

# **MILLER AVENUE EXTENSION CLASS EA STUDY UPDATE**

**Transportation Committee**

**December 6, 2011**

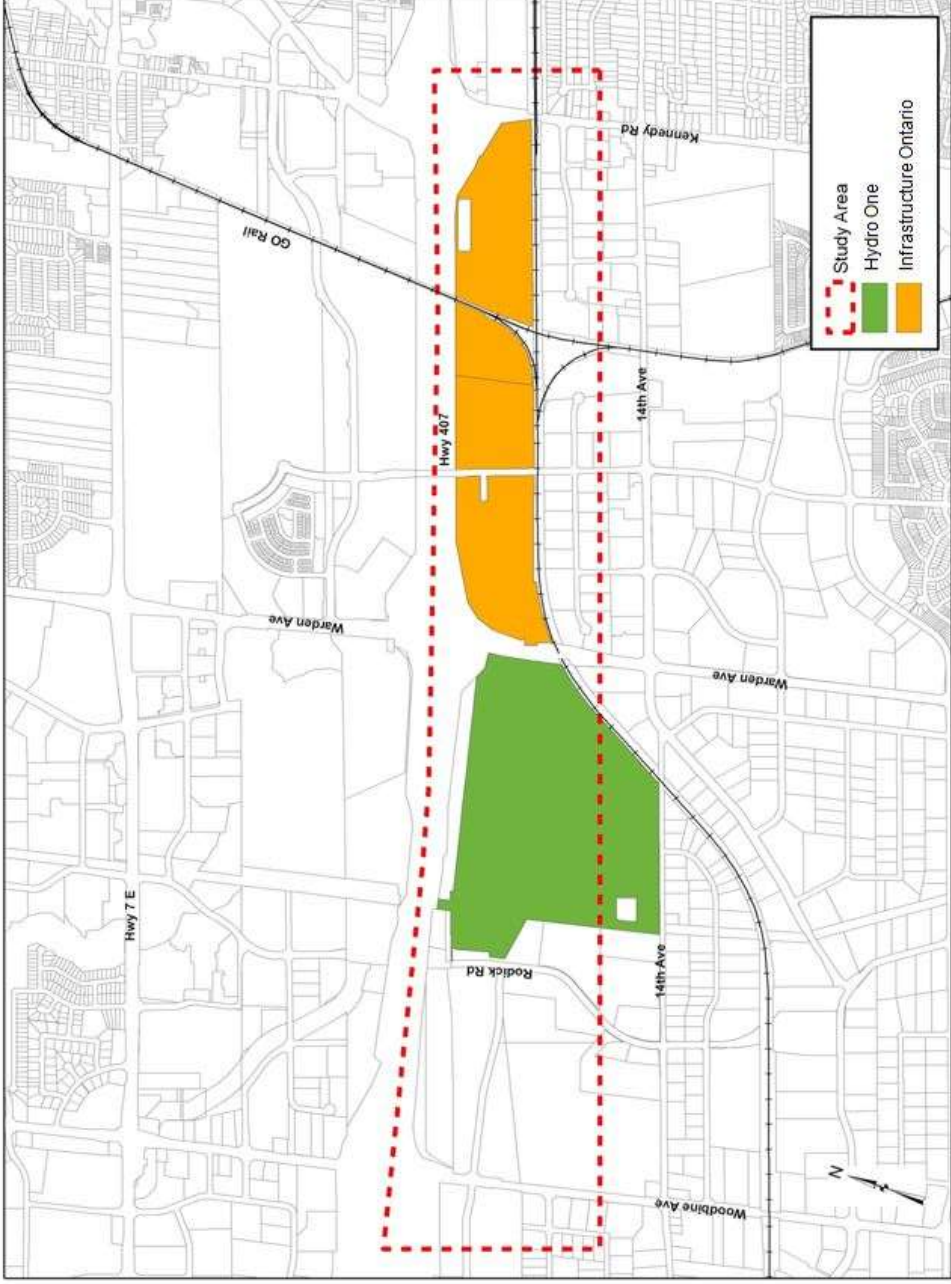
## **Purpose of Presentation**

- **Update Council on the Miller Avenue Extension Environmental Assessment Study from Rodick Road to Kennedy Road.**
- **Summary of issues and constraints.**
- **Approval agencies and public responses.**
- **Implementation cost.**
- **Next steps.**

