

COMMITTEE OF THE WHOLE – MARCH 23, 2010

HIGHWAY 427 TRANSPORTATION CORRIDOR ENVIRONMENTAL ASSESSMENT MINISTRY OF TRANSPORTATION WARDS 1 AND 2

Recommendations

The Commissioner of Engineering and Public Works and the Commissioner of Planning recommend:

1. That Council endorse the Highway 427 Transportation Corridor Environmental Assessment Study;
2. That City Staff work with the Region of York and the Block 61 Landowners Group to make the necessary application to the Ministry of Transportation for the approval of the realignment of Huntington Road opposite the terminus of the future Highway 427 north bound off-ramp at Major Mackenzie Drive;
3. That Council pass the following resolution with respect to the timing for the construction of the Highway 427 Corridor Extension:

WHEREAS the extension of Highway 427 to Major Mackenzie Drive will address the current and short-term transportation constraints in the Vaughan Enterprise Zone;

AND WHEREAS development in the Vaughan Enterprise Zone is expected to accelerate with the approval of the Highway 427 Transportation Corridor Environmental Assessment Study and open up the GTA Region's largest contiguous supply of employment lands;

AND WHEREAS the Vaughan Enterprise Zone will provide jobs for approximately 60,000 people;

NOW THEREFORE the City of Vaughan hereby requests that the Province of Ontario through the Ministry of Transportation expedite the design and construction of the Highway 427 Extension to Major Mackenzie Drive and include this highway project in its next capital program.

4. That a copy of this report be forwarded to the Ministry of the Environment, the Ministry of Transportation and the Region of York.

Contribution to Sustainability

The proposed Highway 427 Transportation Corridor Extension contributes to sustainability by addressing the existing and short-term inter-regional transportation constraints related to the current Hwy 427 terminus, and by enhancing goods movement to and from the CPR Vaughan Intermodal facility. In addition, the extension of Hwy 427 will facilitate the planned growth in the City, in particular the Vaughan Enterprise Zone.

Economic Impact

There are no immediate economic impacts resulting from the adoption of this report.

Communications Plan

The Ministry of Transportation (MTO) and the Ministry of the Environment (MOE) will be notified of any resolutions which are passed by Council relating to this report before the end of the public review period associated with the submission of the final Hwy 427 Transportation Corridor Environmental Assessment Report.

Purpose

The purpose of this report is to provide Council with an overview of MTO's response to the comments that the City provided on the draft Hwy 427 Transportation Corridor Environmental Assessment Study.

Background - Analysis and Options

On October 8, 2009, the MTO issued the draft Hwy 427 Transportation Corridor Environmental Assessment Study (Hwy 427 EA Study) for a pre-submission review by the agencies and the public prior to the formal submission of the final EA Report to the Minister of the Environment. The purpose of the Hwy 427 EA Study is to:

- Address existing and short-term transportation problems related to the then current Hwy 427 terminus, truck traffic accessibility to and from the CPR Vaughan Intermodal Facility, and the traffic impact on inter-regional traffic in the Peel-York boundary area;
- Identify and protect required property for any proposed transportation corridor and allow planned development to occur outside of the transportation corridor;
- Ensure that alternatives / preferred solutions will not preclude or predetermine planning for other transportation corridors.

At its meeting on November 24, 2009, Council resolved as follows:

1. *That the Ministry of Transportation be requested to address the comments on the 427 Transportation Corridor, Draft Environmental Assessment (EA) Report that are outlined in this report before finalizing the EA Report;*
2. *That Staff report back to Council on the recommendations of the final 427 Transportation Corridor EA Report; and*
3. *That a copy of this report be forwarded to the Ministry of Transportation and the Region of York.*

On October 27, 2009 and November 6, 2009 meetings were held between City, York Region and MTO staff to discuss the comments on the draft Hwy 427 EA Study. Subsequent to those meetings, MTO provided a supplementary technical assessment of the Highway 427 crossing at Zenway Boulevard on January 5, 2010. This information was reviewed by City and Regional staff and found to be acceptable. On January 18, 2010, the City received a letter from the Hwy 427 Project Team with an accompanying table which outlines how each of the City's comments had been addressed in the final Hwy 427 EA Report. A copy of this summary table is included as Attachment No. 1 to this report. Based on this information, Staff is satisfied that the City's comments on the draft Hwy 427 EA Study have been adequately addressed in the final EA document with the exception of the issue pertaining to the realignment of Huntington Road north of Major Mackenzie Drive and the second road access to planned development in Block 61 (OPA 699). On January 29, 2010, the MTO submitted the final Hwy 427 EA Study to the Ministry of the Environment for the formal review period, which ends on March 19, 2010. During this review period the public and review agencies can provide comments to the MOE on the Hwy 427 EA Study.

