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**Town of East Gwillimbury**

Wayne Hunt, General Manager of Community Programs and Infrastructure
Don Allan, Manager of Development Engineering
Dan Stone, Manager of Planning Policy
Robin Skinner, Environmental Planner
Carolyn Kellington, Manager of Community Planning and Development
Don Sinclair, General Manager of Development and Legal Services
Christopher Kalimootoo, Director of Engineering and Environmental Services

**MMM Group**

Dave Richardson, Project Manager
Loren Polonsky, Senior Planner
Mausam Duggal, Technical Coordinator
Rob Grimwood, Transportation Engineer
Pam Foster, Project Planner
Laura Drewitz, Planner
EXECUTIVE SUMMARY

To grow and know what one is growing towards – that is the source of all strength and confidence in life.

-James Baillie

The Town of East Gwillimbury is projected to experience significant population and employment growth over the next 30 years. In response, the safe, efficient and reliable movement of people and goods will become increasingly important and challenging. The Town’s transportation system will need to accommodate this growth.

By adopting this Transportation Master Plan (TMP), East Gwillimbury is committed to managing growth in a responsible manner, by engaging in sustainable transportation policies and initiatives that are compatible to those developed by York Region and the Province of Ontario. While an important element of this Master Plan is to design a local road system that complements the new growth, this plan has also been developed to:

- Ensure appropriate infrastructure and policies are in place to support additional transit service, cycling and pedestrian opportunities and other more efficient modes of travel, as well as to leverage provincial investments for these enhancements;
- Maintain and improve the health and safety of area residents; and
- Preserve and expand the Town’s vibrant economy.

This project has been completed under a Class Environmental Assessment (EA) Master Plan process, and is integrated with approvals under the Planning Act. This has ensured consistency between both plans while also providing for environmental protection. The East Gwillimbury TMP addresses Phase 1 (Problem Identification) and Phase 2 (Alternative Solutions) of the Municipal Class EA Process. Public engagement was a critical part of the study process, as demonstrated by agency consultations, developer meetings and three Public Consultation Centres.

Key infrastructure and policy recommendations developed as a result of the East Gwillimbury TMP are provided below.
Recommended Local Road Improvements

To determine which of the proposed local road improvements are required to meet projected 2031 population and employment levels, several potential road improvements were assessed based on:

- How each road would impact future local and regional traffic, based on projections from York Region’s travel demand model;
- How each road would impact the social and environmental surroundings; and
- The potential cost of the infrastructure improvement.

Key features of the local road improvements recommended in this Master Plan include:

- A North-South Collector Road that would provide an alternate connection between Doane Road and Green Lane;
- An East-West Collector Road that would serve as an alternate to Green Lane while providing direct access to new developments along the corridor;
- A northern extension of Harry Walker Parkway that would alleviate traffic at the Leslie Street/Green Lane intersection;
- The Sharon East Employment Collector Road that would provide direct access to future Highway 404 employment and residential lands in Queensville;
- An extension of Thompson Drive that would provide an alternate east-west connection to Doane Road and Mount Albert Road; and
- A new ring road that would provide direct access to future Queensville employment lands and a local university.

Highway 400-404 Link: An Integral Part of the Transportation System

In 2002, the Minister of the Environment with Cabinet's concurrence approved the Ministry of Transportation's EA to build a freeway between Highway 400 and Highway 404 – known as the “Highway 400-404 Link”. The freeway was proposed to be constructed by 2021, and would connect Highway 400 in the Town of Bradford West Gwillimbury to the northerly extension of Highway 404 in East Gwillimbury. However, the Highway 400-404 Link is not currently scheduled for construction, nor is it shown in the Province’s Places to Grow Plan.
The Town of East Gwillimbury strongly supports the construction of the Highway 400-404 Link, or a similar east-west link that would be located north of the Ministry’s proposed location. Justification for the Highway 400-404 Link includes:

- Unprecedented levels of traffic emanating from communities outside of East Gwillimbury between 2009 and 2051 will result in long delays along large portions of Green Lane, Yonge Street and Leslie Street;

- Many of the roads projected to experience traffic gridlock were never designed to handle the high volumes of traffic that they must accommodate now, or are projected to accommodate in the future;

- Even with the addition of several local roadway improvements, transit services, cycling and pedestrian infrastructure and other transportation demand management measures, overburdened Town and Regional roads will still exist; and

- As part of their respective TMPs, York Region and the Town of East Gwillimbury are compelled to consider new infrastructure that will primarily carry regional traffic. This wrongly places the financial burden to fund these new roads and services on those two levels of government.

As a result, the Town strongly prefers all measures to pursue the construction of the Highway 400-404 Link by the Province. Figure 8-1 illustrates the recommended local road improvements, in conjunction with the Highway 400-404 Link.

**Recommended Transit Improvements**

Transit services in East Gwillimbury are currently restricted to three local York Region Transit (YRT) routes plus GO rail and bus service. Future population and employment growth in the Town will necessitate the need for additional transit service. The expansion of transit service should be planned and implemented well before the majority of the Town’s new growth is in place to ensure residents and employers easily adapt to the enhanced services.

Key elements of the transit services recommended in this Master Plan include:
• Expanded bus service along Second Concession Road and Leslie Street, as well as adjacent roads where new residential and commercial growth is projected to occur. Where YRT buses currently operate, more frequent service should be considered;

• Develop peak period express shuttle service between the East Gwillimbury GO Station and new employment corridors. This would provide direct access to employment centres for GO Transit patrons;

• Expand existing Viva rapid transit service to the Green Lane GO Station;

• Expand GO commuter rail service operating between Union Station and East Gwillimbury, including all-day service on weekdays and expand weekend train and/or train-bus service; and

• Implement Transit-Oriented Development (TOD) features along major roads, especially Green Lane, to help implement transit-supportive development across the Town. Characteristics of this form of development should be walkable, relatively dense, close to transit or “shaped by transit” and contain more than one use.

A summary of the recommended transit improvements is illustrated in Figure 13-3.

Recommended Pedestrian and Cycling Improvements

The recommended pedestrian and cycling infrastructure in East Gwillimbury should be comprised of a variety of facility types, including sidewalks, multi-use trails, off-road trails, bike routes and bike lanes. The existing and proposed off-road trails presented in the Town’s Draft Master Trail Plan form the basis for the proposed off-road trail network. York Region’s Pedestrian and Cycling Master Plan — adopted by Regional Council in April 2008 — includes a pedestrian system comprised primarily of sidewalks on Regional roads and linear off-road multi-use trails. The plan also identifies missing links in the existing sidewalk network and proposes infrastructure improvements to address these missing links.

Additionally, the cycling network is proposed to consist of on-road bike lanes and paved shoulders, signed-only cycling routes and the above-mentioned multi-use trails, which would be located in the boulevard of a road’s right-of-way or through linear green space.

The Town will soon initiate its own Pedestrian and Cycling Master Plan, which will expand on the improvements presented in the Trail Plan and Region’s Pedestrian and Cycling Master Plan. Key policy initiatives that will support the development of an extensive and connected pedestrian and cycling network within East Gwillimbury include:

• Working with York Region to coordinate implementation of the Region’s Pedestrian and Cycling Master Plan;
• Developing and adopting development standards that ensure all designated pedestrian zones are provided with adequate pedestrian facilities; and

• Developing and adopting development standards that reflect the principle that wherever possible “every road is a cycling road” by designing roads to accommodate cyclists. This should include making road crossings for pedestrians and cyclists more user friendly through such things as enhanced pavement markings or treatments and taking advantage of potential grade separated crossings where possible.

Figure 13-5 depicts the Town’s proposed conceptual cycling network and trails system.

Other Improvements Supportive of Sustainability

The traditional approach to addressing traffic congestion and transportation infrastructure deficiencies has in the past been to solely provide additional road capacity. As travel demand increases, existing roads are widened and new roads are constructed in order to maintain an adequate supply of transportation capacity. In other words, the focus has been on increasing the supply of transportation capacity rather than on decreasing the demand for it. As communities have grown and matured, particularly in denser urban areas, the provision of additional capacity has become increasingly challenging relative to cost and feasibility. As a result, governments at all levels are placing more emphasis on managing the demand for transportation capacity rather than focusing solely on supply.

As the Town’s population and employment grows, there will be an increasing need to more effectively manage the demand for transportation capacity. The Town can proactively meet this challenge by supporting Transportation Demand Management (TDM) initiatives that comprise various strategies to manage travel demand. The Town should give special consideration to a number of practical TDM options, especially as East Gwillimbury grows, including:

• Employer-sponsored discount transit passes in conjunction with YRT’s RideSaver program offered through Smart Commute starting in the Fall of 2010;

• Provision of shower and locker facilities at places of employment for cyclists and pedestrians;

• Improved bicycle parking and lock-up facilities at places of employment and major destinations and transit nodes (such as the East Gwillimbury GO Station);
• Smart Commute’s Guaranteed Ride Home program for commuters who use alternative modes of transport;

• Carpool/vanpool ridematching services (such as Smart Commute’s online service “Carpool Zone”) and preferred parking;

• Flexible or alternative work hours;

• Telecommuting programs;

• Commuter information centres (bulletin boards, web pages, brochures);

• Employee Transportation Coordinator (ETC) position at major businesses;

• Shuttle bus services (such as those connecting major commercial, employment and educational areas and transit hubs as well as key destinations); and

• “Walking school bus” or other school programs.