## Project History

- **June 2008 - Town retained URS Canada to complete the Class Environmental Assessment for the Miller Avenue extension from Rodick Road to Birchmount Road.**
- **March 2011 – Council approved the extension of Miller Avenue from Birchmount Road to Kennedy Road be incorporated as part of the current Miller Avenue Extension Class EA study.**

# STUDY AREA



## Needs and Justification - Transportation

- **Markham Centre is a major growth area**
  - Projected to reach population of 28,650 and employment of 21,660 by 2031.
  - Forecast build-out estimated at 41,000 people and 39,000 jobs.
- **Markham Centre Transportation Study examined implications of growth and identified transportation needs and issues:**
  - Area lacks east-west connectivity.
  - Enterprise Boulevard and YMCA Boulevard will be at capacity by 2021.
  - Primary issue is getting vehicles to/from arterial roads (i.e. left turn capacity).

## Needs and Justification

- **EA study evaluated the following options to address issues:**
  - Do nothing.
  - Implement traffic demand measures to decrease the anticipated auto-based travel demands.
  - Widen parallel roadways, i.e. Highway 407 ETR, Enterprise Boulevard, 14th Avenue, HWY 7, etc.
  - Extend Enterprise Boulevard west of Warden Avenue to Rodick Road.
  - Provide new east-west capacity by extending Miller Road from Rodick Road to Kennedy Road.

## Needs and Justification - Transportation

- **Miller Avenue** would serve to distribute traffic to Woodbine, Warden, Birchmount and Kennedy Road.
- Would also provide access to potential parking south of Highway 407 which is being considered by GO and Town.



# Summary of Transportation Needs

Miller Avenue	Benefit	Assessment of Need
Rodick Road to Warden Avenue.	Provides access to 407 Transitway station at Rodick Road.	Necessity to be reviewed as part of future EA Study for the extension of Enterprise Blvd to Rodick.
Warden Avenue to Birchmount Road.	Maximizes benefit of Birchmount Avenue. Provides additional left turn capacity to/from Warden Ave.	<b>Critical.</b> Needed to accommodate peak traffic from Markham Live.
Birchmount Road to GO Rail.	Opens up potential to shift some GO parking or other long term parking south of Highway 407.	<b>Critical.</b>
GO Rail to Kennedy Road.	Off-loads intersections at YMCA Blvd and Enterprise with Kennedy, which are over capacity in 2031.	Required to achieve full-build-out of Markham Centre (i.e. beyond 2031) <b>Should be protected.</b>



## Public Consultation

- **First public meeting was held on February 15, 2011**
- **Ongoing communication with interested agencies including:**
  - Highway 407 ETR.
  - Ministry of Transportation.
  - Hydro One.
  - York Region.
  - CN Rail.
  - GO transit.
  - Markham District Energy.
  - Ministry of Municipal Affairs and Housing.
  - Toronto Region Conservation Authority.
  - Utility Companies.
  - Infrastructure Ontario (formerly, Ontario Realty Corporation).
  - Private property at Duffield Drive.
  - Ministry of Environment.
  - Ministry of Natural Resources.
  - Ministry of Aboriginal affairs.

