



Report to: Development Services Committee Date Report Authored: December 11, 2012

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**SUBJECT:** Miller Avenue Extension Class Environmental Assessment,  
Study Completion

**PREPARED BY:** Alain Cachola, Manager, Infrastructure and Capital Projects,  
ext. 2711  
Nehal Azmy, Senior Capital Works Engineer, ext. 2197

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**RECOMMENDATION:**

- 1) **THAT** the staff report entitled “Miller Avenue Extension Class Environmental Assessment, Study Completion”, dated December 11, 2012 be received;
- 2) **AND THAT** the preferred alternative for Miller Avenue Extension as set out in the Environmental Study Report be endorsed;
- 3) **AND THAT** staff be authorized to issue a Notice of Study Completion for the project which will make the Environmental Study Report available for public review for a period of 30 days commencing February 2013;
- 4) **AND THAT** staff be authorized and directed to do all things necessary to give effect to this resolution.

**PURPOSE:**

The purpose of this report is to seek Council’s endorsement of the preferred alignment of Miller Avenue extension and to file the Class Environmental Assessment Study with the Ministry of Environment.

**BACKGROUND:**

Miller Avenue is an existing east-west roadway which extends from Woodbine Avenue to Rodick Road and provides access to the industrial lands north of 14th Avenue.

Previous traffic studies have indicated that additional east-west road capacity is required in the area bounded by Woodbine Avenue, Kennedy Road, Highway 7 and 14th Avenue to support planned growth in the Markham Centre area.

Planned developments in Markham Centre to 2031, including the proposed Mobility Hub and the 407 Transitway Station at Kennedy Road will increase the traffic volume in this area requiring additional connection to the arterial roads.

To address these issues, the City retained URS Canada Inc. to complete the Class Environmental Assessment for the Miller Avenue extension from Woodbine Avenue to Kennedy Road as per Attachment A.

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On September 11 2012, URS Canada Inc. provided a power point presentation to Development Services Committee of the recommended option and outstanding issues. Council authorized staff to proceed with the completion of the Environmental Assessment study and obtain the Ministry of the Environment approval for the Section of the Miller Avenue extension between Warden Avenue and Kennedy Road, and Warden Avenue to Rodick Road.

Major constraints within the area east of Rodick Road include Hydro One policies, Hydro One facilities (towers clearance, parkway transformer station restrictions, cables clearances), future Hydro towers clearance requirements and a proposed storm water management pond. Hydro One has not approved the proposed Miller extension between Rodick Road and Warden Avenue and still has not provided clearance for the road extension from Warden Road to Kennedy Road, notwithstanding two (2) years of consultation and seven (7) meetings with Hydro One. Staff recommend the City file the Environmental Assessment Study report for the two (2) sections of Miller Avenue widening from Woodbine Avenue to Rodick Road and from Warden Avenue to Kennedy Road. It is recommended to review the need for the section of Miller extension between Rodick Road and Warden Avenue for 2021/2031 time periods, and that staff not file the environmental assessment report for this section at this time.

An Environmental Study Report which documents the study process and presents preferred design alternatives for the Miller Avenue extension has now been completed and is proposed to be filed in February 2013. This study will address the ultimate road requirements between Rodick Road and Warden Avenue.

Staff are to commence the Environmental Assessment Study for Enterprise Boulevard extension from Warden Avenue to Rodick Road in 2013, subject to 2013 Capital budget approval.

#### **OPTIONS/ DISCUSSION:**

##### **Recommended Alternative**

The recommended alternative is presented on Attachment B and includes the widening of existing Miller Avenue from Woodbine Avenue to Rodick Road and the extension of Miller Avenue from Warden Avenue to Kennedy Road.

The proposed road extension and existing road widening will have a 4 lane cross section, sidewalk on one side of the road and streetscape as per Attachment C.

The constrained alignment and typical section width limits the opportunity for standard wide boulevards and sidewalks on both side of the road.

The Markham Cycling Master plan does not recommend bike lanes within the road right of way but can be accommodated within the Hydro corridor at a later date.

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**Land Requirements**

In order to implement the recommended Miller extension from Warden Avenue to Kennedy Road, property must be acquired from Infrastructure Ontario and private property owners.