The proposed Block 61 Nashville Heights community is located south-west of the community of Nashville and bounded by Major Mackenzie Drive to the south, the CP Railway Line to the east and Huntington Road to the west as shown on Attachment No. 2. The Nashville Heights community is expected to house about 8,000 people and include community services such as schools, parks, open space areas and neighbourhood scaled commercial facilities. On June 15, 2009, OPA 699 for Nashville Heights was adopted by Vaughan Council, and forwarded to the Region of York, the approval authority. The Regional Planning and Economic Development Committee meeting on November 4, 2009 recommended approval of OPA 699 (Nashville Heights). Regional Council approved the Official Plan on November 19, 2009. OPA 699 is currently under appeal to the Ontario Municipal Board by a local resident citing primarily density, traffic and servicing issues stemming from the Nashville Heights development.

The proposed road network for the planned Nashville Heights community provides for Huntington Road to be realigned in an easterly direction to intersect with Major Mackenzie Drive opposite the future Hwy 427 north bound off-ramp terminus. A second collector road access to Major Mackenzie Drive is proposed approximately 300 metres west of the existing CP tracks as shown on Attachment No. 2.

The Hwy 427 Transportation Corridor Environmental Assessment Study is proposing that a realigned Huntington Road be located 650 m east of the existing Huntington Road in order to connect to a future north-south road traversing McGillvray Road and connecting to Major Mackenzie Drive as shown on Attachment No. 3. This conclusion limits the ability to provide access to Block 61 from Major Mackenzie Drive to a single point because of the required separation distances between highway interchanges and signalized intersections, and design standards associated with the proposed grade separation of the CP Rail Line. The text on the Recommended Plan (Exhibit 6-3, Plate 4) in the Hwy 427 EA Study indicates that the exact alignment of Huntington Road within private property (Block 61) is to be determined by the City of Vaughan. The Hwy 427 Transportation Corridor Environmental Assessment denotes that a Huntington Road intersection at Major Mackenzie Drive located at the Highway 427 northbound ramp does not conform to Ministry policy, however, it would be considered under specific circumstances.

The proposed realignment of Huntington Road under the Hwy 427 EA Study would require modifications to the location of land uses and the road network in OPA 699. In short, the proposed reconfiguration of the Huntington Road extension further east to intersect with Major Mackenzie Drive will impact on the proposed road pattern and traffic distribution in Block 61. It is important to note that there are provisions in OPA 699 that provide for modifications to road network, among other matters, within the area defined as the "Major Mackenzie Drive Alignment Special Study Area" as shown on Attachment No.2 without the need for a formal amendment to the Plan.

Consultation with MTO

On March 1, 2010, City and Regional staff met with MTO to discuss the recommendations of the Hwy 427 EA Study with respect to the realignment of Huntington Road with Major Mackenzie Drive and access to the planned Nashville Heights community in Block 61.

As an outcome of this meeting, MTO has reaffirmed that an intersection opposite a highway ramp does not conform to Ministry policy so it can't be recommended in the Hwy 427 EA Study; however, it would be considered under specific circumstances. Notwithstanding this, MTO acknowledges that both the City and Region are concerned with the potential lack of a second access to Block 61 (OPA 699 Nashville Heights community) north of Major Mackenzie Drive. Accordingly, MTO has confirmed that their Corridor Management Office would be prepared to review a specific request from the City for an additional access opposite the future Hwy 427 north bound off-ramp at Major Mackenzie Drive, pending traffic impact study review. In addition, MTO

will ensure flexibility in the design of the Major Mackenzie Drive interchange to not physically preclude an additional access opposite the off-ramp. The MTO has also confirmed that the Hwy 427 EA Study would not need to be amended if MTO approved the construction of this ramp terminus intersection in the future; however, if MTO determines the changes are significant, consultation will occur with potentially affected stakeholders and the changes will be documented in a Transportation Environmental Study Report (TESR). The TESR would not require approval from MOE but would be filed on the public record in accordance with MTO's Class Environmental Assessment. Accordingly, based on the foregoing, staff is recommending that the City endorse the Hwy 427 EA Study in order to permit the Highway 427 project to proceed. Further, that staff work with the Region of York and the Block 61 Landowners Group to make the necessary application to the MTO Corridor Management Office for the approval of a second intersection with Major Mackenzie Drive opposite the future Hwy 427 north bound off-ramp terminus.

Relationship to Vaughan Vision 2020/Strategic Plan

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

- Enhancing and ensuring community safety, health and wellness;
- The pursuit of excellence in service delivery;
- Leadership and promotion of environmental sustainability;
- Planning and managing growth and economic vitality; and,
- Promoting effective governance.

Specific Strategic Plan Initiatives applicable to the recommendations made in this report include Vaughan's corporate priorities to continue to support the Highway 427 extension. This report is therefore consistent with the priorities previously set by Council.

Regional Implications

It is anticipated that Regional staff will be reporting to their Council on the final Hwy 427 EA Study in April 2010.