## Issues and Constraints

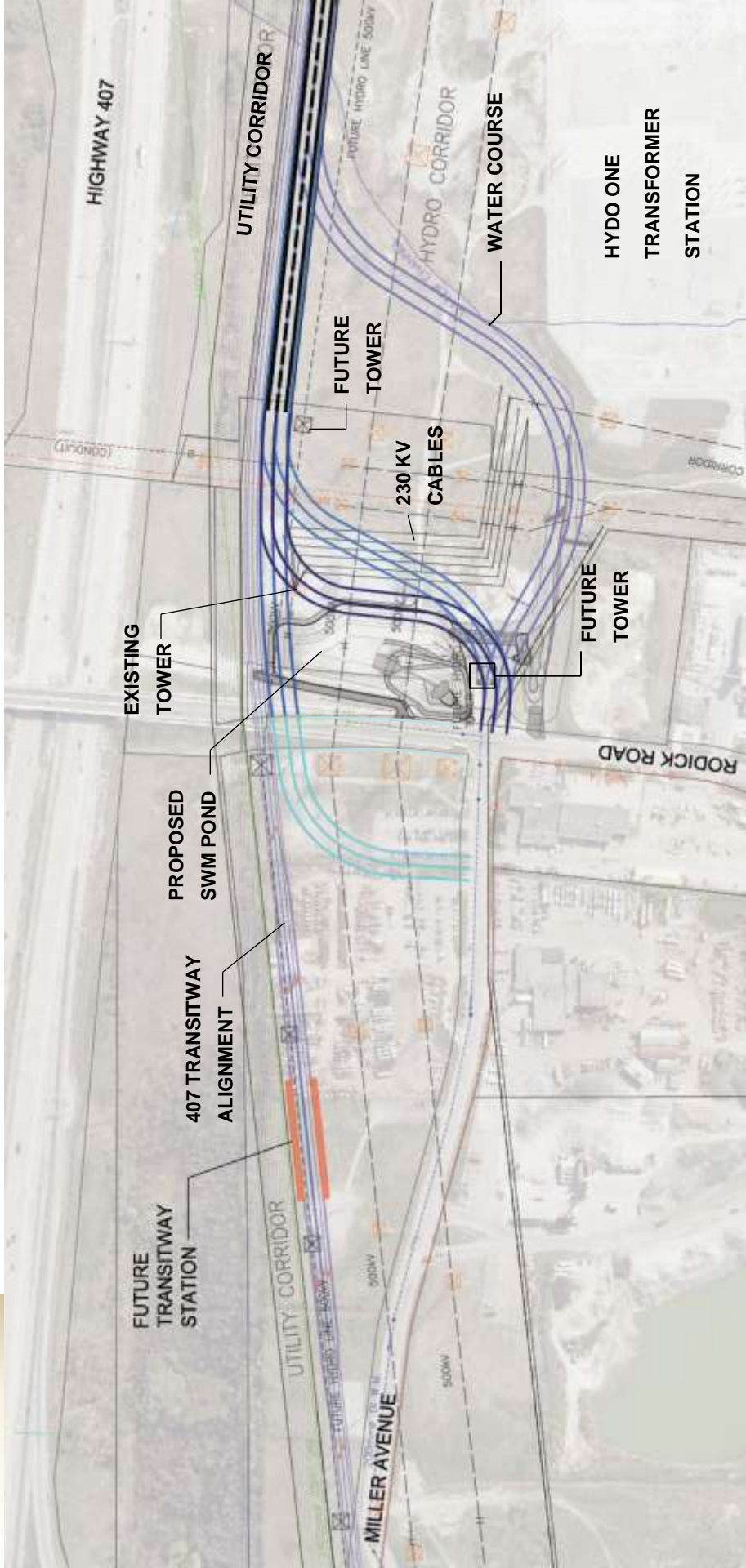
- Existing and future Hydro One facilities.
- 407 Transitway facility and alignment.
- Intersection spacing requirements at Warden Avenue and Kennedy Road.
- Existing utility corridor.
- Watercourse crossing.
- CN/GO Rails.
- Markham District Energy.
- Property issues.
- Impacts on existing and future storm water management ponds.
- Costs.