The extent of property required will be determined at the detailed design stage and staff will report back separately with an in camera report on property acquisition.

**Public Consultation**

The Environmental Assessment for Miller Avenue Extension has followed the public and stakeholder consultation process requirements as set out in the Municipal Class EA. This consultation process involved the publishing of a Notice of Project Commencement, two public open houses, meetings with reviewing agencies and a Notice of Study Completion which will be published.

The first Public Information Centre, held at the Civic Centre on February 15, 2011, was conducted as an informal drop-in center to introduce the study overview, identify the problems in the area, present possible alternative solutions and to solicit public input.

The second Public Information Centre was held on October 23, 2012. Stakeholders, review agencies and affected property owners were invited to attend to review preferred alignment for Miller Road extension. Notice of this meeting was advertised in the local newspaper and delivered to all property owners in the study area. Comment sheets and information were made available to all attendees. A total of five people attended the meeting. The comments received confirmed endorsement of the preferred alternative and requested a solution for the extension of Miller extension between Rodick Road and Warden Avenue.

As part of the environmental Assessment process, a considerable number of meetings have taken place with stakeholders, review agencies and affected property owners to discuss their concerns and to attempt to find an alternative alignment which is acceptable.

**Construction Schedule**

The construction schedule for this project is subject to development in the Markham Centre area. If the Markham Sports, Entertainment and Cultural Centre (MSECC) proceeds, staff will request amendment to the 2013 Capital Budget to commence the detail design for the Miller Avenue extension from Warden Avenue to Birchmount Road with construction to commence in 2014 subject to Council and budget approval.

**Proposed Highway 407 ramp extension at Warden Avenue**

The Transportation Assessments for proposed development in Markham Centre have recommended the extension of the Hwy 407 east-bound off ramp to connect to future Miller Avenue at Warden Avenue. Ontario Ministry of Transportation and 407 ETR do not support this road extension and further discussion with these agencies is required.

**FINANCIAL CONSIDERATIONS:**

The cost of construction for the Miller Avenue widening from Woodbine Avenue to Rodick Road is estimated at \$4.0 million. The Miller Avenue extension from Warden Avenue to Birchmount Road is estimated at \$9.0 million and the Miller Avenue extension from Birchmount Road to Kennedy Road is estimated at \$45.0 million excluding property costs. The entire road is to be funded by Town Wide Hard Development Charges. A more detailed cost estimate will be provided during the detailed design stage.

**ALIGNMENT WITH STRATEGIC PRIORITIES:**


The proposed extension of Miller Avenue would support planned growth in the Markham Centre area.

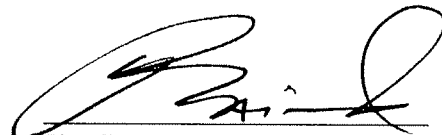
**BUSINESS UNITS CONSULTED AND AFFECTED:**

The Planning and Legal Departments have reviewed this report and their comments have been incorporated.