Municipal governments can be more proactive in promoting TDM by incorporating it into their policies and development review procedures. For example, York Region incorporated several TDM principles into its TMP. Similarly, the Town of East Gwillimbury, in consultation and coordination with the Region of York, should follow suit, laying the foundation for future TDM initiatives by:

• Assigning the responsibility for developing and maintaining a TDM strategy for the Town to a particular staff person, with the intention of ultimately designating a TDM coordinator to oversee all aspects of the Town’s involvement with TDM initiatives;

• Developing a municipal parking strategy in coordination with York Region that includes the powers to assess non-residential parking levies and other initiatives aimed at refining parking standards, as well as a review of existing and future Park-and-Ride facilities;

• Initiating steps to require large employers to provide commuter option incentives, such as employer-sponsored transit passes;

• Adopting development review guidelines that ensure all urbanized areas provide adequate pedestrian and cycling facilities; and

• Exploring the potential to install on-street parking meters and dedicate meter revenues to fund other TDM initiatives.
Moving Ahead

The Town of East Gwillimbury is eager to move ahead in a coordinated manner with both York Region and the Province to implement the recommendations identified within this Master Plan. While the proposed local road system is an important component of how residents will move around the Town, it is by no means the most important. Significant transit infrastructure and services are essential to minimize reliance on automobiles. Similarly, infrastructure and policies that encourage cycling and walking are meant to promote healthier lifestyles and “complete communities”.

The Town is also keen to work with the Region and the Province to revisit the issues surrounding the Highway 400-404 Link. Traffic congestion resulting from vehicles passing through East Gwillimbury continues to clog the Town’s roads. By 2031, the Region’s travel demand model projects local gridlock – even with several improvements in place. This wrongly places the financial burden to fund these new roads and services on East Gwillimbury and York Region.

This TMP represents the Town’s commitment to a quality of life second to none in Canada. As East Gwillimbury grows, it must do so responsibly and in a sustainable manner. This TMP will help guide the future of the Town to ensure economic vitality, social well-being and environmental sustainability.

Major Transportation Improvements within East Gwillimbury by 2031

- Rapid Transit Service along Green Lane
- Increased Local Transit Service throughout the Town
- “Green” Policies Supportive of Alternative Transportation Modes
- New Cycling & Pedestrian Infrastructure to Connect Neighbourhoods
- Planned Regional Road Improvements: 27.8 kilometres / $123.8 million
- Proposed Local Road Improvements: 24 kilometres / $96.7 million
1.0 INTRODUCTION

1.1 Background

The Town of East Gwillimbury is projected to experience significant population and employment growth over the next 30 years. As a result of this growth, the safe, efficient and reliable movement of people and goods will become increasingly important and challenging. The Town’s transportation system will need to accommodate this growth.

York Region is undertaking several initiatives to improve travel throughout the Region. Many of these initiatives demonstrate the Region’s ongoing commitment to sustainable transportation by balancing the needs of expanded roadways with improved transit services, cycling and pedestrian opportunities, as well as other modes of travel. By adopting this TMP, East Gwillimbury is also committed to engaging in similar sustainable and compatible transportation policies and initiatives.

1.2 Study Purpose

The East Gwillimbury TMP has been undertaken to address future population and employment growth by developing a sustainable transportation system that balances the expansion of new roads with the addition of more transit services, cycling and pedestrian opportunities plus other more efficient modes of travel. This project has been completed under the Class EA Master Plan process, and is integrated with approvals under the Planning Act.

This Master Plan is intended to guide the Town over the next 30 years to implement a comprehensive transportation system within provincially designated areas for development. Figure 1-1 depicts the general location of East Gwillimbury and the surrounding areas, as well as the study area (Central Growth Area) examined for this TMP.

The key steps in the study process that were developed for this TMP, all of which were carried out in accordance with the above-noted EA and Planning Act requirements, are displayed below:
East Gwillimbury Transportation Master Plan: The Study Process

**Step 1: Notice of Commencement**

**Step 2: Identify Existing Transportation Issues/Challenges/Opportunities**
- Assess existing traffic conditions and deficiencies
- Evaluate existing infrastructure
- Review existing transportation services
- Assess future growth scenario

**Step 3: Develop 'Opportunity Statement’**

**Step 4: Host Public Consultation Centre (PCC) #1**

**Step 5: Assess Potential Impacts of Alternative Solutions**
- Natural
- Social
- Economic
- Cultural
- Historical

**Step 6: Identify Potential Transportation Options to Address ‘Opportunity Statement’**

**Step 7: ‘Test’ Roadway Options using Travel Demand Forecasting Model**

**Step 8: Evaluate Roadway Options**

**Step 9: Recommend Preliminary Transportation Improvements**
(Roadway, Transit, Cycling & Pedestrian, and TDM)

**Step 10: Host PCC #2**

**Step 11: Refine Recommendations**

**Step 12: Host PCC #3**

**Step 13: Draft Final Report**

**Step 14: File Notice of Completion for Public and Agency Review**
1.3 Public Consultation

Consultation was an important element of this Master Plan, and included contact with provincial and federal review agencies, leaders of First Nations (see Chapter 5.7), the Lake Simcoe Region Conservation Authority and local developers. The Town also hosted three Public Consultation Centres (PCCs) at key study milestones. These PCCs provided an overview of the TMP, as well as other background studies that supported the Official Plan Review, including: Water and Sanitary Servicing Master Plans, Natural Heritage System Update, Community Facilities Master Plan, Fiscal Impact Analysis and Development Charges Background Study, and an Economic Corridor Land Use Study in conjunction with York Region. A summary of the three PCCs is provided below. Appendix A illustrates the materials relevant to the TMP that were provided to attendees at each of the three meetings.

1.3.1 Public Consultation Centre #1 (January 2008)

The Town hosted the first PCC on January 29, 2008. The meeting provided information on the Municipal Class EA process, identified existing conditions of the study area, and displayed a draft Opportunity Statement for review. The event was attended by nearly 200 individuals including area residents, representatives of York Region, Town staff and several developer groups.

1.3.2 Public Consultation Centre #2 (June 2008)

The second PCC was hosted by the Town on June 24, 2008. Materials developed for the TMP summarized key issues and constraints of potential roadway options and identified a preliminary set of recommendations.

1.3.3 Public Consultation Centre #3 (October 2009)

The Town hosted the third open house for the Transportation Master Plan on October 6, 2009. The materials developed for the TMP outlined the final proposed roadways, as well as the recommendations as developed from input generated based on comments from PIC #1 and #2. Displays illustrating both the mapping and recommendations were provided for public review. In addition to the displayed materials, a presentation and question and answer period was held to engage the public in an open forum discussion. This PCC allowed the public to provide their final opinions and thoughts on the Draft TMP. Some of the questions and comments received included:

- What impact would the Bradford Bypass have on the Town? And why has it been shelved by the Province?
- Does the modelling done for the TMP look at whether or not there is an increase in gas or oil prices?
With regard to the Doane Road extension, are there any opportunities to go further north?

What types of uses are included on the proposed Trails system?

With the employment area between Highway 404 and Woodbine Avenue, how will truck traffic access Highway 404?

1.4 Community Characteristics

The Town of East Gwillimbury is located in northern York Region. The Town is nearly 60 kilometres north of the City of Toronto and encompasses an area of 238 square kilometres. East Gwillimbury comprises both urban and rural areas, and boasts a variety of living environments including fully serviced urban areas, partially serviced suburban areas, rural hamlets, estate residential subdivisions and rural agricultural land.

The Town consists of a number of growing urban areas and villages including Holland Landing, Queensville, Mount Albert, Sharon and Green Lane West. The focus of development within East Gwillimbury will continue to occur within its five major urban centres, consistent with Places to Grow, the Greenbelt Act and York Region’s Growth Management Initiative (GMI). As East Gwillimbury continues to grow, it is faced with the challenges of accommodating new development while preserving the character and lifestyle of the community. This TMP recognizes that the need to accommodate growth must be balanced with a plan that recognizes the importance of maintaining the Town’s rich history and quality of life.
2.0 ELEMENTS OF THE CLASS EA MASTER PLAN

The East Gwillimbury TMP recognizes the Planning and Design Process of the Municipal Class EA requirements, incorporating the key principles of successful environmental planning under the Ontario Environmental Assessment Act.

2.1 What is a Class EA?

The Municipal Class EA, October 2000 as amended in 2007, provides a process in accordance with the EA Act for municipal infrastructure projects. Once approved, the Class EA establishes a process whereby projects defined in the Municipal Class EA and any subsequent modifications can be planned, designed, constructed, operated, maintained, rehabilitated and retired without having to obtain project specific approval under the EA Act, provided the approved EA planning process is followed.

The Municipal Class EA process is to be completed following a five phase process:

- Phase 1 – Identify the Problem (deficiency) or opportunity.
- Phase 2 – Identify alternative solutions to address the problem or opportunity by considering the existing environment, and establishing the preferred solution.
- Phase 3 – Examine alternative methods of implementing the preferred solution.
- Phase 4 – Complete an Environmental Study Report that documents the rationale, plus the planning, design and consultation process of the project.
- Phase 5 – Complete contract drawings and documents and proceed to construction and operation.

As per the EA requirements, this Master Plan addresses Phases 1 and 2 of the Municipal Class EA Process.

The EA process addresses projects by classifying them into different “schedules” according to their environmental significance (Schedule A, A+, B or C). The level of complexity and the potential impacts of a project will determine the schedule of the project that in turn will determine which phases will need to be addressed.
The four schedules of the Class EA process are summarized as follows:

- **Schedule A** projects are limited in scale, have minimal adverse effects and include the majority of municipal road maintenance and operational activities. These projects are approved and may proceed directly to Phase 5 for implementation, without following Phases 2 to 4 of the Class EA process.

- **Schedule A+** projects, introduced in the 2007 amendments, are pre-approved but the public must be advised prior to project implementation. Schedule A+ activities may have been previously approved by a municipal council through annual budgets or specific mandates. Advising the public of the project implementation is a means to inform the public of what is to be undertaken in their local area. The public has the opportunity to comment to municipal council.

- **Schedule B** projects generally include improvements and minor expansions to existing facilities. These projects have some potential for adverse environmental impacts, and consultation with those who may be affected is required. Examples of Schedule B projects include the installation of traffic control devices, or smaller road-related works. These kinds of projects require completion of Phases 1 and 2 of the Class EA process.

