6.5.2 Existing Cycling Facilities

There are currently no formal on-road cycling facilities within the Town of East Gwillimbury, although cyclists regularly travel on local and regional roads. Cyclists in urban areas are able to ride in the curb lane on arterial, collector and local roads. On rural roads, cyclists generally utilize paved shoulders, or share the curb lane with motor vehicle traffic.

Town residents generally do not commute by bicycle, although rural roads through the Oak Ridges Moraine and Greenbelt areas are particularly popular with recreational cyclists. During the spring, summer and fall, recreational cyclists and members of local cycling clubs regularly cycle along the main arterial roads in East Gwillimbury, particularly in rural areas. The Holland River and Vivian Creek Trails provide substantial off-road cycling opportunities.

6.5.3 York Region Pedestrian and Cycling Master Plan

In early 2006, York Region initiated a study to develop a Pedestrian and Cycling Master Plan with the purpose of providing “a coordinated and integrated Regional pedestrian and cycling system serving both the urban and rural areas of York with a focus to increase walking and cycling for leisure and commuting purposes”\(^5\). The plan, adopted by York Regional Council in 2008, includes Regional pedestrian and cycling facilities within the Town of East Gwillimbury.

6.6 Transportation Demand Management Service

6.6.1 Background

The primary goal of TDM Services is to reduce travel demand (particularly during the peak hours) by shifting commuters from single-occupant vehicle trips to alternative modes such as transit, carpooling, cycling and walking. This fosters a more efficient use of transportation infrastructure. Some examples of TDM initiatives include:

- Employer-sponsored transit passes;
- Employer shuttle bus programs;

\(^5\) Source: York Region Pedestrian and Cycling Master Plan
Telecommuting and flexible work schedules; and
Parking management.

TDM also includes supportive measures such as employer “guaranteed ride home” programs, shower and change facilities at employment centres, facilities to support multi-modal trips (such as bike racks on buses), and preferred rideshare parking at key destinations.

On a wider scale, TDM elements can be incorporated into land use planning by clustering mixed land uses in close proximity to each other; connecting pedestrian, cycling and transit routes; and developing centralized employment areas. TDM is also a large part of transportation planning, through the application of high-occupancy vehicle lanes; transit service and network improvements; and expanded pedestrian and cycling networks.

The Smart Commute Initiative, originally called the Greater Toronto Area Travel Demand Management Program proposal, is an ambitious GTA-wide program that has established carpooling, vanpooling and car sharing programs along with the development of several Transportation Management Associations (TMAs) across the GTA. TMAs are organizations that address the distinct transportation needs of specific office markets or corridors. The activities of such organizations vary, but generally include the development, implementation, promotion and operation of TDM initiatives within a given geographic region.

Three TMAs currently operate within York Region (see Figure 6-11):

- Smart Commute 404-7 (Markham-Richmond Hill);
- Smart Commute North Toronto-Vaughan; and
- Smart Commute Central York.

### 6.6.2 Transportation Demand Management in East Gwillimbury

Given the rural nature of the Town of East Gwillimbury and its relatively low population and employment densities, there have been few TDM initiatives in this community. That said, several transportation options exist in the Town, including YRT service and carpooling. For the latter, residents participating in a carpool are encouraged to use carpool lots such as those to be developed at new major interchanges along Highway 404 north of Davis Drive, as a park-and-ride facility. Ridesharing opportunities are further enhanced by the Smart Commute’s “Carpool Zone”, a provincial program designed to match potential carpool participants with other individuals near their home and workplace. Smart Commute Central York’s services are currently available to businesses in East Gwillimbury.

While elements of TDM exist in the Town, there is no formal TDM program in place. Proposed developments within the Official Plan zones of Holland Landing, Sharon and Queensville will incorporate some TDM-supportive elements, including transit and carpooling.
7.0 TRAVEL FORECAST MODEL DEVELOPMENT

The York Region EMME/2 model provides a basis for forecasting future travel demands for three horizon years: 2016, 2031 and 2051.

7.1 Future Horizon Assessment Methodology

In order to determine what roadway improvements may be required to address future population and employment growth, the following process was undertaken for each horizon year:

- Forecasting future traffic volumes using the York Region travel demand model;
- Isolating network deficiencies based on quantified capacity constraints (from the model) at the link, screenline and intersection levels; and
- Identifying and evaluating improvement opportunities (“Alternative Solutions”) to address deficiencies and achieve strategic growth objectives.

7.2 Traffic Analysis Zone Structure

Traffic Analysis Zones (TAZs) are geographic units representing sizable portions of the Region that impact, or in some cases are predicted to impact, the transportation and transit networks. TAZs have distinct geographic boundaries with relatively few access points to the Region’s overall transportation network. Typical boundaries include controlled access highways, railroad lines, water boundaries and ridgelines. Because the impact of different types of trips (e.g. home to work, home to shopping, etc.) may be assessed, each TAZ should be comprised of a fairly homogeneous land use.

A good deal of judgment is involved in determining appropriate TAZ boundaries. Two principles should be observed in delineating TAZs:

1. TAZ boundaries should coincide with jurisdictional boundaries; and
2. In order to compare previously developed transportation planning data, adjusting TAZ boundaries should be avoided, if possible.

