

COMMITTEE OF THE WHOLE - MAY 5, 2008

PUBLIC HIGHWAY STOP-UP AND CLOSE HUNTINGTON ROAD TEMPORARY CLOSURE AND ALTERNATIVE ROAD LINK BETWEEN MCGILLIVRAY ROAD AND MAJOR MACKENZIE DRIVE

Recommendations

The Commissioner of Engineering and Public Works, in consultation with the Director of Legal Services, recommends:

1. That Council direct the City Clerk to continue with the temporary stop-up and closure of Huntington Road between McGillivray and Major Mackenzie Drive, in accordance with the requirements of the Municipal Act; and
2. That the stop-up and closure be re-advertised in accordance with current City advertising policies applicable to this undertaking.

Economic Impact

There are no immediate budgetary impacts resulting from the adoption of this report. All costs associated with the temporary road closure and the construction of an alternate link will be funded by Canadian Pacific Railway (CPR). The proposed length of roadway required to create the alternate link will be temporarily assumed by the City. The length of this roadway will be equivalent to the portion of roadway to be closed.

Communications Plan

The temporary stop-up and closure of Huntington Road between McGillivray and Major Mackenzie Drive will be re-advertised in accordance with current City advertising policies applicable to this undertaking.

Purpose

Based on recommendations contained in Item 8, Report No. 46 of the Committee of the Whole, on September 12, 2005 Council directed the City Clerk to commence Municipal Act procedures to stop-up and close Huntington Road between McGillivray and Major Mackenzie Drive.

A public notice in accordance with the requirements of the Municipal Act was advertised for two consecutive weeks in the City Page of the Vaughan Citizen and the Liberal in late 2005. As a result, all requirements related to public notice pursuant to the Municipal Act have been fulfilled.

On October 31, 2005 Council deferred the enactment of the required By-law to temporarily stop-up and close Huntington Road for further consultation with Canadian Pacific Railway. Staff have been recently advised by CPR representatives that consultation with Council has now been completed.

Accordingly, the purpose of this report is to seek Council approval to now continue with the temporary stop-up and closure in accordance with the requirements of the Municipal Act and to re-advertise the proposed undertaking.

Background - Analysis and Options

The Canadian Pacific Railway operates the existing Vaughan Intermodal Terminal that is bounded by Highway 50, Huntington Road, Rutherford Road and Major Mackenzie Drive as

identified on Attachment No. 1. The terminal currently has only a single spur line that connects it to the main railway line. This spur line is located at the north end of the 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 its operations at the Vaughan Terminal including increasing the number and length of trains operating within the terminal. To accommodate these operational changes, it is anticipated that shunting activities at the existing Huntington Road crossing will increase resulting in longer and more frequent periods of time when Huntington Road is blocked to motorists and emergency vehicles responding to incidents in the area.

As a result, a Class Municipal Environmental Assessment (Class EA) Study was undertaken by the City in conjunction with CPR to examine and evaluate alternative solutions, including the “Do Nothing” and grade separation options. The Class EA was commenced in October 2003 and completed in May 2004.

The recommended alternative resulting from the Class EA Study was to temporarily close a portion of Huntington Road and to construct an alternate north-south link approximately 660 metres east of Huntington Road, between McGillivray Road and Major Mackenzie Drive, as identified on Attachment No. 1.

As part of the Class EA Study, a Public Information Centre was held in February of 2004. Those in attendance acknowledged the periodic delays for vehicles traveling on Huntington Road caused by trains temporarily blocking the existing at-grade railway crossing. Most of the local residents spoke of the frequency and duration of delays, and the lack of a reasonable alternate route. There was overall acceptance of the need for a solution which would improve traffic operations while maintaining efficiency in train movement at the CPR Intermodal Terminal.

The alternative link connecting McGillivray Road and Major Mackenzie Drive will temporarily address the operational requirements of the Vaughan Intermodal Terminal and minimize the potential delays to motorists. It is anticipated that the new link will be a temporary arrangement for approximately 5 to 8 years. The ultimate solution will be established through the planning of the road network within the adjacent employment lands as designated by Regional Official Plan Amendment No. 19, together with the completion of MTO's Highway 427 EA and York Region's Western Vaughan Transportation Improvements EA. These studies will identify the required realignment of the local and arterial road system in the area including Major Mackenzie Drive.

The recommended alternative was reviewed and accepted by Vaughan Fire & Rescue Services, York Regional Police and EMS services during the EA process. Canadian Pacific Railway has committed to pay all costs relating to the construction of the new road link, and its subsequent transfer of ownership to the City. The approximate detour time is 5 to 6 minutes longer than the current straight through route. The new road will be built to City standards on CPR lands. Once the construction is completed, the ownership of the road will be transferred to the City during the temporary arrangement of 5 to 8 years, and when it is no longer required, the lands will be re-conveyed back to CPR. Canadian Pacific Railway will enter into a development agreement with the City with respect to the construction of the road, the conveyance of lands to the City and re-conveyance of the lands back to CPR, preparation of plans, and the responsibilities and limitations to the City. Once the new road is constructed, Huntington Road will then be closed between McGillivray Road and Major Mackenzie Drive.