- **Schedule C** projects have the potential for significant environmental effects and must proceed under the full planning and documentation procedures specified in the Class EA document. Schedule C projects generally include the construction of new facilities and major expansions to existing facilities.

### 2.2 What is a Class EA Master Plan?

Class EA Master Plans are long range plans that integrate infrastructure requirements for existing and future land uses with EA planning principles. The Class EA Master Plan process examines infrastructure systems or groups of related projects in order to outline a framework for implementation of subsequent projects or developments with environmental protection and mitigation measures integrated into the project.

The Class EA Master Plan typically differs from project-specific studies in several key respects. Long range infrastructure planning enables the proponent to comprehensively identify needs and establish broader infrastructure options. The combined impact of alternatives is also better understood, possibly leading to other more positive solutions. The opportunity to integrate with land use planning also enables the proponent to consider different perspectives when looking at the full impact of decisions (MEA, 2007). More specifically, TMPs recognize the importance of all modes of travel, and emphasize that the increased use of transit is a key component of an integrated transportation strategy.
This document is the Class EA TMP for East Gwillimbury. Once complete, this TMP Report must be adopted by East Gwillimbury Council. It will then be filed and made available for review by the public and any public agency that expresses interest in the study. Requests to the Minister of Environment for a Part II Order (to require an Individual EA) are possible for specific projects identified in the Master Plan, but not the Plan itself.

### 2.3 Initiating a Class EA for Municipal Transit Projects

Part D (Municipal Transit Projects) of the revised Municipal Class EA (2007) now provides municipalities with a pre-approved process for planning and implementing transit projects under the Ontario EA Act, which parallels the Municipal Class EA process. As the emphasis on transit increases at all levels of government, there is an increase in the number of proposals for municipal transit initiatives. The new pre-approved process speeds up the development and creation of municipal transit projects while ensuring public consultation and a thorough assessment of potential environmental effects.

Municipal transit projects and activities are generally categorized into Schedules A, A+, B, or C depending on the scale of anticipated environmental impact. A specific project may have a greater environmental impact than indicated by the schedule, so the proponent may change the project status to a more rigorous schedule. The Municipal Class EA outlines the minimum requirements for an EA, but the proponent is responsible for customizing this to reflect the complexities and needs of the specific project.

The Transit Projects and Greater Toronto Transportation Authority Undertakings Regulation (Ontario Regulation 321/08), adopted in June 2008 speaks to the EA requirements and processes for transit related projects. More specifically, this policy outlines the potential negative impacts of transit projects as well as the appropriate mitigation measures. It is important to note that any information or documentation is utilized in the selection of a transit project must be made available by the proponent. A proponent must complete an Environmental Project Report (ERP) that documents the results of the process and consultation in order to fulfill the necessary requirements and move forward with next steps.

Since York Region is currently the sole operator of transit in East Gwillimbury, the new Class EA process for municipal transit projects need only be adhered to by the Region.
3.0 SUPPORTING POLICIES & INITIATIVES

The East Gwillimbury TMP is supported by a number of provincial, regional and local policies. This chapter outlines the key objectives of these policies, and how they generally relate to East Gwillimbury.

3.1 Provincial Policies and Initiatives

Bill 51 – Planning and Conservation Land Statute Law Amendment Act

Enacted in January 2007, Bill 51 provides the legislative framework for land use planning in Ontario. Bill 51 incorporates changes to the planning process that are intended to support intensification, sustainable development and protection of green space by giving municipalities greater powers, flexibility and tools to use land, resources and infrastructure more efficiently. Bill 51 corresponds with Ontario’s recent policy shift towards sustainable land use development and planning. For instance, it permits municipalities to impose environmental sustainability design requirements for both individual buildings and entire neighbourhoods. It also adds sustainable development as a provincial interest in the Provincial Policy Statement (PPS).

Provincial Policy Statement

The PPS establishes the foundation for regulating land use and development within the Province. The PPS provides for appropriate development and protects resources of provincial interest. The vision of the land use planning system in the PPS is that the “long-term prosperity and social well-being of Ontarians depend on maintaining strong communities, a clean healthy environment and a strong economy” (Provincial Policy Statement, Ministry of Municipal Affairs and Housing, 2005).

The PPS promotes a variety of transportation choices. The term “transportation systems” under the PPS means a system consisting of corridors and rights-of-way for the movement of people and goods, and the associated transportation facilities.

Municipal Act, 2001

The new Municipal Act gives municipalities a broad new range of flexibility to deal with local circumstances, and to react quickly to local, economic, environmental or social changes. It recognizes municipalities as responsible, accountable governments with respect to matters within their jurisdiction. The Municipal Act provides policies relating to the municipalities’ jurisdiction over local roadways and the corresponding maintenance of those roadways.
Greenbelt Protection Act, 2005

The Province passed legislation under the Greenbelt Protection Act (Bill 135) that established a Greenbelt Plan for the Greater Toronto Area (GTA) and Golden Horseshoe. The Greenbelt Plan incorporates the Oak Ridges Moraine and Niagara Escarpment Plan areas, plus an additional 1.8 million acres as an area of countryside which will be protected from urban development. Within East Gwillimbury, the Greenbelt area generally covers the entire rural area east of Woodbine Avenue and north of Queensville and Holland Landing. Areas protected by the Greenbelt Plan are referred to as Greenbelt lands. Lands outside of the Greenbelt boundary not protected by the Greenbelt Plan are typically identified as Settlement Areas or ‘Whitebelt’ lands.

In Section 4.2.1, General Infrastructure Policies, the Greenbelt Plan acknowledges that existing infrastructure must be maintained, and that new infrastructure will be needed to continue serving existing and permitted land uses within the Greenbelt. Policies within the Greenbelt Plan are designed to prevent and minimize potential impacts.

Provincial Growth Plan: “Places to Grow”

The Province recently enacted Bill 136, which is known as the Places to Grow Act. This legislation enables the Province to play a lead role in determining how the GTA and the Greater Golden Horseshoe will grow in the future.

Section 3.2.2 of Places to Grow outlines policies related to transportation and states that public transit will be the first priority for transportation infrastructure planning and major transportation investments. East Gwillimbury’s TMP supports the objective of Places to Grow by offering a balance of transportation choices that reduce reliance upon any single mode of transportation. The TMP also aims to support opportunities for multi-modal use where feasible. Significant growth and development is expected in East Gwillimbury, making public transit a primary priority, but it is only one component of the infrastructure needed to support a complete transportation system. New roads and expansions of existing roads will also be required. For this and other sound reasons, the creation of new infrastructure in East Gwillimbury, including transit infrastructure, will be designed to shape growth and plan for high residential and employment densities that ensure the efficiency and viability of existing and planned transit service levels.

Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe was adopted in June 2006 under the provisions of the Places to Grow Act. This Act implements the Province’s vision for developing stronger communities and managing the growth within those communities. The Growth Plan generally takes precedence over the PPS and municipal Official Plans. The Province requires municipalities to consider the policies and directives of the Growth Plan in their planning activities.
The Growth Plan integrates and builds upon other key provincial initiatives. It provides broad-level policies that direct more sustainable growth and development in the Greater Golden Horseshoe with specific targets for implementation among municipalities. The Growth Plan works in harmony with Ontario’s Greenbelt Plan to provide clear direction as to where and what should be protected from growth in Ontario.

**Oak Ridges Moraine Conservation Plan**

The Government of Ontario has set a clear policy framework for the protection of the Oak Ridges Moraine through the Oak Ridges Moraine Conservation Act (2001) and the Oak Ridges Moraine Conservation Plan (ORMCP).

Municipal planning decisions must conform to the Plan, which takes precedence over municipal official plans. The ORMCP builds on the efforts of the Regions of Durham, Peel and York, the Conservation Coalition, Moraine area municipalities and key stakeholders to provide clarity and certainty with respect to the long-term protection and management of the Oak Ridges Moraine. A portion of the Moraine is located within the southeast quadrant of East Gwillimbury.

Section 41 of the ORMCP addresses transportation, infrastructure and utilities. Among other items, this section includes public highways, transit lines and bridges. The section outlines specific policies for lands identified as Natural Linkage Areas and Natural Core Areas, including measures to prevent and minimize potential impacts. The study area of the East Gwillimbury TMP does not include any lands included in the Oak Ridges Moraine. While the policies of the ORMCP do not directly apply to transportation infrastructure development in East Gwillimbury, the policy framework for the ORMCP has been considered throughout the development of the TMP.

**Metrolinx Regional Transportation Plan (2008)**

The Metrolinx Regional Transportation Plan provides the “vision, goals and objectives for the future in which transportation within the GTHA is seamless, coordinated, efficient, equitable and user centered”. The Plan includes new transportation projects that amount to $50.2 billion over the next 25 years – the largest public transit expansion in half a century. Additionally, the Plan proposes to build over 1,200 km of rapid transit facilities, more than triple what exists today. Metrolinx has targeted York Region for a significant portion of this investment.
The Final Regional Transportation Plan was approved by Metrolinx in January 2009. It was submitted to Provincial Cabinet and has since been adopted, meaning that legislation has been passed requiring planning and investment decisions of municipalities and the Province to be consistent with the Plan’s directions. A prescribed process for 5-year Plan reviews and amendments will also be established with this legislation.

**Lake Simcoe Protection Plan (2009)**

The Lake Simcoe Protection Plan (LSPP) was established after the passing of the Lake Simcoe Protection Act in 2008. The overall strategy of the LSPP is to “protect and restore the ecological health of the Lake Simcoe watershed”. The Plan outlines and enforces policies which address aquatic life, water quality, water quantity, shorelines and natural heritage and other threats and activities. The Town of East Gwillimbury is located within the Lake Simcoe watershed and will and has taken this piece of policy into account. The Plan will affect new developments and land use in the Town of East Gwillimbury as well as the future of transportation. While the policies of the LSPP do not directly apply to transportation infrastructure development in East Gwillimbury, the policy framework for the LSPP has been considered throughout the development of the TMP.