Conclusion

On January 28, 2010, the Ministry of Transportation issued the final 427 Transportation Corridor Environmental Assessment Study for review by agencies and the public, ending on March 19, 2010. Vaughan staff is satisfied that MTO has satisfactorily addressed the City's comments on the pre-submission that were outlined in the Item No. 11 of the Committee of Whole Report No. 50. Accordingly, Staff is recommending that the City endorse the Hwy 427 Transportation Corridor Environmental Assessment Study. As a next step, Staff will work with the Region of York and the Block 61 Landowners Group to make the necessary application to the MTO Corridor Management Office for the approval of a second intersection with Major Mackenzie Drive opposite the future Hwy 427 north bound off-ramp terminus.

In addition, since the Highway 427 Extension is the key solution to the existing and short-term transportation problems in the western Vaughan area, Staff is recommending that Council pass a resolution requesting the Province to expedite the design and construction of the highway project. Should Council concur, the recommendations of this report could be adopted.

Attachments

1. Attachment No.1 – 427 Transportation Corridor Draft EA Report – Municipal Comment-Response Tracking Table
2. Attachment No.2 – Block 61 Plan (OPA 699)
3. Attachment No.3 – Exhibit 6-3 (Plate 4) - Hwy 427 Transportation Corridor Environmental Assessment Study

Report prepared by:

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Respectfully submitted,

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

John Zipay,
Commissioner of Planning

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

ATTACHMENT No. 1

Commenter	427 Transportation Corridor Draft EA Report - Municipal Comment-Response-Tracking Table	Response	Change to Report
City of Vaughan	<p>Excerpts from Staff Report (November 10, 2009):</p> <p>Staff Comments on the Recommended Alternative</p> <p>Staff has conducted a review of the 427 Transportation Corridor Draft EA Report and has identified the following comments which should be addressed before the EA Report is finalized.</p> <ol style="list-style-type: none"> The 427 EA recommends that Highway 427 be constructed to cross under Zenway Boulevard based on safety, traffic staging and cost implications. The Draft EA Report does not provide sufficient details to support this recommendation. Respective details supporting this crossing configuration should be provided in a separate section of the final 427 EA Report. Additional information is required on the traffic implication in the area resulting from the reconstruction of Zenway Boulevard. How will this impact access to the employment lands and the existing Highway 427 Arterial Road and Zenway Boulevard? The relevant pedestrian and cycling facilities that are identified in both the City of Vaughan and Region of York Pedestrian and Bicycle Master Plans should be referenced in the EA Report and reflected on the appropriate highway plan and cross-section drawings. Sidewalks and illumination will be required on all of the proposed highway crossings including Zenway Boulevard, Langstaff Road, Rutherford Road, McGillivray Road and Major Mackenzie Drive. The West Vaughan Enterprise Zone (Regional Official Plan Amendment 19 - ROPA 19) as approved by the OMB on October 22, 2001 added 2,500 net developable acres to the urban area of the City of Vaughan for the purposes of meeting the employment needs of the City of Vaughan and Region of York to the year 2026. Highway 50, Langstaff Road, Highway 27, a portion of the southern boundary of Kleinburg Community Plan, Major Mackenzie Drive, Ontario Hydro Corridor and Nashville Road bound the subject 	<p>Response sent January 18, 2010.</p> <p>The 427 Project Team met with City of Vaughan and York Region on October 27 and November 6, 2009 to address these comments. The following is a summary of the discussion and/or how the issues will be addressed.</p> <ul style="list-style-type: none"> A Technical Memo documenting a detailed comparison of the two profile options was provided on January 12, 2009 to the municipalities. The Technical Memo will be appended to the EA Report. 	<p>The Technical Memo will be appended to the EA Report.</p> <p>Cross-sections will be updated to include sidewalks on all crossing roads. Further to the City of Vaughan email dated December 16/09, all crossing roads should accommodate 1.5 m sidewalks include more detail on cost sharing in report.</p>
		<ul style="list-style-type: none"> As noted in Section 6.2.11 of the Draft EA Report, bike lanes are included on all crossing roads, which was identified in York Region's Pedestrian and Cycling Master Plan (April 2008). However, as part of the proposed regional pedestrian network, the Master Plan does not propose sidewalks on these crossing roads. The proposed cross-sections shown on Exhibit B-5 of the Draft EA Report were provided to York Region via email on December 12/09, January 19/09 and March 23/09 for review. Further to our meeting of November 6/09, the cross-sections of the structures will be revised so to include 1.5 m- or 2.0 m- sidewalks on both sides as requested by the municipalities. 	<p>Remove from Plate 2 and Section 7.2.1 the reference regarding the combined access. Add to EA Report that "Temporary access to properties will continue for existing land use. Access for future development will be dealt with through municipal planning process in consultation with MTO Corridor Management Office".</p>

Note: Chapters 3 and 4 have been switched since the draft report. Section references under 'Change to Report' refer to the final EA Report.