The Town of East Gwillimbury is made up of 24 TAZs, as illustrated in Figure 7-1.
7.3 Socio-economic Assumptions

The socio-economic input data developed for the Town is based on the 40% intensification land use scenario endorsed by Regional Council in 2008. The 40% growth scenario serves as the basis for the Region’s Growth Plan to 2031.

The 40% growth scenario incorporates the requirements of the Provincial Growth Plan (Places to Grow) for the Region as a whole by accepting:

- 1.5 million population and approximately 800,000 jobs;
- Minimum 40% intensification within the built-up area; and
- Minimum densities of 50 people and jobs per hectare in new communities in designated Settlement and Whitebelt areas.

The Town had originally identified growth to 88,000 people and 45,000 jobs as a reasonable target to provide for the development of East Gwillimbury as a complete community. The Town believes this balanced growth would provide a range of places for people to live and work, enabling the construction of key infrastructure to service growth in the Town. In September 2008, the Region released a refined growth scenario allocating 88,000 people and 32,000 jobs to the Town by 2031. The lower employment allocation results in a lower activity rate in the Town, providing approximately 1 job for every 3 people.

The consequences of a lower employment allocation would:

- Undermine the Town’s overall objectives and community building goals for the creation of a complete community by 2031;
- Create an activity rate of approximately 34 to 36% (1 job for every 3 people), which is significantly lower than the Town’s target of a 50% activity rate (1 job for every 2 people). This reduction in the participation rate is contradictory to the Town’s vision of a sustainable and complete community where people are able to live and work;
- Result in a large part of the Highway 404 lands south of Queensville remaining as agricultural and rural land outside the urban boundary of the Town. This would mean that the Town could not capitalize on the economic benefits of this $250 million investment in provincial infrastructure within the 2031 planning horizon;
- Expose the Highway 404 lands south of Queensville to fragmentation and encroachment from other uses that could threaten the long-term viability of the lands as an employment area; and
- Impose a financial burden on the Town, where a greater proportion of tax assessment would need to come from residential properties.
The Town has assessed the capacity of all areas within the boundary of the Central Growth Area that are suited for growth to a level of 150,000 people and 75,000 jobs. The Town expects that these two projections will be achieved by 2051. This includes the capacity to accommodate growth through residential intensification in existing communities, totalling approximately 1,030 units in the provincially defined Built Boundary. The assessment also estimated the capacity in approved community plans, area-specific official plan amendments, and in future growth areas in the agricultural and rural areas commonly referred to as the ‘Whitebelt.’ The 2051 population and employment estimates were used to plan for a long-term urban structure that provides the basis for assessing the infrastructure needs of the Town.

The population and employment assumptions used in the model are detailed in Table 7.1. Both 2031 employment numbers were modelled to assess how future traffic within the Town may be impacted by lower and higher employment figures.

### Table 7.1: East Gwillimbury Population and Employment Assumptions

<table>
<thead>
<tr>
<th></th>
<th>2031 (Town)</th>
<th>2031 (Region)</th>
<th>2051 (Town)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projected Population</td>
<td>88,000</td>
<td>88,000</td>
<td>150,000</td>
</tr>
<tr>
<td>Projected Employment</td>
<td>45,000</td>
<td>32,000</td>
<td>75,000</td>
</tr>
</tbody>
</table>

#### 7.4 2031 Trip Generation

Table 7.2 depicts the person trips projected by the Region’s model to be generated by the Town in 2031, including:

- Home-based work trips;
- Home-based school trips; and
- Home-based other trips.

---

### Table 7.2: York Region AM Peak Period Model Trip Generation - 2031

<table>
<thead>
<tr>
<th>Trip Purpose</th>
<th>Category</th>
<th>2006</th>
<th>2031</th>
<th>Trip Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Region</td>
<td>Town</td>
<td>Region</td>
</tr>
<tr>
<td>Home-based Work</td>
<td>General Office</td>
<td>130,349</td>
<td>1,692</td>
<td>214,047</td>
</tr>
<tr>
<td></td>
<td>Manufacturing</td>
<td>116,288</td>
<td>1,736</td>
<td>190,897</td>
</tr>
<tr>
<td></td>
<td>Professional</td>
<td>224,573</td>
<td>3,417</td>
<td>400,096</td>
</tr>
<tr>
<td>Home-based School</td>
<td>Secondary School</td>
<td>42,697</td>
<td>612</td>
<td>49,692</td>
</tr>
<tr>
<td></td>
<td>Post-Secondary School</td>
<td>13,812</td>
<td>138</td>
<td>17,125</td>
</tr>
<tr>
<td>Home-based Other Trips</td>
<td></td>
<td>211,830</td>
<td>4,889</td>
<td>336,408</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>759,549</td>
<td>12,484</td>
<td>1,208,265</td>
</tr>
</tbody>
</table>

### 7.5 Intersection Assessment

A transportation network is made up of links and nodes with different capacity thresholds and different sets of factors influencing their level of service. For the network to operate smoothly, both the links and nodes (intersections) must have sufficient capacity.