### 3.2 Regional Policies and Initiatives

**Regional Official Plan**

The York Region Official Plan is a set of policies intended to help guide economic, environmental and community-building decisions which affect the use of land up to 2026. East Gwillimbury’s local policies must conform to the objectives of York Region’s Official Plan.

Section 2 of the Official Plan, entitled the Sustainable Natural Environment, identifies a number of policies and objectives aimed at providing ecosystem protection. The policies of the Official Plan are designed to establish, protect and restore the Regional Greenlands System as a permanent resource for the Region. The Official Plan’s Sustainable Natural Environment Goal is to conserve and improve the natural environment for this and future generations so that it will sustain life, maintain health and provide an improved quality of life.

The East Gwillimbury TMP has been developed following the goals and objectives of the York Region Official Plan. The TMP fully supports the transportation objective related to air quality in the Region, which is “to promote compact urban form, transit use and trip reduction as a means of reducing energy consumption and improving air quality”. This objective is supported by the policy to promote a transit-supportive urban structure that includes compact, diverse and efficient communities and a system of urban centres and corridors.

**York Region Transportation Master Plan**
The York Region TMP is a strategic planning document designed to define a long-term transportation vision and integrated road and transit network plan that will support growth in York Region to the year 2031 and beyond. The TMP integrates transportation and land use planning, and is founded upon the Official Plan goals and policies. The Region has recently updated its TMP to address new provincial legislation and growth projections.

In consultation with residents and key stakeholders, including East Gwillimbury, the Region developed a set of Sustainability Principles or "themes" to guide the selection of transportation infrastructure and services in the Region. The Principles included a number of specific objectives, as well as key measures to ensure that the Region’s future transportation initiatives and policies properly reflect the conditions established by each principle. The 11 Sustainability Principles are provided below.

1. Integrate Transportation, Land Use and Design
2. Protect and Enhance our Environment and Cultural Heritage
3. Support our Economic Well-Being
4. Provide Access and Mobility for Everyone
5. Adopt Energy Efficient Transportation Systems
6. Put Pedestrians and Transit First
7. Implement and Support Transportation Demand Management
8. Implement and Support Transportation Supply Management
9. Ensure Fiscal Sustainability and Equitable Funding
10. Further Encourage Communications, Consultation and Engagement
11. Conduct On-Going Performance Measurement and Monitoring

York Region adopted its updated TMP in 2009.

**York Region Sustainability Strategy (2007)**

York Region has prepared a Sustainability Strategy (2007) to provide a long-term framework for making smarter decisions about growth management and municipal responsibilities that better integrate the economy, environment and community. The strategy underscores the importance of recognizing how everyday choices can have lasting impacts on sustainability. The Sustainability Strategy is guided by the following principles:

- Provide a long-term perspective on sustainability;
Evaluate transportation options using the triple bottom-line elements of environment, economy and community;

Create a culture of continuous improvement, minimizing impact and maximizing innovation;

Identify specific short-term achievable actions that contribute to a sustainable legacy;

Set targets, monitor and report progress;

Foster partnerships and public engagement;

Raise the level of awareness through education, dialogue and reassessment; and

Promote sustainable lifestyles and re-evaluation of our consumption and expectations.

The Sustainability Strategy outlines a number of actions to be taken by the Region. One of these actions is to promote the Region’s Transit-Oriented Development Guidelines to provide opportunities to shape urban form that is transit-supportive, mixed-use and efficient, while providing a sense of place to residents and employees. Sustainable transportation is key to achieving this action.

3.3 Local Policies and Initiatives

East Gwillimbury Official Plan

The East Gwillimbury Official Plan is being updated to guide the Town’s future growth in a way that will be managed responsibly and in a sustainable manner. The purpose of the Official Plan Review is to provide a set of clear goals, policies and implementation mechanisms to manage growth and guide land use planning within the Town to the year 2031. The Official Plan Review will emphasize sustainable development, environmental design and employment land allocation, all of which must conform to the Greenbelt Plan and the Provincial Places to Grow Plan.

Community Plans

Several Community Plans exist for the urban areas and villages within East Gwillimbury, including Mount Albert, Holland Landing, Queensville, Sharon and Green Lane West. Each plan addresses growth and the future needs of the area.

Five Pillars of the Strategic Plan

In addition to the East Gwillimbury Official Plan, the Five Pillars of the Strategic Plan guide many of the Town’s key initiatives. These principles are intended to manage development in the Town while ensuring sustainable growth. The Five Pillars of the Strategic Plan are:
1. Protecting and enhancing the environment;
2. Providing and advocating for quality programs and services to the community;
3. Investing in municipal infrastructure;
4. Managing growth to ensure a sustainable community; and
5. Supporting a municipal organization focused on excellence.
4.0 OPPORTUNITY STATEMENT

The initial phase of the Municipal Class EA process requires the development of a clear statement of the problem or opportunity being addressed. In other words, why is this study being undertaken and what issues need to be addressed?

The Opportunity Statement reflects the input received by Town staff, as well as comments elicited from attendees of the first PCC. The Opportunity Statement for this project is described as follows:

“This Master Plan will address the transportation servicing infrastructure needed to support future population and employment growth, as well as increased traffic congestion emanating from areas within East Gwillimbury as well as outside of the Town’s boundaries.”

Chapter 5.0 identifies the socio-economic and environmental characteristics that define the Town’s landscape; Chapter 6.0 depicts existing transportation conditions. The information gleaned from both chapters supports the Opportunity Statement developed for this TMP, helping to guide the development of practical transportation solutions.
5.0 EXISTING CONDITIONS

5.1 Population Trends

According to the most recent 2006 Census, the population of East Gwillimbury is 21,069, with a projected increase to 87,976 by 2031. This growth of nearly 320% represents a huge change in the Town’s demographics. It is estimated that half of East Gwillimbury’s population growth will occur in the Queensville community, with lesser amounts projected in Holland Landing and Sharon. Figure 5-1 depicts East Gwillimbury’s projected population growth between 2006 and 2031.

In response to the projected growth, the Town recognizes it must offer reliable transportation mode choices to those who cannot or choose not to drive. As well, the Town is planning to develop mixed-use residential and employment opportunities that are oriented to walking, cycling and transit use, and encourage live-work options plus more active, healthier lifestyles.

5.2 Employment/Economic Trends

East Gwillimbury is economically dependent on the service sector, where 74% of the local workforce is employed. An additional 23% of the population is employed in the manufacturing and construction industries. Future projections indicate that the increase in industrial development will continue to drive the Town’s economy.

East Gwillimbury consists of four employment corridors designated for intensification: Yonge Street North (Holland Landing), Green Lane (West), Highway 404 (Sharon and Queensville) and the Highway 400-404 Link (Queensville). Each corridor is projected to generate significant employment opportunities.

Figure 5-2 depicts East Gwillimbury’s projected employment growth between 2006 and 2031.

5.3 Natural Environment

5.3.1 Background

Natural heritage features should be identified early in the EA process to determine significant features and potential impacts. Negative impacts to significant natural heritage features should be avoided where possible. Where they cannot be avoided, every effort should be made to mitigate adverse environmental impacts.

East Gwillimbury is one of several municipalities that falls within the Lake Simcoe Watershed, an area comprising 261,887 ha of land and 72,252 ha of lake. The Lake Simcoe Region Conservation Authority (LSRCA) is an environmental agency working to protect, restore and
Figure 5-1: Projected Population Growth (2006 - 2031)

Legend

Population Growth
- No Growth
- Low
- High

East Gwillimbury Boundary
Central Growth Area

Source: York Region Travel Demand Model
manage the natural resources of this watershed. The LSRCA has been active for over 50 years under the Conservation Authorities Act.

The LSRCA recently hired Beacon Environmental to develop a Natural Heritage System (NHS) for the Lake Simcoe Watershed, which provides information required for the Lake Simcoe Comprehensive Basin Wide Plan, subwatershed plans, as well as supporting plan and development reviews. The work involved both the identification and mapping of all natural heritage features and the development of a policy framework to address the protection and enhancement of the natural environment.¹ The natural heritage features identified for this EA are consistent with those recognized by the Lake Simcoe Watershed plan, and are depicted on Figure 5-3.

5.3.2 Features

Significant Wetlands

Located within the Lake Simcoe Watershed, East Gwillimbury’s wetland features are part of a vast network of streams, rivers, lakes and wetlands. There are four types of wetland found within East Gwillimbury: swamps, marshes, fens and bogs. Swamps are the most common type of wetland and are at least 25% covered by woody vegetation, either trees or shrubs. Also very common are marshes, which are defined as open shallow water areas with aquatic vegetation such as grasses and bulrushes present to a depth of two metres of water. Fens are much less common than swamps or marshes. They have stable water conditions and are identified by the specific types of plants found only in these areas. Bogs are very rare and are defined as a wetland receiving all of its nutrients from rain. In addition, bogs have a lack of biodiversity because of their poor nutrient content.