**RECOMMENDED**

**BY:**

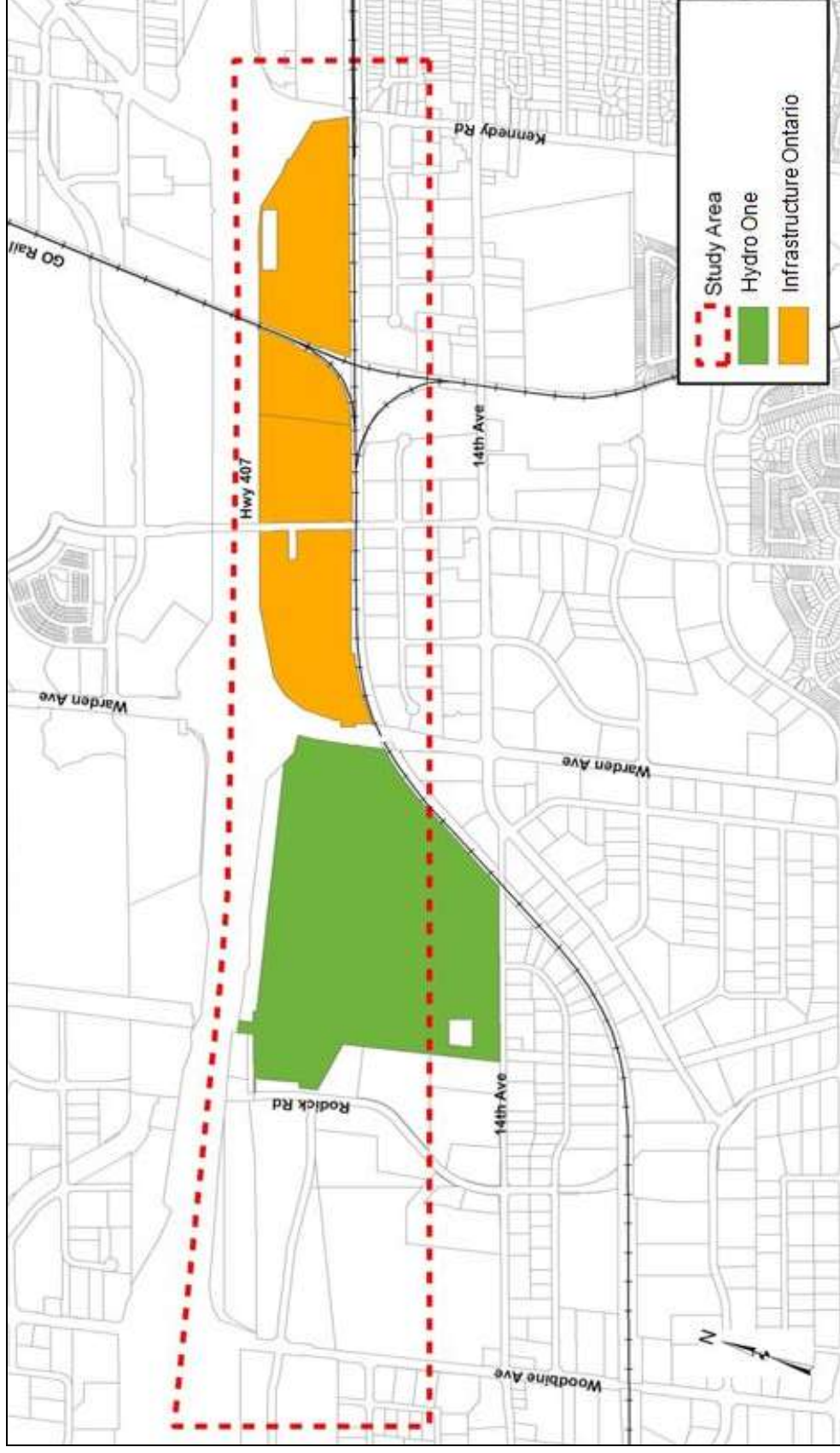
  
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Alan Brown, C.E.T.  
Director of Engineering

  
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Jim Baird, M.C.I.P., R.P.P.  
Commissioner, Development Services

**ATTACHMENTS:**

Attachment A - Study Area  
Attachment B - Recommended Alternative  
Attachment C - Typical Cross Section