A travel demand model is an invaluable tool for recognizing constraints at the link level. However, predicting traffic operations at the intersection level, especially for a horizon year as far out as 2031, presents some challenges, which are typical of the modeling process. These challenges arise due to three reasons:

- First, the inability of most travel demand models, specifically York Region’s EMME/2 model, to accurately forecast turning movements at an intersection;
- Second, increasing uncertainty in predicting turning movements for a horizon year like 2031 using post-model processes; and
- Third, predicting traffic operations for 2031 using existing vehicle and driver characteristics leads to an invariant model that is insensitive to behavioural and physical changes that take place over such a long horizon.
As noted earlier, York Region’s travel demand model is a macro level model that estimates traffic volumes based only on the links in the network. In order to estimate future intersection operations, certain assumptions need to be made between the link v/c ratios and their corresponding intersections. The intent is not to identify intersection operations as is done in a traditional Traffic Impact Study (identify LOS using either delay or v/c ratios), but instead present certain guidelines that can be used to locate bottlenecks in the system. The assumptions are documented as follows:

- **Assumption 1**: A link v/c ratio between 0.8 and 0.9 indicates that the link and intersection is beginning to experience congestion, but is yet manageable at the level of the individual link or node and requires little or no improvement to the transportation infrastructure. If a number of links and intersections along a corridor are expected to operate at this threshold, then transportation-related improvements in the corridor can be implemented (e.g. turning lanes). This will allow for a certain amount of redundancy in the system to accommodate incidents in the form of traffic collisions.

- **Assumption 2**: A link v/c ratio between 0.9 and 1.0 indicates that the link is approaching congestion, and in all likelihood, a few approaches and turns at the intersection are already operating at capacity. Such network links/intersections warrant minor capacity additions in the form of turning lanes for some approaches, cycle length/split optimization, enhanced signal progression, etc.

- **Assumption 3**: A link v/c ratio of greater than 1.0 indicates that the link is operating at capacity with major delays being experienced at the intersections. Under such conditions, major capacity improvements at the link level, such as adding lanes, need to be coupled with a complete overhaul of intersection operations.

Based on the above assumptions, future (2031) traffic conditions were assessed for the Town (see Chapter 9.0).
8.0 LOCAL ROAD IMPROVEMENTS

8.1 Proposed Road Improvements

A series of eight local road improvements were developed conceptually to address existing and future traffic growth. The road improvements were examined in conjunction with the construction of the Highway 400-404 Link. Figure 8-1 illustrates these proposed improvements, and a brief description of each is provided below.

North-South Collector

The North-South Collector Road would operate between Green Lane and Doane Road, improving access between Sharon and Queensville, as well as providing access to the Sharon West development. This two lane road was also proposed to serve as an alternate north-south corridor to Leslie Street.

East-West Collector

The East-West Collector Road would operate north of Green Lane, connecting Bathurst Street to Woodbine Avenue. The two, or possibly four, lane road was proposed to provide direct access to future developments along Green Lane since the latter roadway will have significant access control measures in place. To a lesser extent, the East-West Collector will provide an alternate east-west route for both local and some “through” traffic.

Harry Walker Parkway Extension

The Harry Walker Parkway Extension would extend the existing road north of Green Lane to the proposed East-West Collector Road. This extension was identified as an alternate north-south link that would alleviate traffic on both Leslie Street and on Green Lane.

Sharon East Employment Collector

The Sharon East Employment Collector would provide a northern link between Mount Albert Road and Doane Road, providing direct access to the Highway 404 employment and residential lands in Sharon and Queensville.

Thompson Drive Extension

The Thompson Drive Extension would extend Thompson Drive to the Sharon community, improving access to future employment areas in Holland Landing. This two lane road was proposed to serve as an east-west alternate to Doane Road and Mount Albert Road.
Figure 8-1: Potential Local Roadway Improvements with Highway 400-404 Link

Produced by: MMM Group, June 2010

Legend
- Proposed Road Network
  - North South Collector
  - East-West Collector
  - Harry Walker Parkway
  - Sharon East Employment Collector
  - Thompson Drive Extension
  - North Queensville Ring Road
  - Mount Albert Road Extension
  - Highway 400-404 Link
  - Doane Road Pedestrian Link

- Existing and Draft Approved Roads
- GO Station
- East Gwillimbury Boundary
- Central Growth Area
Doane Road Extension

The Doane Road Extension was identified as a potential option to improve access to future Holland Landing and Highway 404 employment lands. The extension would require a major structure to traverse the Holland River. The Doane Road Extension will not be pursued. However, the Town may consider this link in the future as a cycling and pedestrian-only connection. The provision of a local roadway will depend on the future travel needs based on vehicular demands, with a full review of alternatives to move inter-Regional traffic.

North Queensville Ring Road

The North Queensville Ring Road was designed to improve access to future Queensville employment lands and the University of East Gwillimbury. North-south segments of the ring road would serve as an alternative to Leslie Street and Second Concession Road.

Mount Albert Road Extension

The Mount Albert Road Extension was identified as a potential option to improve access to future employment lands in Holland Landing, while serving as an alternate Holland Landing-Sharon connection. It would also provide a more direct connection between Highway 11 and Holland Landing Road. The extension would require a very large structure to traverse the Holland River and the existing rail corridor.