Wetland ecology is crucial to the whole ecological function of a region, and wetlands also have significant human value. Wetlands reduce floods through water storage, prevent erosion, recharge and discharge groundwater, provide nutrients, and remove sediments and pesticides. The PPS outlines specific policies related to different types and areas of wetlands, including the prohibition of any development in some ecoregions. The NHS identifies different levels of

¹ Natural Heritage System for the Lake Simcoe Watershed, Lake Simcoe Region Conservation Authority and Beacon Environmental, July 2007.
Figure 5-3: Environmental Features

Legend
- ANSIs
- Natural Heritage System A
- Natural Heritage System B
- Natural Heritage System C
- East Gwillimbury Boundary
- Central Growth Area

Source: Lake Simcoe Region Conservation Authority (LSRCA)
Town of East Gwillimbury
Ontario Ministry of Natural Resources
wetlands based on the type of feature and associated criteria, with Level 1 providing the most protection and Level 4 providing the least. Level 1 includes Provincially Significant Wetlands (PSWs), plus those consistent with the criteria outlined in the Greenbelt Plan, as well as those qualifying consistent with the criteria in the ORMCP. Any unevaluated wetlands that are ≥ 10 ha or contiguous to PSWs are Level 2. Level 3 wetlands include all evaluated non-PSWs and designated Locally Significant Wetlands (LSWs). Level 3 also includes any unevaluated wetland adjacent to other Level 3 wetlands, or an unevaluated wetland that is ≥ 0.5 ha and is within 30 m of any other Level 1, 2 or 3 NHS feature. Level 4 wetlands are any other supporting wetland that is 0.5 to 10 ha.

Within East Gwillimbury’s Central Growth Area, several PSWs that are part of the Holland Marsh Wetland Complex lie adjacent to the Holland River. The Holland River runs north through the Town, jogging to the west just south of Mount Albert Road, and north again just west of Old Yonge Street in Holland Landing

**Significant Woodlands**

Significant woodlands have ecological, social and economic significance due to their species composition, size, age, and/or location. Section 2.1.4 of the PPS states that development and site modification are not allowed in significant woodlands unless it is shown that there will be no negative impacts to the woodland.

The NHS categorizes the significance of woodlands into four levels based on the type of feature and associated criteria. Level 1 woodlands are patches that are ≥ 25 ha, consistent with the criteria outlined in the Greenbelt Plan, and qualify as Key Natural Heritage Features under the ORMCP. Woodland patches that are 10 to 25 ha are identified as Level 2. Level 3 woodlands are patches in urban areas that are 4 to 10 ha, and woodlands that are 0.5 to 10 ha that overlap or are located within 30 m of any Level 1, 2 or 3 woodland. Level 4 woodlands are considered to be supporting features, and are thickets adjacent to Level 1, 2 or 3 woodlands or those that contribute to the watershed woodland cover that are 2 to 10 ha. In addition, there are Big Woods Policy Areas consisting of woodland patches that are > 500 ha.

Several hundred hectares of woodlands — many comprising smaller patches — fall within the Central Growth Area.

**Significant Areas of Natural and Scientific Interest**

The Ontario Ministry of Natural Resources selects regional and provincial Areas of Natural and Scientific Interest (ANSIs) within ecodistricts based on their representation, diversity, condition, ecological function, and special features. ANSIs represent an area’s range of biological and geological features; therefore, the protection of these areas encourages biodiversity throughout that region. Section 2.1.4 of the PPS prohibits development and site modification within ANSIs unless it is shown that there will be no negative impacts on the area.
Within East Gwillimbury, there are two provincial ANSIs (Holland Landing Prairie and Holland River Marsh) as well as one regional ANSI (Vivian Bog).

**Significant Habitat of Endangered and Threatened Species**

A significant habitat is an area that is required for the survival of an endangered or threatened species, as identified by the Ministry of Natural Resources, that occupies that habitat during all or part of its life cycle. Identifying these habitats is important since development and site modifications are not allowed in areas of significant habitat of endangered or threatened species under the Natural Heritage section of the PPS.

The Lake Simcoe Watershed in East Gwillimbury is home to 13 endangered and threatened species in the West and East Holland subwatersheds, as well as the Black River.

**Wellhead Protection Areas**

A wellhead is the physical structure of the well above ground, and a wellhead protection area is the area around the wellhead where land use activities have the potential to affect the quality of water that flows into the well. The communities of Holland Landing and Queensville are in wellhead protection areas with 100 metre, 0-2 year, 2-5 year, 5-10 year and 10-25 year zones. The 25-year zone also crosses part of the Sharon community. The protection of wellhead areas has been considered in the proposed development of new roads and expansion of existing roads in the TMP.

**5.3.3 Air Quality**

Air quality in Ontario is monitored by the Ministry of the Environment, and analyzed in the report *Air Quality in Ontario*. The latest report was released in 2006, and summarizes province-wide monitoring of ambient air quality.

The Ministry of the Environment operates an extensive network of air quality monitoring sites across Ontario. In 2006, 38 of these sites formed the basis of the Air Quality Index (AQI) network. Of the 38 air quality monitoring sites, the one closest to East Gwillimbury is in Newmarket. At the Newmarket site, air quality was reported in the very good and good categories 90.2 per cent of the time, and 9.8 per cent of the time in the moderate to poor categories. Across Ontario for the same time period, the average reporting for the AQI sites was 91 per cent in the very good and good categories, and in the moderate to poor categories about 9 per cent of the time.

The release of pollutants into the atmosphere and removal of pollutants from the atmosphere are ongoing processes. Pollutant levels are affected by source strengths, sunlight, moisture, clouds, precipitation, geography, plus regional and local weather conditions. Air pollutants in East Gwillimbury can originate from a variety of source categories including industry,
transportation, fuel combustion, and miscellaneous activities (primarily dry cleaning, painting, solvent use, and fuel marketing).

5.3.4 Noise

When examining the noise impacts of road improvements on existing residential areas, the Ministry of Transportation’s and Ministry of the Environment’s approach for the assessment of noise impacts is documented in “A Protocol for Dealing with Noise Concerns during Preparation, Review and Evaluation of Provincial Highway Environmental Assessments” (February 1986) prepared by the Ontario Ministries of Transportation and Environment.

It is stated in the protocol that:

“the objective for outdoor sound levels is the higher of the Leq 55 dBA or the ambient. The significance of a noise impact is quantified by using this objective in addition to the change in noise level above the ambient. Where noise increases above the ambient do not exceed 5 dBA, no mitigation is required.”

What this means is described as follows:

- If the Leq 24-hour traffic sound levels in the outdoor living areas of the adjacent dwelling units are less than or equal to 55 dBA and the impact is less than or equal to 5 dBA (over ambient noise levels), noise mitigation measures will not be required.

- If the Leq 24-hour traffic sound levels in the outdoor living areas of the adjacent dwelling units are greater than 55 dBA and the impact is less than or equal to 5 dBA (over ambient noise levels), attenuation measures will not normally be required.

- If the Leq 24-hour traffic sound levels in the outdoor living areas of the adjacent dwelling units are greater than 55 dBA and the impact exceeds 5 dBA (over ambient noise levels), noise control measures should be investigated within the right-of-way. If mitigation is warranted, attempts should be made to reduce the noise impacts as much as possible, within the constraints of administrative, aesthetic, economic and technical feasibility.

5.4 Existing and Future Land Use

The Town of East Gwillimbury includes a mix of agricultural, low density residential and commercial uses. Residential and commercial activity is dispersed among Holland Landing,

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2 Leq, or equivalent sound level, is the standard measure to describe noise exposure.
Sharon and Mount Albert. Within the Central Growth Area, the bulk of this activity is focused around Yonge Street and Leslie Street. Industrial uses are located adjacent to rail lines in Holland Landing and along Highway 404 southeast of Sharon. The institutional land uses are dispersed throughout each community, represented primarily by schools and religious institutions. Outside of the urban areas, the lands are primarily designated as agriculture and open space, much of which is not developable because they reside within the Provincial Greenbelt.

**Figure 5-4** illustrates East Gwillimbury’s existing land uses.

The Central Growth Area is being developed to include a mix of commercial and higher density residential and employment developments. This will require new or expanded transit routes, roadways, sidewalks and trails to accommodate the changing demands of the population.

Table 5.1 highlights the projected land uses and consumption for each of the four employment corridors.

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Developable Land</th>
<th>Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yonge Street North</td>
<td>45 hectares</td>
<td>Commercial Development</td>
</tr>
<tr>
<td>Green Lane Corridor</td>
<td>161 hectares</td>
<td>Mixed Use Development</td>
</tr>
<tr>
<td>Highway 404</td>
<td>253 hectares</td>
<td>Prestige / General Employment</td>
</tr>
<tr>
<td>Highway 400 / 404 Link</td>
<td>263 hectares</td>
<td>General / Prestige Employment</td>
</tr>
</tbody>
</table>

### 5.5 Community Facilities

An inventory of existing community features is identified below. The inventory is critical in assessing how changes to the transportation system may impact access to major trip generators, such as shopping malls or community centres, schools and religious institutions plus emergency service providers. Significant negative impacts should be avoided where possible. Where they cannot be avoided, an appropriate effort should be made to mitigate any adverse impacts.
Emergency Services

Three fire stations and two Emergency Medical Service (EMS) stations are located within the Town of East Gwillimbury. Figure 5-5 identifies their specific locations within each of the Town’s smaller hamlets.

Existing Points of Interest

East Gwillimbury is home to several places where people congregate, including shopping malls, schools, childcare centres, libraries and religious institutions. Figure 5-6 illustrates these points of interest.

Shopping Malls and Plazas

The Town comprises six plazas or shopping malls, including SilverCity, which houses the Town’s largest movie theatre.

Schools, Childcare Centres and Libraries

Five public schools and two private schools are dispersed throughout East Gwillimbury’s major communities. Some schools, like Holland Landing Public School, are located close enough to residential areas that the majority of students can walk to school. Others schools, including Queensville Public and Park Avenue Public, rely on school buses as the primary means of student transportation.

The Town’s childcare centres are located primarily along Leslie Street and Mount Albert Road, which is a short drive to the Green Lane interchange at Highway 404.

Public libraries are located in the communities of Holland Landing and Mount Albert. The Town’s main public library in Mount Albert houses a collection of over 55,000 items in various formats.

Religious Institutions

East Gwillimbury has eight places of worship dispersed throughout its major hamlets. As with many buildings considered an important part of a community’s social fabric, special consideration should be made to avoid negative impacts to churches and other religious institutions, or if necessary, employ appropriate mitigating measures.