427 Transportation Corridor Draft EA Report Municipal Comment Response Tracking Table

Commenter	Comment	Response	Change to Report
	<p>area. Prior to development, a secondary plan(s) detailing land use designations and policies, transportation, servicing and environmental provisions shall be adopted by the City and approved by the Region. The City of Vaughan is currently undertaking a City-Wide Official Plan review including a secondary plan for the ROPA. 19 lands which will likely contain policies with respect to environmental sustainability and the City's "Green Directions" plan that need to be addressed in the design of the Highway.</p> <p>Due to the Langstaff Road interchange location and its proximity to Highway 27 only one north-south roadway connection will be feasible to Langstaff Road to serve the future employment lands north of Langstaff Road and south of Rutherford Road. The only feasible location for this future roadway east of the future Highway 427 extension is opposite the proposed Innovation Drive.</p> <p>Section 7.2.1 of the 427 EA Report provides details with respect to the three properties located on the north side of Langstaff Road directly east of the future West-North ramp that will require a combined access to minimize potential safety concerns associated with accesses in proximity to the West-North ramp. A combined access is proposed to be located opposite the proposed Innovation Drive as shown on Attachment No. 2 (Exhibit 5-3, Plate 2). An access at this location may hinder the construction of the northerly extension of Innovation Drive in the future. Accordingly, the final 427 EA Report should identify an alternative access arrangement to the three properties on the north side of Langstaff Road in the vicinity of the interchange.</p> <p>4. The preferred 427 alignment and the associated interchanges at Rutherford Road and Major Mackenzie Drive impact the existing Huntington Road and McGillivray Road, and present certain challenges to maintaining good access to the surrounding lands. In particular, the proposed Highway 427/Major Mackenzie Drive interchange will be located at the current Major Mackenzie/Huntington Rd. intersection. As a result, Huntington Road is proposed to be terminated south of Major Mackenzie Drive and realigned north of Major Mackenzie Drive. Accordingly, the location for the realigned and/or replacement access for Huntington Road to Major</p>	<p>The realignment of Huntington Road and connection to Major Mackenzie Drive will be addressed in consultation with the City of Vaughan, York Region and affected landowners. The realignment will be included as part of the 427 Transportation Corridor EA.</p> <p>With respect to additional access issue for the proposed development, MTO is currently reviewing the proposal submitted in September 2009 (see page 3). This will be addressed based on MTO's Corridor Management guidelines and practices.</p>	<p>Realignment of Huntington Road will be included as part of the 427 Transportation Corridor EA.</p>

Commenter	Comment	Response	Change to Report
	<p>Mackenzie Drive should be determined as part of 427 EA.</p> <p>The City, Region of York and the landowners expressed concerns with the provision of only one access to the Nashville West Community Plan (OPA 669) lands north of Major Mackenzie Drive. As noted in Draft 427 EA Report, MTO is currently reviewing a report prepared by the developers of the Nashville West Community that includes, in addition to the CP Rail line, a proposal for a second access that is directly opposite the proposed Highway 427 NB off-ramp. Based on this traffic study, it appears feasible that Huntington Road north of Major Mackenzie Drive could be realigned to intersect the Highway 427 S-E ramp. A second access location between Highway 427 and the CPR MacTier Subdivision rail line to serve lands both north and south of Major Mackenzie Drive. The future road extending south of Major Mackenzie Drive would maintain the access to the lands south of Major Mackenzie Drive that will be lost by the closure of Huntington Road. It is important to note that both these access points are identified in the City's approved OPA 669 for the Nashville West Community.</p> <p>Accordingly, the City requires that the Huntington Road realignment and access arrangements to the approved Nashville West Community Plan (OPA 669) be addressed in consultation with the City of Vaughan, Region of York and the landowner prior to the finalization of the 427 EA Study.</p>		
5.	<p>As recommended in the 427 EA, Huntington Road south of Major Mackenzie Drive will be realigned to connect to McGillivray Road. In addition, an interim access is proposed to connect McGillivray Road to Major Mackenzie as identified on Attachment No. 4 (Exhibit 6.3, Plate 4). It is important to note that in 2004, the City completed a Class Environmental Assessment that assessed the opportunities to improve operations for both vehicles and train traffic at the Huntington Road crossing. Increased demand for intermodal transportation results in a greater volume of trains accessing the terminal, periodically blocking Huntington Road at the rail crossing. The City's EA recommended the establishment of a temporary road link between McGillivray Road and Major Mackenzie</p>	<p>The connection of Huntington Road south and Major Mackenzie Drive will be included as shown on the plan. Please note that the word 'interim' will be removed from the plan. It is understood that the City of Vaughan will determine a long term solution as part of an EA study when traffic warrants in the future.</p>	<p>The word 'interim' will be removed from the plan (Exhibit 6-3 – Plate 4). Document that the City of Vaughan will determine a long term solution as part of a future EA study.</p>