The Highway 400-404 Link

In 2002, the Minister of the Environment with Cabinet's concurrence approved the Ministry of Transportation's EA to build a 16.2 km freeway linking Highway 400 to Highway 404. The freeway, once proposed by the Ministry of Transportation to be constructed by 2021, would connect Highway 400 in the Town of Bradford West Gwillimbury to the northerly extension of Highway 404 in East Gwillimbury. However, as a result of Ontario’s Places to Grow legislation, the Highway 400-404 Link was left out of the Provincial Growth Plan. The proposed Highway 400-404 link was sanctioned by both the Town and the Region of York as to the need, however, the proposed location is not supported by the Town. As a result, additional studies should be undertaken to confirm the exact alignment through East Gwillimbury. The Town’s position is that the Link should be located slightly north of its proposed location, preferably within the Ravenshoe Road corridor. Accordingly, when this project is reconsidered by the Province, the Town’s preferred alignment should be considered prior to finalizing plans for construction.
8.2 Assessing the Proposed Road Improvements

To determine which of the proposed local road improvements are required to meet projected 2031 population and employment levels, each road improvement was evaluated through quantitative and qualitative measures, including:

- Projected traffic volumes and impact on the overall transportation system, gleaned from the travel demand model (Chapter 9.0);
- Projected traffic volumes and impact on individual proposed roadway improvements, gleaned from the travel demand model (Chapter 10.0);
- Potential impact on the social and environmental surroundings (Chapter 11.0); and
- Projected costs of the infrastructure (Chapter 12.0).

The results of each of the above measures were equally considered. Those proposed local roadway improvements that showed an unusual number of “red flags” or constraints were identified; however, this did not necessarily exclude them from being recommended. The Preferred Option, which includes all the recommended roadway improvements, is presented in Chapter 13.0.

8.3 Transportation Model Scenarios

Three transportation model scenarios were developed and evaluated to address East Gwillimbury’s projected transportation needs. York Region’s EMME/2 travel demand model was used to “test” the scenarios to determine how each local road improvement could impact traffic in 2031, assuming projected population and employment growth. The model scenarios are:

1. Model Scenario 1 - 2031 Base Case (planned Regional road improvements + transit improvements + pedestrian and cycling facility improvements);
2. Model Scenario 2 - 2031 Base Case + Proposed Local Roadway Improvements; and
3. **Model Scenario 3 - 2031 Base Case + Proposed Local Roadway Improvements + the Highway 400-404 Link.**

Model Scenario 1, or the “Base Case”, includes all Regional roadway improvements identified in the 2002 York Region TMP, as well as other Regional roads that were studied and approved between 2002 and 2008 (see **Table 8.1**). Additionally, Model Scenario 1 includes improvements to existing local bus services, provisions for rapid transit services along Green Lane to the East Gwillimbury GO Station and expansion of the existing on and off-street bicycle and pedestrian facilities.

**Table 8.1: Planned Regional Improvements***

<table>
<thead>
<tr>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Description</th>
<th>Construction Date (estimate)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bathurst Street</td>
<td>Green Lane</td>
<td>Yonge Street</td>
<td>Road improvements, connection</td>
<td>2011</td>
</tr>
<tr>
<td>Queensville Sideroad</td>
<td>Leslie Street</td>
<td>Woodbine Avenue</td>
<td>Widen to 4 lanes</td>
<td>2012</td>
</tr>
<tr>
<td>Queensville Sideroad</td>
<td>Bathurst Street</td>
<td>Leslie Street</td>
<td>Road Improvements</td>
<td>2015</td>
</tr>
<tr>
<td>Leslie Street</td>
<td>Green Lane</td>
<td>Queensville Sideroad</td>
<td>Road improvements, incl. left turn lanes at key intersections</td>
<td>2015</td>
</tr>
<tr>
<td>Green Lane</td>
<td>Yonge Street</td>
<td>East Gwillimbury Go rail station</td>
<td>Improvements to facilitate rapid transit service</td>
<td>2009-2014</td>
</tr>
<tr>
<td>Doane Road</td>
<td>Yonge Street</td>
<td>Woodbine Avenue</td>
<td>Widen to 4 lanes, including Highway 404 interchange</td>
<td>2014-2021</td>
</tr>
<tr>
<td>Second Concession Road</td>
<td>Green Lane</td>
<td>Queensville Sideroad</td>
<td>Widen to 4 lanes</td>
<td>2021</td>
</tr>
<tr>
<td>Future East-West Collector **</td>
<td>Harry Walker Pkwy Extension</td>
<td>Woodbine Avenue</td>
<td>Crossing of Highway 404</td>
<td>2021</td>
</tr>
<tr>
<td>Mid-Queensville Collector**</td>
<td>Leslie Street</td>
<td>Woodbine Avenue</td>
<td>Crossing of Highway 404</td>
<td>2021</td>
</tr>
</tbody>
</table>

*Several improvements still subject to Municipal Class EA to be determined at a future date

** Town of East Gwillimbury and York Region initiative

Model Scenario 2 includes all of the transportation improvements identified in the “Base Case”, plus a series of proposed municipal road improvements that comprise new roads, road widenings and extensions of existing roads in East Gwillimbury.
Model Scenario 3 builds on all of the transportation improvements identified in Model Scenario 2, plus consideration of a provincial proposal to provide an east-west connection between Highway 400 to Highway 404 north of the Town (the Highway 400-404 Link). The intent of assessing Model Scenario 3 with the Highway 400-404 Link was to project the impact that local road improvements and the provincial connection would have on traffic generated within the Town, as well as Regional traffic moving through the Town.
9.0 ASSESSING FUTURE SYSTEM-WIDE TRANSPORTATION CONDITIONS

The results of the Region’s travel demand model indicated how the three transportation scenarios would impact East Gwillimbury’s overall transportation system, including an examination of where the deficiencies are projected to occur. A summary of this assessment is provided below.