Parklands

East Gwillimbury has over 180 acres of parkland. The Town’s 24 parks serve a variety of functions, from trails and mountain biking to playgrounds and picnics. The Town also boasts seven community centres spread throughout the five communities of Holland Landing, Queensville, Sharon, Mount Albert and Green Lane West. Figure 5-7 identifies the locations of East Gwillimbury’s parks and community centres.
Figure 5-6: Existing Points of Interest

Legend

- Shopping Malls and Plazas
- Schools
- Childcare Centres
- Libraries
- Religious Institutions
- Central Growth Area
- East Gwillimbury

Source: Town of East Gwillimbury and MMM Group

Produced by: MMM Group, February 2010
5.6 Cultural Environment and Built Heritage Features

Cultural Environment refers to cultural heritage and archaeological resources in the environment. Potentially adverse impacts to cultural and built heritage features as a result of new roads, road widenings, expanded transit services or other transportation improvement measures should be avoided where possible. Where they cannot be avoided, appropriate efforts will be made to mitigate adverse impacts, in accordance with provincial and municipal policies and procedures. A more detailed assessment of the Cultural Environment should be undertaken for any new road advancing to Phase 3 of the Municipal Class EA process.

Built heritage resources fall into two categories: designated and listed. Designated properties have designation under the Ontario Heritage Act (OHA), and listed properties or parcels have been identified by the Heritage East Gwillimbury Committee as having cultural and/or historical significance.

The Ontario Heritage Act came into force in 1975. Its purpose is to give municipalities and the provincial government powers to preserve features of Ontario’s heritage. The primary focus of the Act is to protect heritage buildings and archaeological sites. The legislation also mandates the Ontario Heritage Trust, a Crown agency, and the Conservation Review Board, a tribunal that hears objections to municipal and provincial decisions under the Act. In 2005, the Government of Ontario passed comprehensive amendments to the Ontario Heritage Act to strengthen and improve heritage protection in the province.

The National Historic Sites component of Parks Canada is responsible for Canada’s program of historical commemoration, which recognizes nationally significant places, persons and events. All such designations are made by the Minister of the Environment on the advice of the Historic Sites and Monuments Board of Canada. The Sharon Temple is the only site within East Gwillimbury that has been granted federal historic status.

Table 5.2 identifies all federal and provincially significant heritage properties within the Town of East Gwillimbury.
Table 5.2: Federal and Provincial Heritage Properties in East Gwillimbury

<table>
<thead>
<tr>
<th>Heritage Feature</th>
<th>Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kelley’s Bridge (steel pony truss swing bridge)</td>
<td>Ontario Heritage Act</td>
</tr>
<tr>
<td>Sharon Temple (museum)</td>
<td>Ontario Heritage Act and National Historic Site of Canada</td>
</tr>
<tr>
<td>Log house (relocated) – Sharon Temple Museum</td>
<td>Ontario Heritage Act</td>
</tr>
<tr>
<td>David Willson’s Study – Sharon Temple Museum</td>
<td>Ontario Heritage Act</td>
</tr>
<tr>
<td>Ebenezer Doan House (relocated) – Sharon Temple Museum Society</td>
<td>Ontario Heritage Act</td>
</tr>
<tr>
<td>Harrison-Holborn House</td>
<td>Ontario Heritage Act</td>
</tr>
</tbody>
</table>

The *Ontario Heritage Act* encourages citizen participation in local heritage conservation. In response, the Heritage East Gwillimbury Committee was created to identify and maintain an inventory of all significant buildings and areas in the Town. The Committee puts "Interest Plaques" on buildings or houses of historical or architectural interest older than 1910. It also puts these plaques on buildings pertaining to important individuals. Additionally, the Heritage East Gwillimbury Committee identifies Heritage Parcels that may have some local historical significance.

Cemeteries also exhibit cultural and historical significance. In Ontario, the task of conserving historically and architecturally significant properties is primarily a municipal matter. The *Ontario Heritage Act* provides a framework within which municipalities can act to ensure conservation of such properties. Local municipalities may designate heritage cemeteries under Parts IV and V of the Act (Ontario, 1990b). Cemetery owners or property managers may also enter into easement agreements with other agencies, such as the Ontario Heritage Trust or a municipality. All of these measures may assist in the preservation of cemeteries. Properties may either be associated with significant heritage buildings or be related to a settlement or rural area.

*Figure 5-8* depicts the location of Interest Plaques and Heritage Parcels, local cemeteries as well as federal and provincial heritage properties.

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3 The Heritage East Gwillimbury Committee was created by By-law 86-40, under Section 28 of the Ontario Heritage Act, to advise and assist Council on all matters relating to Sections IV and V of the Act.
5.7 First Nations / Aboriginal Peoples

The Municipal Class EA recognizes the importance of engaging in consultation with First Nations and Aboriginal Peoples in municipal infrastructure undertakings. According to this advice, the Town of East Gwillimbury engaged local First Nations by contacting the Chiefs of Ontario, the coordinating body for 134 First Nation communities located within the boundaries of the Province. The Chippewas of Georgina Island and Chippewas of Mnjikaning (Rama) were invited to participate in the TMP, and were notified of PCCs. A response to the Town’s invitation is included in Appendix A. As a result of the Town’s consultation, there are no known impacts to:

- First Nation Lands;
- Aboriginal Peoples’ Treaty Rights or the use of land and resources for traditional purposes;
- Aboriginal Peoples’ industry;
- Pre-historic and historic Aboriginal Peoples’ archaeological sites; or
- Aboriginal Peoples’ land claims.
6.0 EXISTING TRANSPORTATION NETWORK

6.1 Background

As part of the Class EA process, it is essential that decisions be based on a solid foundation of facts and analysis. A travel demand forecasting model is an ideal analytical tool for arriving at informed decisions under the Class EA framework. A model is a computer program that allows for the projection of future travel demands and assessment of the impacts expected as a result of transportation infrastructure improvements.

The long range EMME/2 travel demand model currently operated by York Region was used for this TMP to assess the existing transportation network within the Town, and also to provide for future direction relative to:

- Major road improvements;
- Major transit;
- Major cycling and pedestrian facilities; and
- Major TDM.

6.2 Travel Behaviours

Currently, the Town’s residents predominantly rely on driving to get to where they want to go, reflecting the auto-oriented form of development and remote distance from major activity centres. While GO Transit began operating rail service to East Gwillimbury in 2004, fewer than two percent of the Town’s residents use public transit for work or school — representing only a slight increase from 10 years earlier.

Figure 6-1 illustrates the difference in mode split, or preferred travel mode, for East Gwillimbury residents between 1996 and 2006.

Most employees in East Gwillimbury live in York Region, although very few emanate from within the Town itself. A majority of East Gwillimbury residents currently commute outside of the Town for employment, primarily to jobs in York Region. As a result of projected intensification and employment growth over the next 20 years, the Town should experience more internal work trips — or ‘live-work’ opportunities — reducing the exodus of commuters to Toronto and communities in the southern part of York Region. Increased local employment along with better transit and planning will enhance the market for local transit services and increase the demand for pedestrian and cycling opportunities. Access to new employment lands from residential communities will require widening some roads and building others. Likewise,
new facilities supporting transit, cycling and walking will encourage alternative modes of travel between residential and employment lands.

Figure 6-1: Mode Split

Figures 6-2 and 6-3 illustrate the commuting patterns of East Gwillimbury residents and individuals employed in the Town.

6.3 Roads

6.3.1 General Description

The arterial road network in the Town of East Gwillimbury is comprised of a mix of local and Regional concession roads that provides a grid of north-south and east-west concession roads within the Town.

Highway 404 connects Highway 401 and the Don Valley Parkway in Toronto to its northern terminus at Green Lane in East Gwillimbury. An extension of Highway 404 between Green Lane and Ravenshoe Road is projected to be completed by 2012.

The most significant watercourse through the study area is the Holland River, which runs north through the Town, jogging to the west just south of Mount Albert Road, and north again just west of Old Yonge Street in Holland Landing. Bridges provide crossings at several locations:

- Green Lane crosses the Holland River between Second Concession Road and Leslie Street;
East Gwillimbury Transportation Master Plan

Figure 6-2: Home-based Work Trips to East Gwillimbury

Produced by: MMM Group, April 2009

Source: 2006 TTS Data

Legend

Home-based Work Trips to East Gwillimbury

Travel Modes

High
Low
Go Transit
Local Transit
Auto Driver
Cycle
Walk
Auto Passenger
Other Modes
East Gwillimbury Transportation Master Plan

Figure 6-3: Home-based Work Trips from East Gwillimbury

Legend

Home-based Work Trips from East Gwillimbury

Travel Direction

High
Low

Travel Modes

GO Transit
Local Transit
Auto Driver
Cycle
Walk
Auto Passenger
Other Modes

Produced by: MMM Group, April 2009

Source: 2006 TTS Data
Queensville Sideroad crosses the Holland River between Bathurst Street and Yonge Street;

Yonge Street crosses the Holland River between Holland Landing Road and Mount Albert Road;

Second Concession Road crosses the Holland River between Green Lane and Mount Albert Road; and

Bradford Street crosses the Holland River between Holland Landing Road and Yonge Street.

6.3.2 Roadway Classification System

Roads within the study area are classified according to their primary function into a hierarchy that includes three main categories: arterials, collectors and local roads. The distinction between categories is generally based on the proportion of service between: (i) mobility, or provision for the through movement of traffic; and (ii) land access, or the provision of access to and from origins and destinations. As illustrated conceptually in Figure 6-4, arterials provide greater mobility with limited land access, local roads maximize land access at the expense of mobility, while collectors fall between arterials and local roads on the hierarchy. Provincial highways, such as Highway 404 just south of the study area, are classified as Freeways, providing maximum mobility with fully controlled access.