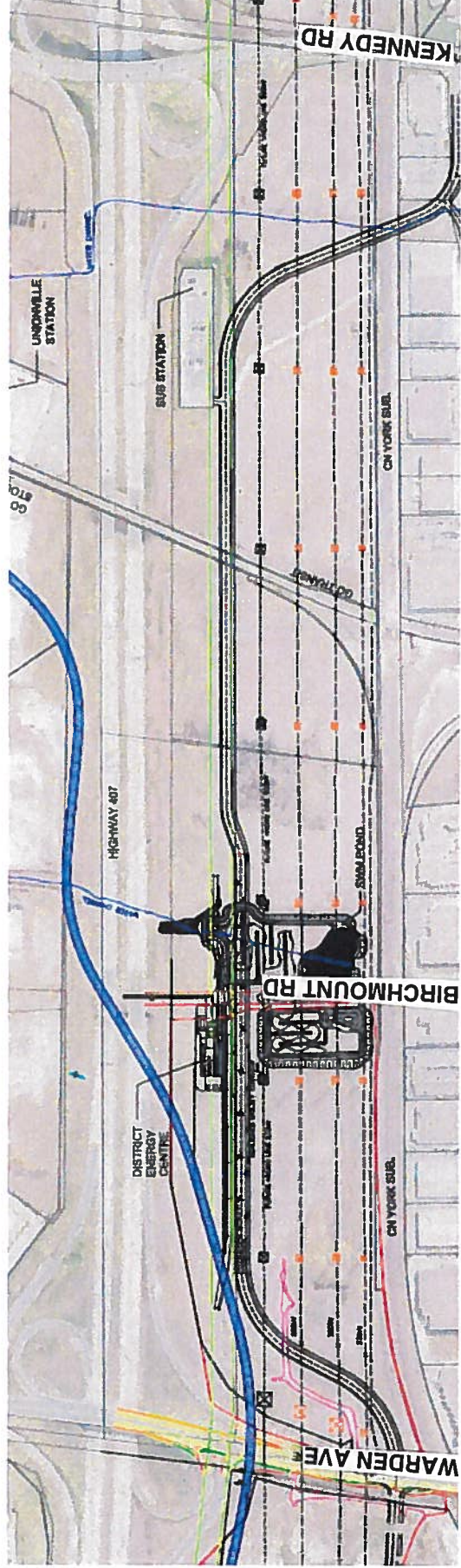
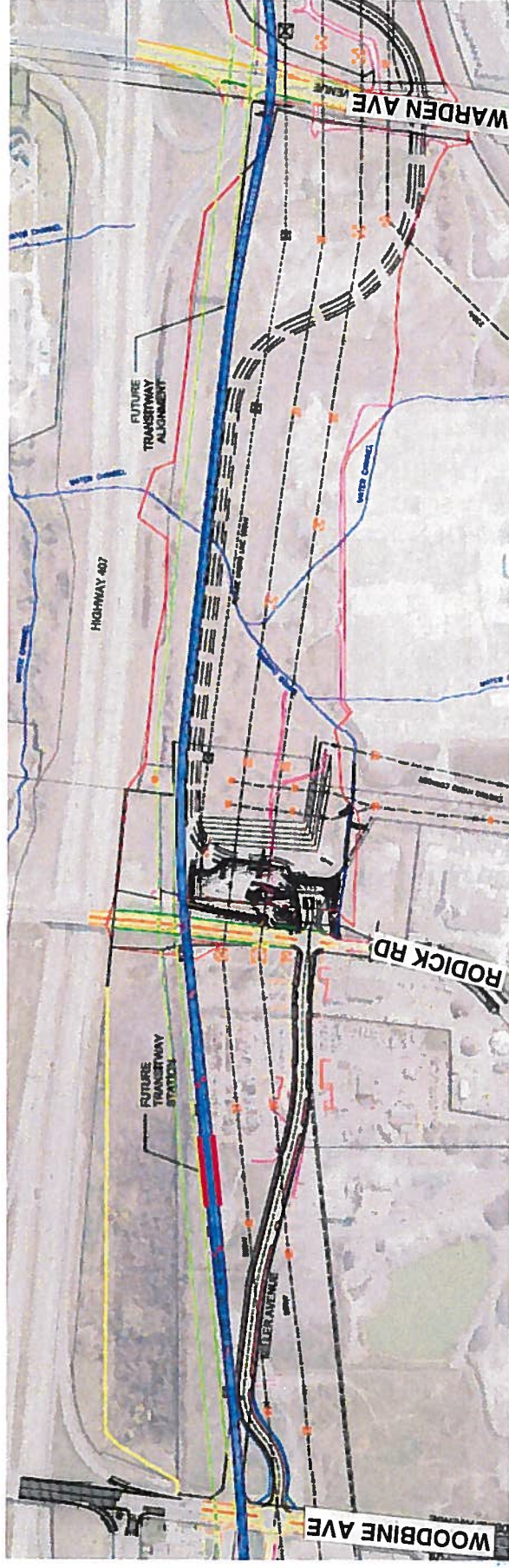
# Miller Avenue Extension Environmental Assessment Study