9.1 Option 1: 2031 Base Case

The results of York Region’s transportation model identified several network deficiencies for East Gwillimbury’s 2031 Base Case option. Figure 9-1 depicts these deficiencies (“hot spots” and congested links), where the v/c ratios are projected to operate at or near capacity, resulting in very low speeds and near gridlock conditions. Specifically, the following road segments are projected to experience high traffic congestion in 2031 and in some cases, exceed their practical capacities:

- Green Lane, eastbound from west of Second Concession Road to Leslie Street;
- Yonge Street, between Morning Sideroad and Green Lane;
- Highway 404, between Doane Road and Davis Drive;
- Leslie Street, between Colonel Wayling Boulevard and Green Lane, and also Leslie southbound north of Doane Road as well as north of Queensville Sideroad; and
- Harry Walker Parkway, southbound just south of Green Lane.

Conclusions: The Base Case scenario exhibits several road segments at or near capacity, including large portions of Green Lane, Yonge Street and Leslie Street. This suggests - assuming future growth conditions with only the planned Regional road improvements in place - that much of the Town’s southern road network would experience severe and unacceptable gridlock.

9.2 Option 2: 2031 Base Case + Local Roadway Improvements

The results of York Region’s transportation model also identified several network deficiencies for Option 2. Figure 9-2 depicts these deficiencies, where the v/c ratios are projected to operate at or near capacity resulting in very low speeds with significant delays. Specifically, the following segments are projected to approach or exceed road capacity levels:
**East Gwillimbury Transportation Master Plan**

**FIGURE 9-1: 2031 Conditions - Assuming Planned Regional Improvements**

**Legend**
- Hot Spots
- Roads Approaching Congestion
- Roads at Congestion
- East Gwillimbury Boundary
- Central Growth Area

*This figure represents morning peak hour travel using York Region’s EMME/2 Model*

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### Planned Regional Road Improvements*

<table>
<thead>
<tr>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bathurst Street</td>
<td>Green Lane</td>
<td>Yonge Street</td>
<td>Road improvements, connection</td>
</tr>
<tr>
<td>Queensville Sideroad</td>
<td>Leslie Street</td>
<td>Woodbine Avenue</td>
<td>Widens to 4 lanes</td>
</tr>
<tr>
<td>Leslie Street</td>
<td>Bathurst Street</td>
<td>Leslie Street</td>
<td>Road improvements, 6.2 km new lanes at key intersections</td>
</tr>
<tr>
<td>Yonge Street</td>
<td>Bridge Road</td>
<td>Holland Landing Road</td>
<td>Widens with 4-lane lanes and sidewalk</td>
</tr>
<tr>
<td>Green Lane</td>
<td>Yonge Street</td>
<td>Highway 401</td>
<td>Improvements to facilitate rapid transit service</td>
</tr>
<tr>
<td>Dufresne Road</td>
<td>Yonge Street</td>
<td>Woodbine Avenue</td>
<td>Widens to 4 lanes, including Highway 401 interchange</td>
</tr>
<tr>
<td>Second Concession Road</td>
<td>Green Lane</td>
<td>Queensville Sideroad</td>
<td>Widens to 4 lanes</td>
</tr>
<tr>
<td>Future East-West Collector Highway**</td>
<td>N/A</td>
<td>N/A</td>
<td>Crossing of Highway 401</td>
</tr>
<tr>
<td>Queensville Highway**</td>
<td>N/A</td>
<td>N/A</td>
<td>Crossing of Highway 401</td>
</tr>
</tbody>
</table>

*Several improvements still subject to Municipal Class EA

**Town and Regional Initiatives**

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*Produced by: MMM Group, April 2009*
**East Gwillimbury Transportation Master Plan**

2031 Conditions - Assuming Planned Regional Improvements and Proposed Local Roads

**FIGURE 9-2:**

*This figure represents morning peak hour travel using York Region’s EMME/2 Model*

Legend:
- **Hot Spots**
- **Roads Approaching Congestion**
- **Roads at Congestion**
- **East Gwillimbury Boundary**
- **Central Growth Area**

**Planned Regional Road Improvements**

<table>
<thead>
<tr>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bathurst Street</td>
<td>Green Lane</td>
<td>Yonge Street</td>
<td>Road Improvements, reconfiguration</td>
</tr>
<tr>
<td>Queensville Sideroad</td>
<td>Yarndale</td>
<td>Woodbine Avenue</td>
<td>Widening to 4 lanes</td>
</tr>
<tr>
<td>Yonge Street</td>
<td>Bathurst Street</td>
<td>leopard Lane</td>
<td>Widening to 4 lanes, and H&amp;I enhancements to key intersections</td>
</tr>
<tr>
<td>Green Lane</td>
<td>Yonge Street</td>
<td>Highway 401</td>
<td>Intersections improvements toq widening access</td>
</tr>
<tr>
<td>Doane Road</td>
<td>Yonge Street</td>
<td>Woodbine Avenue</td>
<td>Widening to 4 lanes</td>
</tr>
<tr>
<td>Queensville Sideroad</td>
<td>Yonge Street</td>
<td>Highway 401</td>
<td>Intersections improvements to widening access</td>
</tr>
<tr>
<td>Queensville Sideroad</td>
<td>Queensville Sideroad</td>
<td>N/A</td>
<td>Closing at Highway 401</td>
</tr>
<tr>
<td>Queensville Sideroad</td>
<td>Hera Road</td>
<td>N/A</td>
<td>Closing at Highway 401</td>
</tr>
</tbody>
</table>

