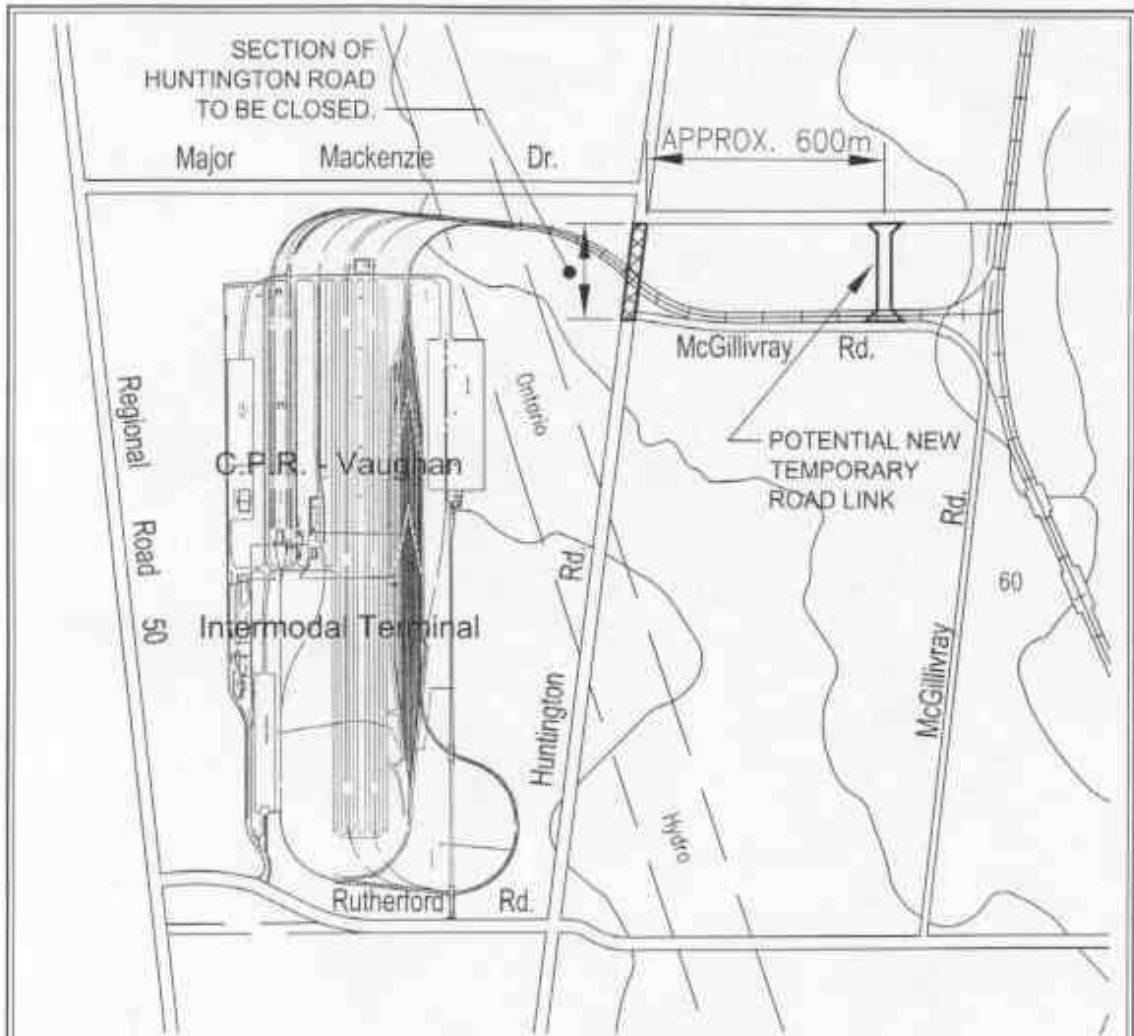
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Respectfully submitted,

Bill Robinson, P. Eng.  
Commissioner of Engineering and Public Works

AP/mp

# ATTACHMENT No. 1



## CLASS ENVIRONMENTAL ASSESMENT FOR HUNTINGTON ROAD CLOSURE MAJOR MACKENZIE DRIVE TO MCGILLIVRAY ROAD AND NEW TEMPORARY ROAD LINK

### LEGEND



SUBJECT ROAD SECTION



NOT TO SCALE

CITY OF VAUGHAN - ENGINEERING DEPARTMENT

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