Arterial roads typically range in width between two and seven lanes, Collector roads between two and five-lanes, and Local roads between two and three-lane cross-sections. Other characteristics of each class of road are depicted in Table 6.1.

Table 6.1: Typical Characteristics for Road Classes (Urban)

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Major Arterial</th>
<th>Minor Arterial</th>
<th>Collector</th>
<th>Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Volume (veh/day)</td>
<td>10,000-30,000 veh/day</td>
<td>5,000-20,000 veh/day</td>
<td>1,000-12,000 veh/day</td>
<td>&lt;1,000 veh/day</td>
</tr>
<tr>
<td>Design Speed</td>
<td>60-100 km/hour</td>
<td>50 – 70 km/hour</td>
<td>50 – 80 km/hour</td>
<td>30 – 50 km/hour</td>
</tr>
<tr>
<td>Land Service / Access</td>
<td>Rigid access control</td>
<td>Some access control</td>
<td>Traffic movement and land access of equal importance</td>
<td>Land access primary function</td>
</tr>
<tr>
<td>Typical Right-of-Way Width</td>
<td>20-45 metres</td>
<td>20-45 metres</td>
<td>20-26 metres</td>
<td>18-22 metres</td>
</tr>
</tbody>
</table>

Source: Transportation Association of Canada (1999) and Town of East Gwillimbury
Figure 6-4: Roadway Classification

Legend

Roadway Classification
- Expressway / Highway
- Arterial
- Collector
- Local Street

East Gwillimbury Boundary
Central Growth Area

Source: York Region
Roads are administered by different authorities, including the Town of East Gwillimbury (municipal), the Region of York (regional), and the Ontario Ministry of Transportation (provincial). The jurisdiction under which a road is categorized generally relates to its functional classification: local roads and collectors tend to be municipal, arterials tend to be regional, and freeways tend to be provincial. However some variations from these norms occur. Figure 6-5 shows the municipal, Regional and provincial roads within the Town of East Gwillimbury.

Municipal roads provide access to land uses within the community, carry low to medium traffic volumes, and are built to local design standards. Regional roads carry higher volumes of traffic and serve primarily longer distance through trips. They are generally built to higher design standards — for example higher design speeds, wider lanes and wider shoulders. Access to regional roads via driveways is more limited than for municipal roads, and intersection spacing tends to be greater. Provincial roads carry very high traffic volumes along controlled access freeways and highways. They have higher design standards than regional roads, and primarily serve inter-regional travel and commercial traffic.

### 6.3.3 Congestion Measures for Existing Roads

Sections 6.3.3 to 6.3.6 describe the existing transportation network or 2006 'base year' transportation network.4

The Level of Service (LOS) is based on a volume-to-capacity (v/c) ratio. The roadway LOS is a qualitative measure of roadway congestion ranging from LOS A (least congested) to LOS F (most congested), resulting in operational failure with long delays and significant queues. LOS is one of the most common terms used to describe how "good" or how "bad" traffic conditions are.

The v/c ratio is a measure of traffic demand on a facility (expressed as volume) compared to its traffic-carrying capacity. A v/c ratio of 0.8, for example, indicates that a traffic facility is operating at 80% of its capacity. The v/c ratio thresholds by LOS designation vary by speed, functional classification and area type.

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4 The capacity constraints are based on the link level of service obtained from the trip assignment.
In order to evaluate the performance of the transportation network under existing and future scenarios for this TMP, LOS D was established as the threshold for acceptable roadway performance. However, to simplify this analysis, the composite LOS thresholds for all facilities and area types in the model network were adopted, as displayed in Table 6.2.

### Table 6.2: Level of Service Definitions

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Description</th>
<th>V/C Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Free flow – low volumes and no delays</td>
<td>≤ 0.26</td>
</tr>
<tr>
<td>B</td>
<td>Stable flow – speeds restricted by travel conditions; minor delays</td>
<td>&gt; 0.26 - 0.4</td>
</tr>
<tr>
<td>C</td>
<td>Stable flow – speeds and manoeuvrability closely controlled due to higher volumes</td>
<td>&gt; 0.4 - 0.6</td>
</tr>
<tr>
<td>D*</td>
<td>Stable flow – speeds considerably affected by change in operating conditions; volume approaching capacity</td>
<td>&gt; 0.6 - 0.8</td>
</tr>
<tr>
<td>E</td>
<td>Unstable flow – low speeds and considerable delay; volume at or very close to capacity</td>
<td>&gt; 0.8 - 1.0</td>
</tr>
<tr>
<td>F</td>
<td>Forced flow – very low speeds; volumes exceed the practical roadway capacity</td>
<td>&gt; 1.0</td>
</tr>
</tbody>
</table>

* LOS D is the threshold for acceptable road performance

**6.3.4 Existing Traffic Volumes**

In order to document the level of accuracy achieved by the York Region EMME/2 model, MMM compared traffic volumes generated by the model to those actually observed in the 2006 Cordon Count program.

Table 6.3 identifies the morning peak hour (7:00-9:00 am) projected volumes compared to observed traffic counts at four ‘screenlines’ that make up the urban area boundary. The data shows that the York Region EMME/2 model tends to underestimate traffic volumes within the Town’s urban area by approximately 15 percent. The purpose of the screenline analyses was to identify available transportation capacity in parallel corridors, assuming commuters are willing and able to change their routes or travel mode to reduce their travel time.
Table 6.3: Screenline Analysis Model Volumes vs. Observed Volumes (2006)

<table>
<thead>
<tr>
<th>Screenline</th>
<th>Location</th>
<th>Model Volumes (vehicles/hour)</th>
<th>Observed Volumes (vehicles/hour)</th>
<th>Difference (Observed / Model)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screenline 1 (North-South)</td>
<td>West of Woodbine Avenue</td>
<td>2,716</td>
<td>1,910</td>
<td>-30%</td>
</tr>
<tr>
<td>Screenline 2* (North-South)</td>
<td>East of Bathurst Street</td>
<td>749</td>
<td>900</td>
<td>+20%</td>
</tr>
<tr>
<td>Screenline 3** (East West)</td>
<td>South of Queensville Sideroad</td>
<td>1,856</td>
<td>2,634</td>
<td>+42%</td>
</tr>
<tr>
<td>Screenline 4*** (East West)</td>
<td>North of Green Lane</td>
<td>3,580</td>
<td>4,773</td>
<td>+33%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>8,901</td>
<td>10,217</td>
<td>+15%</td>
</tr>
</tbody>
</table>

* Only two stations from the Region’s AADT program were used.

** Only two Cordon Count stations were used that lie within the urban area.

*** Only Cordon Count stations within the urban area were included in the analysis.

As Table 6.4 illustrates, the existing v/c ratios across the four screenlines are quite low, which suggests many of the roads have sufficient capacity. However, given the directional nature of travel and the limited connectivity in the road network, certain segments during the peak hours are approaching capacity. These segments include Second Concession Road, Woodbine Avenue and Leslie Street - all north of Green Lane. Additionally, because eastbound travel along Green Lane to the Highway 404 interchange is heavy during the morning commute, the turning movements at intersections along Green Lane also experience significant delays.
Table 6.4: Screenline Analysis Volumes Compared to Capacity (2006)

<table>
<thead>
<tr>
<th>Screenline</th>
<th>Location</th>
<th>Model Volumes (vehicles/hour)</th>
<th>Road Capacity (vehicles/hour)</th>
<th>v/c Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screenline 1</td>
<td>West of Woodbine Avenue</td>
<td>2,716</td>
<td>6,400</td>
<td>0.42</td>
</tr>
<tr>
<td>Screenline 2*</td>
<td>East of Bathurst Street</td>
<td>749</td>
<td>3,000</td>
<td>0.23</td>
</tr>
<tr>
<td>Screenline 3**</td>
<td>South of Queensville Sideroad</td>
<td>1,856</td>
<td>4,400</td>
<td>0.42</td>
</tr>
<tr>
<td>Screenline 4***</td>
<td>North of Green Lane</td>
<td>3,580</td>
<td>11,200</td>
<td>0.31</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>8,901</td>
<td>25,000</td>
<td>0.35</td>
</tr>
</tbody>
</table>

* Only two stations from the Region’s AADT program were used.
** Only two Cordon Count stations were used that lie within the urban area.
*** Only Cordon Count stations within the urban area were included in the analysis.

6.3.5 Assessing Existing East Gwillimbury Traffic

Figure 6-6 depicts the base year (2006) a.m. peak hour volumes. Existing v/c ratios exceeding LOS E - as determined by the York Region travel demand model - are provided in Figure 6-7.

Based on existing data, traffic in East Gwillimbury’s urban area does not experience widespread congestion during the morning peak hour. Only five road segments had a v/c ratio greater than 0.80:

- Southbound Second Concession Road between Mount Albert Road and Green Lane;
- Southbound Leslie Street between Mount Albert Road and Green Lane;
- Southbound Leslie Street between Ravenshoe Road and Queensville Sideroad;
- Southbound Woodbine Avenue between Holborn Road and Queensville Sideroad; and
- Southbound Woodbine Avenue between Mount Albert Road and Green Lane.

Traffic flow during the morning peak period is primarily southbound, concentrated along Highway 404 and Leslie Street south of Green Lane, and in the east-west direction along Green Lane between Bathurst Street and Highway 404. A review of the v/c ratios along Green Lane indicates there is sufficient capacity on the road leading up to the Highway 404 ramps.
Figure 6-6: 2006 Auto Volumes (AM Peak Flows)

Legend

2006 Auto Volumes
Low
Medium
High

Source: York Region EMME/2 Travel Demand Model
Figure 6-7
2006 V/C Ratios (AM Peak Flows)

Legend
V/C Ratios
Los E+
East Gwillimbury Boundary
Central Growth Area

Source: York Region EMME/2 Travel Demand Model

Produced by MMM Group, January 2010
However, the heavy east-west flows on Green Lane present significant delays to turning movements from the north-south direction. As a result, any southbound traffic from Leslie Street that uses Davis Drive to access Highway 404 is primarily through traffic originating from other communities.