**Proposed Local Road Improvements**

<table>
<thead>
<tr>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ninth Line</td>
<td>Green Lane</td>
<td>Holborn Road</td>
<td>New road</td>
</tr>
<tr>
<td>2nd Concession Road</td>
<td>Bathurst Street</td>
<td>Woodbine Avenue</td>
<td>New road</td>
</tr>
<tr>
<td>Harry Walker Parkway</td>
<td>Dorn Road</td>
<td>Harry Walker Parkway</td>
<td>Extension of existing road</td>
</tr>
<tr>
<td>Mount Albert Road</td>
<td>Holborn Road</td>
<td>Holborn Road</td>
<td>New road</td>
</tr>
<tr>
<td>Thompson Drive Extension</td>
<td>South</td>
<td>Concession Road</td>
<td>New road</td>
</tr>
<tr>
<td>Doane Road Extension</td>
<td>Yonge Street</td>
<td>Circle Drive</td>
<td>Extension of existing road</td>
</tr>
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<td>Mohawk Mills Road</td>
<td>Yonge Street</td>
<td>Yonge Street</td>
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</tr>
<tr>
<td>North Queensville Sideroad</td>
<td>North</td>
<td>Queensville Sideroad</td>
<td>New road</td>
</tr>
</tbody>
</table>

*Several improvements still subject to Municipal Class EA*

**Town and Regional Initiatives**

东威廉布里运输主要计划

2031条件 - 假设规划区域的改善和建议本地道路

**图9-2：**

*此图代表早高峰小时旅行使用约克地区EMME/2模型*

Legend:
- 热点
- 靠近拥堵的道路
- 路段拥挤
- 东吉尔比姆布里边界
- 中心增长区

**计划区域道路改善**

<table>
<thead>
<tr>
<th>道路</th>
<th>从</th>
<th>到</th>
<th>描述</th>
</tr>
</thead>
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<tr>
<td>巴瑟斯特街</td>
<td>绿线</td>
<td>永加街</td>
<td>道路改善，重新配置</td>
</tr>
<tr>
<td>奎恩斯维尔侧路</td>
<td>勒阿普德</td>
<td>伍德拜尼大道</td>
<td>加宽到4车道</td>
</tr>
<tr>
<td>永加街</td>
<td>巴瑟斯特街</td>
<td>豹路</td>
<td>加宽到4车道，和H&amp;I增强到关键交汇处</td>
</tr>
<tr>
<td>绿线</td>
<td>永加街</td>
<td>高速公路401</td>
<td>交汇处改善到加宽接入</td>
</tr>
<tr>
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<td>永加街</td>
<td>伍德拜尼大道</td>
<td>加宽到4车道</td>
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**建议本地道路改善**

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<td>新路</td>
</tr>
<tr>
<td>第二条接线路</td>
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<td>新路</td>
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<td>延伸现有道路</td>
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<td>新路</td>
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<td>永加街</td>
<td>圆圈路</td>
<td>延伸现有道路</td>
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<tr>
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<td>永加街</td>
<td>延伸现有道路</td>
</tr>
<tr>
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<td>奎恩斯维尔侧路</td>
<td>新路</td>
</tr>
</tbody>
</table>

*几个改善仍需市府类环境影响评估*

**城镇和区域倡议**

东吉尔比姆布里交通会隆计划

2031条件 - 假设规划区域的改善和建议本地道路

**图9-2：**

*此图代表早高峰小时旅行使用约克地区EMME/2模型*

Legend:
- 热点
- 靠近拥堵的道路
- 路段拥堵
- 东吉尔比姆布里边界
- 中心增长区

**计划区域道路改善**

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**建议本地道路改善**

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</tr>
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<td>南部</td>
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<tr>
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<td>奎恩斯维尔侧路</td>
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</tbody>
</table>

*几个改善仍需市府类环境影响评估*

**城镇和区域倡议**

图9-2

*此图代表早高峰小时旅行使用约克地区EMME/2模型*
Green Lane, eastbound between Second Concession Road and Highway 404;

Yonge Street, southbound between the proposed East-West Collector road and Green Lane;

Leslie Street, between Colonel Wayling Boulevard and Green Lane; and

Highway 404, southbound between Doane Road and Green Lane.

**Conclusions:** In comparison to the Base Case, Option 2 depicts only modest traffic improvements on local roads. However, traffic along Yonge Street between Morning Sideroad and Green Lane is projected to decrease, as is traffic along some sections of Green Lane. That said, the addition of the proposed local road improvements is projected to only modestly reduce traffic congestion in the Town, suggesting that traffic emanating from communities west and north of East Gwillimbury will continue to use local roads to get to their final destination.

9.3 **Option 3: 2031 Base Case + Local Roadway Improvements + Highway 400-404 Link**

**Figure 9-3** illustrates the v/c ratios for the Option 3 segments that are projected to operate at or near capacity. Specifically, the following segments are projected to approach or exceed their roadway capacities:

- Yonge Street, southbound between Morning Sideroad and Green Lane;
- Green Lane, eastbound between the proposed North-South Collector Road and Leslie Street;
- Leslie Street, between Colonel Wayling Boulevard and Green Lane;
- Leslie Street, southbound between the east and west legs of Mount Albert Road;
- Leslie Street, between the proposed Highway 400-404 Link and Queensville Sideroad; and
- Highway 404, between the proposed Highway 400-404 Link and Queensville Sideroad, as well as between Doane Road and Davis Drive.