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Commenter	Comment	Response
	<p>Drive at a location approximately 700m east of the existing Huntington Road alignment. This new road link was proposed to be in place for approximately 5-8 years until the Highway 427 extension was selected and a longer term transportation solution for this area could be considered.</p> <p>The City in their consultation with the MTO and correspondence of June 2, 2009, requested that as part of the 427 EA Study, MTO investigate the feasibility of making a permanent connection from McGillivray Road to Major Mackenzie Drive. Options evaluated in the City's Huntington Road Class EA could be utilized in determining the appropriate location of this road link which provides adequate spacing between the future interchange and CP Rail line. In addition, this new roadway should be coordinated with the future access to the Nashville Community Plan on the north side of Major Mackenzie Drive. A connection to Major Mackenzie Drive is necessary to accommodate the proposed employment area south of Major Mackenzie Drive, north of Rutherford Road, east of the future Highway 427 and west of the CP Rail line. The extension of Highway 427 and the existing CP Rail line prohibit any additional east-west access opportunities to these lands in addition to the proposed McGillivray Road crossing under the future Highway 427 extension.</p> <p>Therefore, it is paramount that the final 427 EA study identify the intersection location of a future permanent roadway on the south side of Major Mackenzie Drive to serve the West Vaughan Enterprise Zone lands and north of Major Mackenzie Drive to serve the Nashville West Community.</p>	
6.	<p>The preferred alignment of 427 also necessitates the realignment of McGillivray Road in the vicinity of Rutherford Road as shown on Attachment No. 3 (Exhibit 6-3, Plate 3). The location for the realigned intersection of McGillivray Road and Rutherford Road should be situated at a location between the existing stream corridor and the CPR MacTier rail line so the intersection will service the lands both north and south of Rutherford Road. Accordingly, the final 427 EA should establish the new alignment of McGillivray Road and intersection location with Rutherford Road.</p>	<p>The Rutherford Road profile was reviewed with respect to the location of MTO's proposed realigned McGillivray Road. Based on sight distance, it is feasible to locate the intersection of the realigned McGillivray Road between Robinson Creek and the proposed Rutherford/CPR rail grade-separation. In addition, if needed to avoid the Robinson Creek structure and/or match future City's proposed road on the south side of Rutherford, there is flexibility to locate the proposed intersection of McGillivray Road further east towards the proposed Rutherford/CPR rail grade-separation.</p>
		Change to Report