# Reviewed Alignment Options

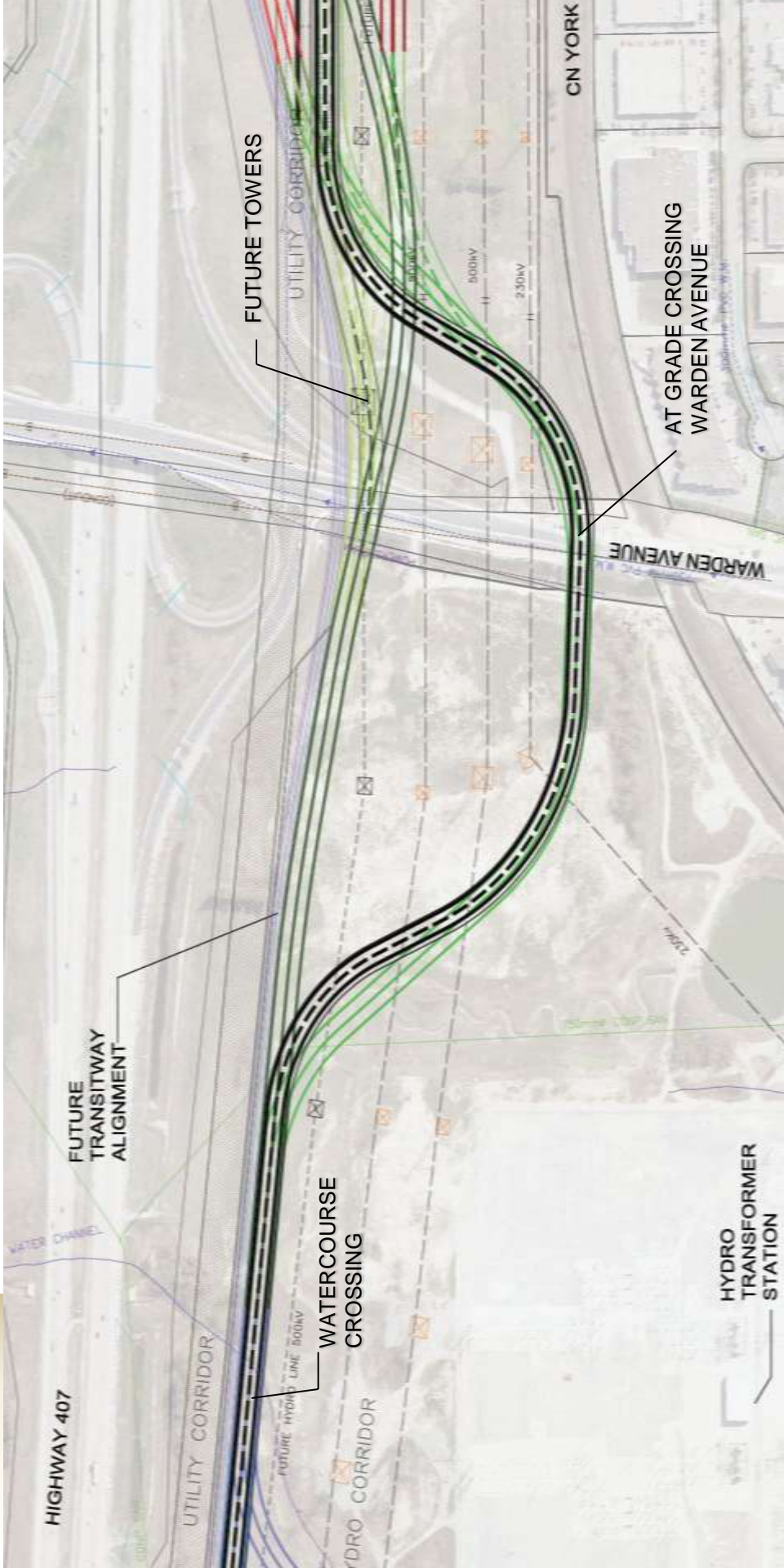




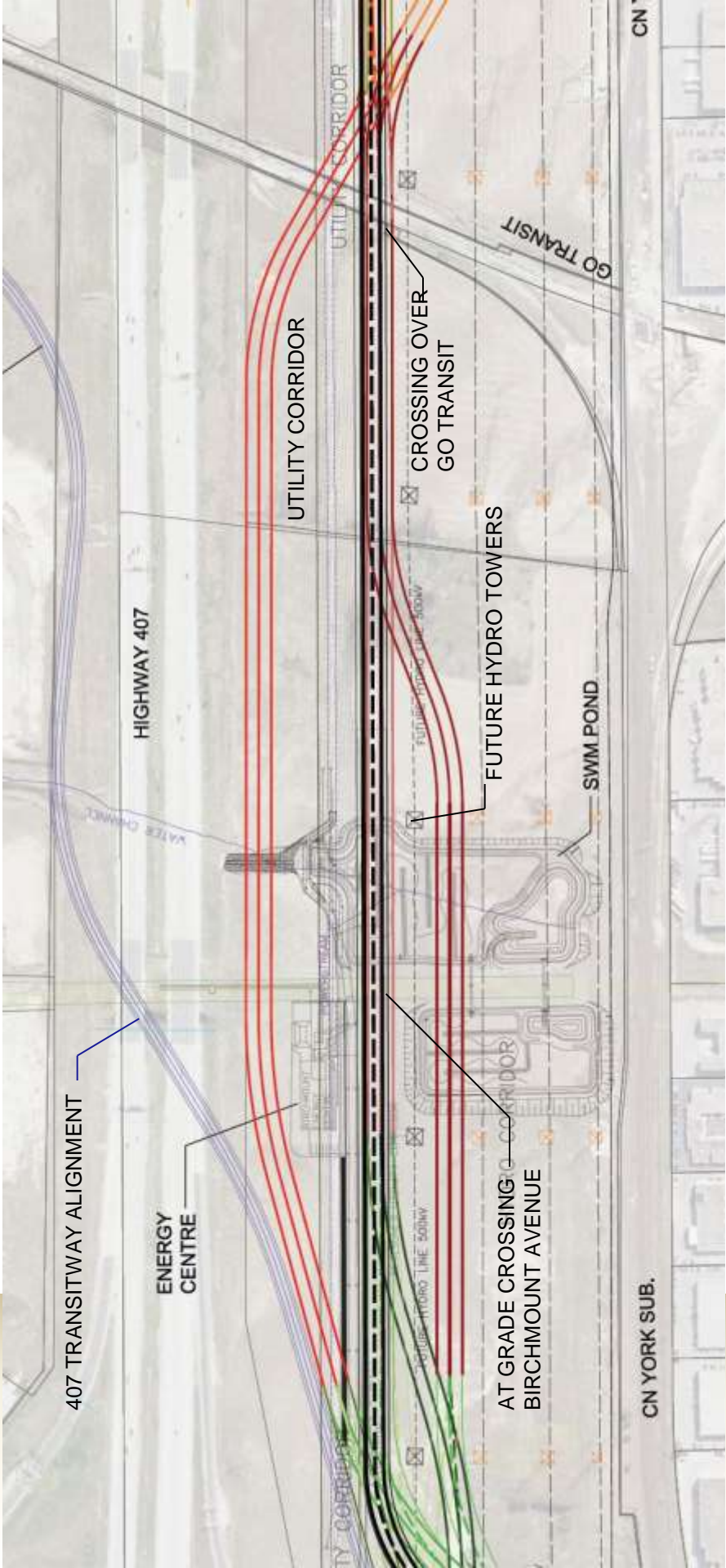
# Future Miller at Rodick Road



# Future Miller at Warden Avenue



# Future Miller at Birchmount Avenue



# Future Miller at Kennedy Road





# Outstanding Approvals Issues

- **Hydro One.**
  - Policy may not allow for road extension within Hydro corridors.
  - February 29, 2004, agreement between Hydro One, Ministry of Transportation and the Town of Markham acknowledged that the proposed Miller Avenue extension will be located on lands owned by Hydro One and is subject to approval by MTO and Hydro One.
  - Will not accommodate both the Miller Avenue extension and proposed SWM pond east of Rodick Road.
  - Off setting intersection of Miller Avenue at Rodick Road may have operational issues.
  - Conflict of the CN overpass with Hydro line vertical clearance at Duffield Drive requires Hydro towers to be raised.
- **Ministry of Transportation.**
  - Miller Avenue at grade intersection with Warden Avenue does not meet minimum intersection spacing requirements with Highway 407.

# Estimated Implementation Costs

## 1) Capital Costs:

— Rodick Road to Warden Avenue	\$4.7 Million
— Warden Avenue to Birchmount Road	\$9.0 Million
— Birchmount Road to Kennedy Road	<u>\$39.9 Million*</u>
<b>Total Estimated Capital Costs</b>	<b>\$53.6 Million</b>

\* Includes two grade separation

## 2) Property Costs:

Allowance **\$10 to \$15 Million**

## Next Steps

- **Finalise the preferred alignment.**
- **Obtain agencies endorsement or final position.**
  - Ministry of Transportation and Hydro One.
- **Meetings with impacted businesses and private property owners at Duffield Drive.**
- **Second Public Meeting to present the preferred alignment – Early 2012.**
- **Report to Council – Early 2012.**
- **File the EA Report – Spring 2012.**