**Conclusions:** In comparison to Options 1 and 2, the third option, which includes the Highway 400-404 Link, demonstrated a significant drop in congestion along Green Lane. This suggests that traffic originating from the west and north would use the Highway 400-404 Link to access Highway 404, leaving Green Lane with a more balanced level of local and through traffic, and significantly less congestion, queuing and delays.
FIGURE 9-3:
2031 Conditions - Assuming Planned Regional Road Improvements, Proposed Local Roads and Highway 400-404 Link

Produced by: MMM Group, April 2009

* This figure represents morning peak hour travel using York Region’s EMME/2 Model

Legend
- **Hot Spots**
- **Roads Approaching Congestion**
- **Roads at Congestion**
- **East Gwillimbury Boundary**
- **Central Growth Area**

*Several improvements still subject to Municipal Class EA
**Town and Regional Initiatives

East Gwillimbury Transportation Master Plan

East Gwillimbury Boundary

Bradford
9.4 Summary of Modelling Results

As the Region’s EMME/2 travel demand model indicates, the Town is projected to experience severe congestion levels in 2031 along Green Lane and connecting north-south roads — assuming only planned Regional road improvements are implemented. The addition of several local road improvements — including new roads or extensions — would only modestly decrease traffic along Green Lane and the adjacent roads. Local traffic, as well as a significant number of trips originating from or destined to Simcoe County, will continue to travel through East Gwillimbury to get to their final destination.

The model results clearly indicate that the addition of the Highway 400-404 Link would significantly and positively alter local traffic patterns, since much of the traffic travelling to and from Simcoe County (and points beyond) would use the Link as an alternative to Green Lane. Many of the local roads projected to experience severe congestion levels by 2031 were never designed to handle the high volumes of traffic that they are projected to accommodate in the future.
10.0 A DETAILED ASSESSMENT OF PROJECTED TRAFFIC ON PROPOSED LOCAL ROADS

The following is a detailed assessment of how traffic is projected to operate on those local roads that were considered in this TMP, based on the Region’s travel demand model. A summary of this assessment is provided below.

North-South Collector

The North-South Collector Road would extend from Green Lane to Doane Road, improving access between Sharon and Queensville, as well as serving the new Sharon West development. The Region’s 2031 model projects the following:

- **Without the Highway 400-404 Link:** Between 440 and 640 vehicles per hour during the morning are projected to use the North-South Collector — with most of that traffic connecting to and from Green Lane.

- **With the Highway 400-404 Link:** Between 500 and 700 vehicles per hour during the morning rush are projected to use the North-South Collector Road — with similar amounts of traffic connecting to and from Green Lane.

Under both scenarios, results of the travel demand model suggest that the North-South Collector Road would experience high, but not excessive traffic emanating from both local developments and communities west of the Town’s borders. As a result, the North-South Collector Road appears to behave as a practical north-south option to Second Concession Road and Leslie Street.

East-West Collector

The East-West Collector Road is proposed to run parallel to Green Lane, providing direct access to future development along the Green Lane corridor. The results of the 2031 travel demand model indicate:

- **Without the Highway 400-404 Link:** Between 350 and 450 vehicles per hour during the morning are projected to use the East-West Collector Road — in comparison to Green Lane, which is still projected to carry over 3,000 vehicles during the same time period.

- **With the Highway 400-404 Link:** Between 100 and 200 vehicles per hour during the morning rush are projected to use the East-West Collector Road — in comparison to
Green Lane which is still projected to carry between 2,500 and 3,000 vehicles during the same time period.

The results for both scenarios suggest that the East-West Collector Road would redirect some local traffic away from Green Lane, but would carry very little through traffic. As a result, the East-West Collector would operate at acceptable traffic levels while Green Lane would still experience high congestion levels, especially without the Highway 400-404 Link in place.

**Harry Walker Parkway Extension**

The Harry Walker Parkway Extension would connect the existing road from Green Lane north to the proposed East-West Collector Road. This extension was identified as an alternate north-south link that could serve to divert traffic away from the Green Lane/Leslie Street intersection. Although the Harry Walker Parkway Extension was not explicitly modeled, results of the 2031 travel demand model suggest that southbound traffic would primarily consist of local traffic originating from Sharon or Queensville, with modest northbound traffic from Newmarket or areas to the south destined to local employment lands.

**Sharon East Employment Collector**

The Region’s travel demand model projected that the Sharon East Employment Collector would carry approximately 125 vehicles during the peak hour in both directions, with or without the Highway 400-404 Link. From this perspective alone, the extension would serve a limited purpose. However, given the modest socio-economic and environmental constraints, and the population and employment growth anticipated along the Highway 404 Corridor, the Sharon East Employment Collector would ensure network connectivity while providing a practical north-south alternate route, helping to relieve congestion on Leslie Street while providing a connection to Doane Road and Mount Albert Road.

**Thompson Drive Extension**

The Thompson Drive Extension would extend Thompson Drive to the Sharon community, and serve as an east-west alternative to Doane Road and Mount Albert Road.