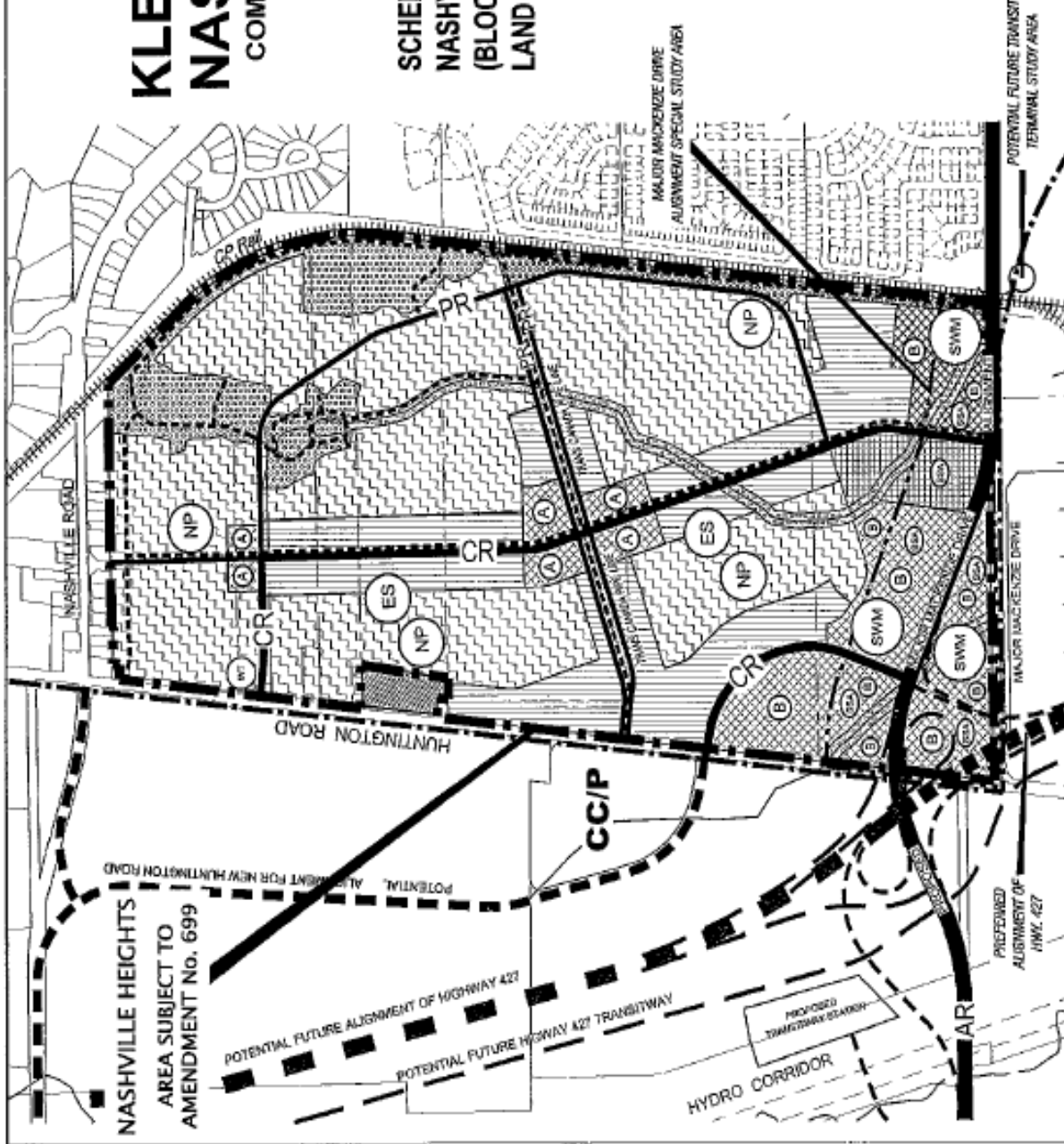
427 Transportation Corridor Draft EA Report - Municipal Comment-Response Tracking Table		
Commenter	Comment	Response
	<p>7. Additional clarification should be provided on the McGillivray Road cross-section under the proposed Highway 427 Overpass structure at CPR/McGillivray Road as shown on Attachment No.4 (Exhibit 6-3, Plate 4). The City does not currently have any plans to widen McGillivray Road; however, as indicated in our previous comments, lands south of Major Mackenzie Drive have been designated for the future employment use. The City will be preparing a secondary plan for these lands as part of the City-Wide Official Plan process and it is anticipated that McGillivray Road will need to be widened some time in the future in order to accommodate development of the future employment lands. The proposed Highway 427 Overpass structure at CPR/McGillivray Road should accommodate the future expansion of McGillivray Road to provide for four lanes of traffic, and 1.5 meter sidewalk on both sides of the road.</p> <p><u>General Comments</u></p> <p>1. On page 1-1 of the draft 427 EA Report, a number of studies closely related to the 427 Transportation Corridor Study have been identified. A reference to the City's Growth Management Strategy currently underway should be added to the list of studies. This process includes a City-Wide Official Plan review to conform to the Places to Grow Act and Regional growth targets to the horizon year of 2031. The City's Transportation Master Plan (TMP) is also well underway and will identify the infrastructure needed to efficiently accommodate the population and employment growth that will result from the implementation of the Growth Management Strategy. The City's Growth Management Strategy process is expected to be completed in spring 2010. Additional information can be found on the Vaughan Tomorrow website @ www.vaughtantomorrow.ca</p> <p>2. On page 5-69, Motions by Municipal Council passed in response to the technically preferred route (C2-Central Route) presented at the PIC#2 have been identified. In addition to the Motions passed by the York Region Council and Region of Peel Council, reference should be made to the May 22, 2007 and May 12, 2008 Vaughan Council resolutions.</p>	<p>As noted on Plate 3 of Exhibit 6-3, final alignment of McGillivray Road to be determined in consultation with City of Vaughan and York Region.</p> <ul style="list-style-type: none"> The proposed Highway 427 overpass structure at CPR/McGillivray Road will be revised to accommodate the future expansion of McGillivray Road (4 lanes of traffic and 1.5 m sidewalk on both sides of the road). The list of studies will be updated accordingly. Refer to the May 22, 2007 and May 12, 2008 Vaughan Council resolutions will be added Section 5.5.2.
		<p>Revise CPR /McGillivray Road General Arrangement to accommodate a future widening of McGillivray Road (4 travel lanes and 1.5 m sidewalks on both sides).</p> <p>Update list of studies in Section 1.1</p> <p>Add reference to the May 22, 2007 and May 12, 2008 Vaughan Council resolutions in Section 5.5.2.</p>