Relationship to Vaughan Vision 2020

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

- The pursuit of excellence in service delivery;
- Ensuring and enhancing community safety;

- Planning and managing growth and economic vitality; and
- The demonstration of leadership and promotion of effective governance.

This report is therefore consistent with the priorities previously set by Council.

Regional Implications

The detailed design and construction of the temporary alternative road link will require Regional input and approval due to its proposed intersection with Major Mackenzie Drive. The Region of York was informed and involved as a key stakeholder in determining the preferred alternative throughout the Class EA Study process.

Conclusion

Representatives from CPR have recently met with City Staff to express their interest in proceeding with detailed design and construction of the temporary road link immediately. Accordingly, should Council concur, and in order to facilitate this initiative, it is recommended that the above noted resolutions be adopted.

Attachments

1. Location Plan

Report prepared by:

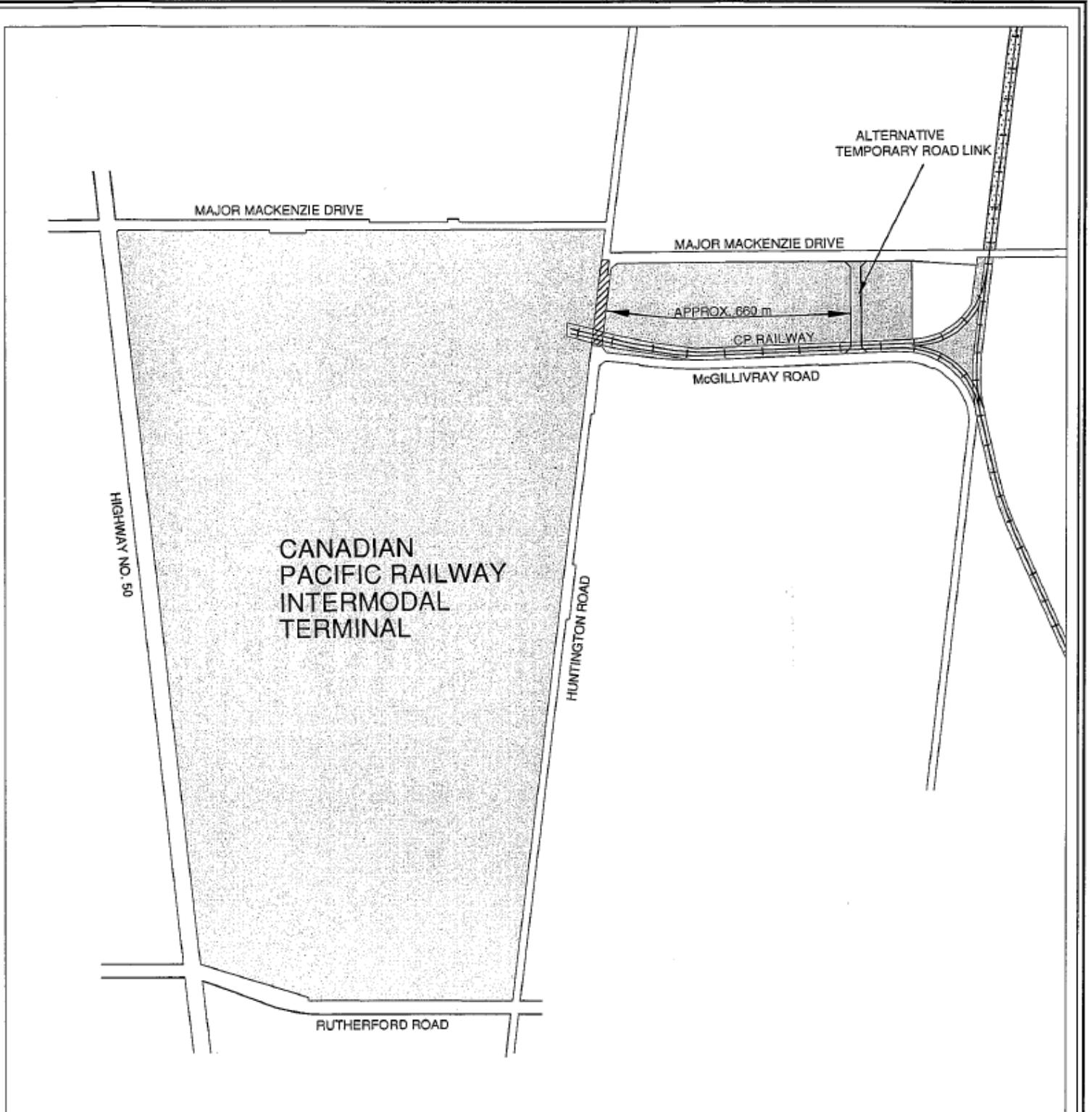
Michael Frieri, Development Supervisor, Engineering Planning & Studies, Ext. 8729

Respectfully submitted,

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

Andrew Pearce, C.E.T.
Director of Development/
Transportation Engineering

ATTACHMENT NO. 1



LOCATION PLAN

LEGEND



PORTION OF HUNTINGTON ROAD TO BE TEMPORARILY CLOSED

LANDS OWNED BY CANADIAN PACIFIC RAILWAY



N.T.S.