## STUDY AREA - ATTACHMENT “A”

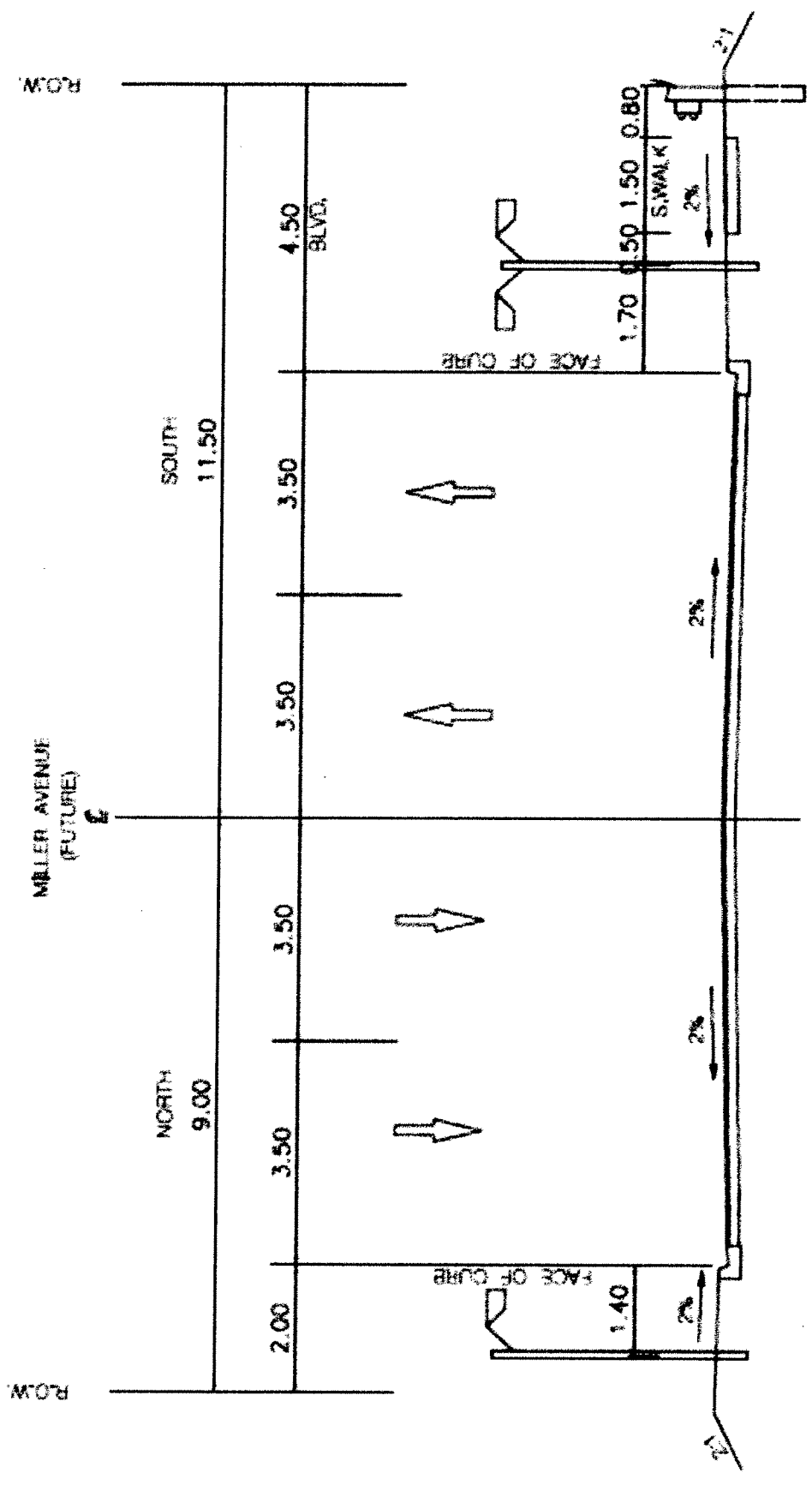


# Miller Avenue Extension Environmental Assessment Study



## PREFERRED ALIGNMENT - ATTACHMENT "B"

# Miller Avenue Extension Environmental Assessment Study



TYPICAL CROSS SECTION - ATTACHMENT "C"