Commenter	427 Transportation Corridor Draft EA Report - Municipal Comment-Response Tracking Table	Change to Report
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<p>3. Section 6.2.13, page 6-31 specifies the total preliminary project construction cost to be approximately \$300 million. The cost of the proposed Zenway Boulevard structure, removal/relocation of the City of Vaughan roadways, property acquisition cost and other associated costs should be budgeted in the 427 Project and details provided in the final EA Report.</p>	<ul style="list-style-type: none"> Property acquisition costs will be determined during the next design phase. Detail regarding the cost of the Zenway Boulevard structure is provided in the Assessment of Highway 427 crossing at Zenway Boulevard Technical Report, which includes detail regarding the cost of the Zenway Boulevard structure. 	<p>Include the Assessment of Highway 427 crossing at Zenway Boulevard Technical Report in Appendix A of the Final EA Report, which includes detail regarding the cost of the Zenway Boulevard structure.</p>
<p>4. A detailed analysis of the open space and natural areas affected by the Highway 427 Corridor alignment will need to be undertaken in consultation with the City, and a terrestrial restoration plan produced during the detailed design stage of the project. The Highway 427 project budget will need to anticipate and provide for the implementation of these elements.</p>	<ul style="list-style-type: none"> Please refer to Section 7.1.1.3 of the Draft EA Report which outlines mitigation measures and commitments to future work associated with restoration. As the approach to restoration is refined during Detail Design MTO will consult with the Toronto and Region Conservation Authority (TRCA) as the study area is part of TRCA's jurisdiction. 	<p>No revision required.</p>
<p>City of Vaughan</p> <p>Comment received on January 12, 2010</p> <p>Thanks for the technical report on the Hwy 427/Zenway crossing. I have taken a cursory review of the document and find it addresses the issue comprehensively.</p> <p>I did note however that the description of the preferred option contained in section 5 of the report should include the requirement for sidewalk and street lighting on both sides of the Zenway structure. Also, the City's Bike & Ped Master Plan only calls for a signed bike route on Zenway Boulevard. The report identifies the need to relocate the existing sanitary and storm sewers on Zenway. As you know, the sanitary sewer is a trunk facility which will be difficult to relocate from a depth and grade perspective. Would you please provide some further details on these proposed relocations? By copy, I am asking Selma Hubier to provide any further comments if appropriate.</p> <p>With respect to item 8 of the Oct 27 and Nov 6 meeting notes, would you please confirm that all structures can accommodate a 1.5m sidewalk plus streetlighting on both sides of each structure. Also, what is the minimum separation between the edge of the sidewalk and the travel lane?</p> <p>In addition, would you please clarify what is meant by the term "access connection"? It is my understanding that this "connection" will be a new municipal road that will replace the closed section of Huntington Road. Also, the approval</p>	<p>Responses sent on January 18, 2010</p> <p>Further to Selma Hubier's email dated December 16/09, the Zenway Boulevard structure includes 1.5 m sidewalks on both sides of the road. Bike lanes were not included on the structure per City of Vaughan's Pedestrian and Bicycle Master Plan. Streetlighting on the Zenway Boulevard structure can be accommodated and will be confirmed during detail design.</p> <p>Zenway Boulevard is proposed to be raised and therefore the corresponding underground municipal services (watermain, storm sewer, sanitary sewer) will be subject to additional overburden from additional fill. This issue can be addressed by several options including the use of light weight fill; relocation outside the fill area (could be in an easement outside the existing municipal right-of-way); and, construction of a slab structure on top of the existing pipe to take the load of the fill. As noted in the Zenway Boulevard Technical Report, approximately \$1.4 M has been estimated for the relocation of the watermain, storm sewer and sanitary sewer. Alternative options will be developed / assessed and a preferred solution identified / confirmed during Detail Design.</p> <p>All proposed structures include 1.5 m sidewalks on both sides of the roadway. As identified in York Region's Pedestrian and Cycling Master Plan (April 2008), future bike lanes are identified for Langstaff Road, Rutherford Road and Major Mackenzie Drive. The on-road bike lanes</p>	<p>No changes required.</p>

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	<p>of this new roadway should be established through the Hwy 427 EA rather than a subsequent municipal EA process. As you know, the City is undertaking a secondary plan for the area south of Major Mackenzie Drive and east of Hwy 427 in conjunction with the Official Plan review. The broader road network for this area will be established through this secondary plan process. It is imperative that these lands continue to have access to Major Mackenzie Drive as outlined in my previous correspondence.</p>	<p>are located on both sides of the roadway between the sidewalk and outside travel lane.</p> <p>All references to the proposed municipal road connecting McGillivray Road and Major Mackenzie Drive as 'access connection' have been removed from the Final EA Report. This roadway has been included in the 427 EA, if necessary, in the future, as identified in the approved Huntington Road Class EA Study from Major Mackenzie Drive to McGillivray Road (May 2004) conducted by City of Vaughan and CPR. The City of Vaughan will determine a long term solution as part of a separate EA study.</p>
		Change to Report

KLEINBURG NASHVILLE COMMUNITY PLAN

SCHEDULE 'A2' NASHVILLE HEIGHTS (BLOCK 61 WEST) LAND USE



LEGEND

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OPA 699 (Passed June 15, 2009)