The base year traffic flow in the Town indicates that access to Highway 404 is very important given the live-work relationship of many of the Town’s residents (today many residents commute to Newmarket and beyond for employment). Additionally, Highway 404 is the only high speed freeway connecting East Gwillimbury to other municipalities in York Region and the City of Toronto.

### 6.3.6 Intersection Assessment

The traffic conditions in the base year were also analyzed at the intersection level in order to identify bottlenecks that might hinder the smooth flow of traffic. The intersection level assessment was focused along Green Lane, which is the major east-west arterial road located along the southern boundary of the Town. Its primary purpose is to channel the traffic onto Highway 404 and beyond.

The results of the intersection level assessments were obtained from the Master Environmental and Servicing Plan for the Sharon Community Plan that is also currently being completed for the Town by MMM Group.

Table 6.5 shows the intersection capacity analysis for the major intersections along Green Lane in 2006.

#### Table 6.5: AM Peak Hour Intersection Analysis 2006 Base Conditions

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Control Type</th>
<th>LOS at Intersections</th>
<th>Critical Movement(s) (v/c, LOS) Along the Entire Link</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green Lane East @ Leslie Street</td>
<td>Signalized</td>
<td>C</td>
<td>EBT* (0.99, E) WBL** (0.91, E)</td>
</tr>
<tr>
<td>Green Lane East @ Second Concession Road</td>
<td>Signalized</td>
<td>C</td>
<td>--</td>
</tr>
<tr>
<td>Green Lane East @ Woodbine Avenue</td>
<td>Signalized</td>
<td>B</td>
<td>--</td>
</tr>
<tr>
<td>Green Lane East @ Hwy 404 East Ramp (S-EW)</td>
<td>Signalized</td>
<td>C</td>
<td>--</td>
</tr>
</tbody>
</table>

* Eastbound through movements

** Westbound left turn movements
As the data shows, none of the key intersections along Green Lane are approaching capacity. The eastbound through and westbound left turn movements at the Green Lane East and Leslie Street intersection are currently experiencing very high v/c ratios. This is not surprising given that these movements represent peak direction flows for the a.m. peak hour.

### 6.3.7 Connectivity

Connectivity refers to a person’s ability to move from place to place; for example, the ability of commuters to easily travel between Holland Landing and other parts of the Town.

Good connectivity supports seamless movement around the Town. Where new commercial and residential corridors are proposed, the Town should provide suitable connections with new or expanded roads, enhanced transit services, plus cycling and pedestrian trails or routes.

This TMP recognizes the importance of connectivity in examining the current transportation system and developing transportation options.

### 6.3.8 Access Management

York Region developed the *Access Guidelines for Regional Roads* to identify management strategies that address traffic congestion, collisions and loss of arterial vehicular capacity. In addition to impacting the safety and efficiency of travel on the regional road network, well-designed access management systems for existing and planned corridors can help preserve community character, advance economic development goals and protect public investment in roads.

The Region’s access management guidelines address:

- Access controls;
- Access design standards;
- Lot criteria; and
- Variance controls.

In the interest of providing for future traffic movement and safety, for those corridors currently controlled by the Town of East Gwillimbury that may eventually be transferred to the Region, it is recommended that the Town follow these guidelines when reviewing development proposals that directly impact these roads.
6.4 Transit

An integral part of this TMP is to identify new local and express transit services that will accommodate existing and projected population and employment growth anticipated in East Gwillimbury. Transportation options in terms of different modes are essential to maintaining cost effectiveness as well as mobility and sustainability. Currently, fixed route bus and rail services in East Gwillimbury are limited compared to some of the larger and more densely populated municipalities in York Region.

Below is a description of the transit services currently operating in East Gwillimbury. Figure 6-8 illustrates these transit services.

6.4.1 York Region Transit

YRT operates three local fixed bus routes within East Gwillimbury. Table 6.6 provides a description of this service.

<table>
<thead>
<tr>
<th>Bus Route</th>
<th>Areas Served</th>
<th>Service Type</th>
<th>Operating Days</th>
<th>Average Weekday Boardings1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 52</td>
<td>Holland Landing, East Gwillimbury GO Station</td>
<td>Full and Peak Service</td>
<td>Weekdays and Saturdays</td>
<td>218 Boardings</td>
</tr>
<tr>
<td>Route 58/58A</td>
<td>Sharon, East Gwillimbury GO Station</td>
<td>Full, Peak and Limited Service</td>
<td>Weekdays only</td>
<td>100 Boardings</td>
</tr>
</tbody>
</table>

1 Source: York Region Transit

YRT Route 52 “Holland Landing” operates service between Holland Landing and the GO Bus Terminal at Davis Drive and Eagle Street in Newmarket. During the morning and evening rush hours, Route 52 serves the East Gwillimbury GO Train Station at 20 to 30 minute intervals. On Saturdays, Route 52 operates service every hour.

Route 58 “Leslie North” provides service between Sharon and the 404 Town Centre at Davis Drive and Leslie Street in Newmarket. Route 58A provides service between the 404 Town Centre and Mount Albert via Sharon. YRT operates 19 weekday trips on this route, nine of which extend to Mount Albert on the 58A route. Service frequency varies on weekdays, from 30 minutes during morning and evening rush hours to every one to two hours during off-peak periods. Route 58/58A does not operate on weekends. Four morning and afternoon routes connect with the Bradford GO Train service at the East Gwillimbury GO Station.
Figure 6-8: Existing Transit Services

Legend:
- GO Station
- Bus Stops
- GO Line
- Bus Route
- Major Roads
- Minor Roads
- Central Growth Area
- Town Boundary

Produced by: MMM Group, April 2009
Source: York Region Transit
YRT also operates special high school routes for many York Region schools, including Route 425 that serves Holland Landing students enrolled at Huron Heights Secondary School in Newmarket.

YRT’s 2009 Service Plan identifies two future service improvement recommendations that would enhance bus service in East Gwillimbury, if implemented. These are:

- Extending Route 58/58A service south on Leslie Street to State Farm Way in Aurora; and
- Operating Saturday and Sunday Dial-A-Ride Service.

Additional information on the Region’s 2010 Transit Service Plan may be viewed at www.yrt.ca/whats-ahead/index.asp.

6.4.2 GO Transit Service

GO Transit operates both bus and passenger train service in East Gwillimbury.

GO Transit’s Barrie route includes several weekday stops at the East Gwillimbury GO Station located at the intersection of Green Lane East and Second Concession Road. Opened in 2004, the station includes 637 parking spaces (free and reserved), Kiss & Ride passenger drop-off and other amenities. Barrie GO service includes four southbound trains during the morning peak and four northbound trains during the afternoon/evening peak.

Train-buses (a bus service that largely duplicates the route and, where possible, the schedule of the associated train service) supplement the service between East Gwillimbury Station and Union Station with 17 southbound trips and 24 northbound trips on weekdays. There is no weekend train or train-bus service.

In addition to these services, GO operates one round trip per weekday on its “Keswick – East Gwillimbury – Union Station” route via Highway 404. GO also operates a “Newmarket – Keswick – Sutton – Beaverton Local” route, which stops in Sharon at Mount Albert Road and Leslie Street. This route provides 13 southbound and 17 northbound trips per weekday and eight roundtrips on Saturdays and Sundays.
6.4.3 Transit Services for the Disabled

YRT Mobility Plus is the Region’s door-to-door accessible public transit service for people with disabilities who are unable to use regular public transit.

Mobility Plus serves all nine municipalities in York Region. Registered Mobility Plus users can book trips to travel anywhere across the Region, and connect to neighbouring specialized transit services in the City of Toronto and the Regions of Peel and Durham. Service is available seven days a week, from 6:00 a.m. to midnight Monday to Saturday, and from 8:30 a.m. to 10:00 p.m. on Sundays and holidays.

6.5 Existing Pedestrian and Bicycle Facilities

Pedestrian facilities within the Town of East Gwillimbury are comprised of sidewalks or pathways (within road rights-of-way) and off-road trails. Cycling facilities include limited segments of off-road trails. Regional and town roads are used by cyclists, but are not signed or marked for bicycle use.

Pedestrian and cycling activities in East Gwillimbury are primarily recreational in nature. The Town’s trails provide scenic hiking opportunities through natural areas, while its rural roads and picturesque communities draw cyclists from neighbouring municipalities. A small percentage of Town residents commute by walking. The share of commuting trips by cycling is negligible.

6.5.1 Existing Pedestrian Facilities

Sidewalks are integrated within the urban areas of Holland Landing, Sharon, Queensville and Mount Albert. The Town maintains approximately 56 km of sidewalks, which receive winter snow removal service by the Town. The Town’s sidewalks allow the community to promote self-directed walking tours of these historic communities. An inventory of existing sidewalks in East Gwillimbury is illustrated in Figure 6-9.

Off-road trails are another element of the pedestrian network. The Town of East Gwillimbury trails map (see Figure 6-10) depicts the primary off-road trails within the Town. These trails are largely recreational in nature, providing opportunities for hiking, cross-country skiing, snowshoeing and cycling (depending on the trail). Surface treatments vary by trail, and include compacted earth, gravel, woodchips and asphalt pavement. Three of the off-road trails form part of the Nokiidaa Trail System, a Regional trail that extends south into Newmarket to connect to the wider Regional trails system. The Town’s Trail Map outlines over 20 km of off-road trails.
Figure 6-9: Existing Sidewalks

Legend
- Red: Existing Sidewalks on Regional Roads
- Blue: Existing Sidewalks on Town Roads
- Pink: Central Growth Area
- Blue Dashed Line: East Gwillimbury Boundary

Source: Town of East Gwillimbury

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