By Vaughan Council

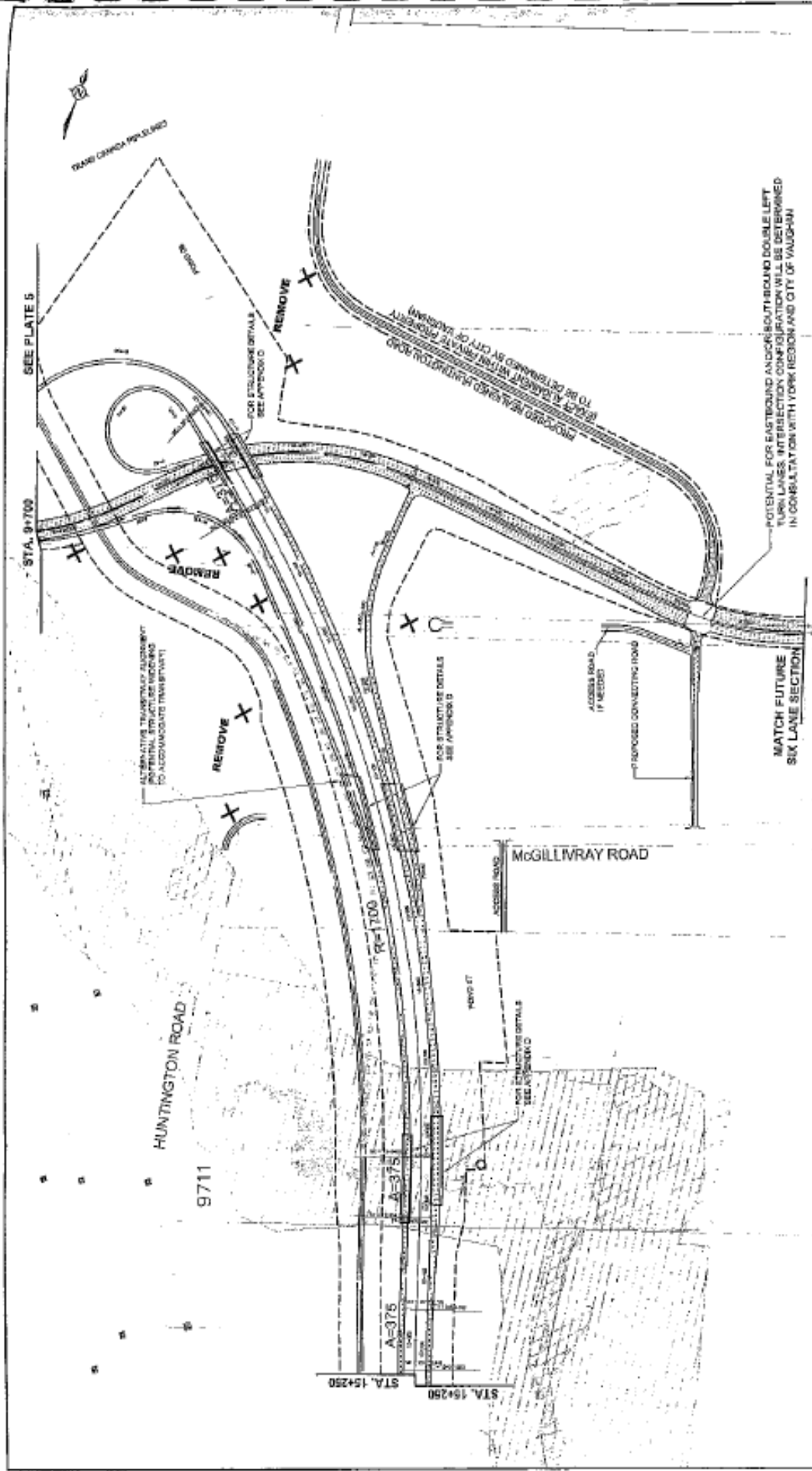
APPLICANTS: Nashville Heights Holding
: Pinestaff Developments Inc.
LOCATION: Part of Lots 21 - 25,
Concession 9



Development Planning Department

Attachment

RELATED FILES:
OPA #699, OP.06.006,
OP.06.015 & OP.06.018
DATE: March 9, 2010



	W.O. 05-20012 Highway 427 Transportation Corridor Individual Environmental Assessment	SCALE: 1" = 5000' 0 50m 100m DATE: January, 2010	EXHIBIT 6-3 (Plate 4)
RECOMMENDED PLAN STA. 15+250 TO STA. 16+538.056		POTENTIAL FOR EASTBOUND AND SOUTHBOUND DOUBLE LEFT TURN LANES. INTERSECTION CONFIGURATION WILL BE DETERMINED IN CONSULTATION WITH YORK REGION AND CITY OF VAUGHAN. MATCH FUTURE SIX LANE SECTION	

ATTACHMENT No. 3