Although the proposed Thompson Drive Extension was not explicitly modeled, results of the 2031 travel demand model indicate that both parallel east-west roads — Doane Road and Mount Albert Road — would carry sufficient levels of traffic with surplus capacity under both scenarios. As such, the Thompson Drive Extension would attract few vehicles, except those originating from or destined to the immediate local area along this corridor.
Doane Road Extension

The Doane Road Extension was identified as a potential option to improve access to future Holland Landing and Highway 404 employment lands. The results of the 2031 travel demand model indicate:

- **Without the Highway 400-404 Link:** Nearly 650 vehicles per hour during the morning are projected to use the Doane Road Extension, although significantly higher traffic volumes (1,000 to 2,300 vehicles per hour) are projected east of this potential crossing.

- **With the Highway 400-404 Link:** Nearly 200 vehicles per hour during the morning rush are projected to use the Doane Road Extension, with much higher volumes (in excess of 1,700 vehicles per hour) projected between Leslie Street and the Highway 404/Doane Road interchange.

The model results suggest that the need for the extension is far less necessary if the Highway 400-404 Link is constructed. But even if the Highway 400-404 Link is not constructed, the projected 650 vehicles using the Doane Road extension implies modest use.

Because of the uncertainty of the Highway 400-404 Link and the continued need to address future regional traffic beyond 2031, the 2051 future travel demands were forecasted using the Region’s EMME/2 model. Additionally, because both the Doane Road Extension and Mount Albert Road Extension would serve a similar purpose, the former was evaluated under a slightly different scenario. Results of the 2051 travel demand model indicate:

- **Without either of the Highway 400-404 Link or the Mount Albert Road Extension:** Nearly 1,400 vehicles per hour during the morning are projected to use the Doane Road Extension, nearly all of which are assumed to be regional in nature.

The 2031 model results suggest that whether the Highway 400-404 Link is built or not, the Doane Road Extension will carry only modest amounts of traffic. However, by 2051, significant traffic levels are projected along this extension, especially in the absence of the Highway 400-404 Link and the Mount Albert Road Extension.

North Queensville Ring Road

The North Queensville Ring Road was designed to improve access to future Queensville employment lands and the University of East Gwillimbury. Under both scenarios, the Region’s 2031 model projects between 50 and 235 vehicles per hour during the morning would use the North Queensville Ring Road. While these projected traffic volumes are modest at best, this road improvement is expected to be critical for providing direct access to the proposed university, as well as local commercial and residential traffic.
Mount Albert Road Extension

The primary purpose of the Mount Albert Road Extension was to provide an alternate east-west route between Holland Landing and Sharon, while improving the overall connectivity of the Town’s road network by providing a direct connection to and from Highway 11. Since both the Doane Road Extension and Mount Albert Road Extension would serve a similar purpose, the latter was evaluated under three scenarios. The Region’s 2031 model projects the following:

- **Without the Highway 400-404 Link:** Just over 200 vehicles per hour during the morning rush are projected to use the Mount Albert Road Extension under this scenario.

- **Without either of the Highway 400-404 Link or the proposed Doane Road connection:** Just over 200 vehicles per hour during the morning rush are projected to use the Mount Albert Road Extension under this scenario.

- **With the Highway 400-404 Link:** Approximately 175 vehicles per hour during the morning rush are projected to use the Mount Albert Road Extension under this scenario.

The 2031 model results project low traffic volumes along the Mount Albert Road Extension, even if the Highway 400-404 Link and Doane Road connection are not constructed. Again, because of the uncertainty of the Highway 400-404 Link and the continued need to address future regional traffic beyond 2031, the 2051 future travel demands were forecasted for the Mount Albert Road Extension. Results of the 2051 travel demand model indicate:

- **Without either the Highway 400-404 Link or the proposed Doane Road connection:** Over 1,000 vehicles per hour during the morning are projected to use the Mount Albert Road Extension, nearly all of which are assumed inter-regional in nature.

The 2031 model results suggest that whether the Highway 400-404 Link is built or not, the Mount Albert Road Extension will carry minimal amounts of traffic. By 2051, heavier traffic levels are projected along this extension in the absence of both the Highway 400-404 Link and the Doane Road Extension.


11.0 ASSESSING POTENTIAL SOCIO-ECONOMIC AND ENVIRONMENTAL IMPACTS

11.1 Overview and Methodology

The proposed local roadway improvements were evaluated based on six socio-economic and environmental criteria, as follows:

- **Economic impacts**: the roadway improvements were evaluated on whether the improvement would promote commerce and employment opportunities;

- **Social impacts**: the roadways were evaluated on their potential impacts on schools, libraries, childcare centres, religious institutions, recreational facilities, existing residential and private properties, and community cohesion;

- **Cultural and heritage**: the improvements were given a score based on their potential impact on heritage features/parcels and on their impact on First Nations lands;

- **Sustainable policies and growth management**: the improvements were evaluated on how well they support local, regional and provincial growth management and sustainability policies;

- **Transportation systems**: the roadway improvements were given a score based on how well they provide access to existing arterials, how well they promote walkability/bikeability, whether they support emergency service operations and how well they accommodate and encourage transit operations and use; and

- **Natural heritage impacts**: the roadways were evaluated on their potential impacts on wetlands, water bodies, woodlands, ANSIs and significant habitat.

While a scoring system was developed to ‘rank’ the roadway alternatives, the final scores were not viewed as important as the actual information resulting from the analysis. An alternative with the lowest score did not necessarily exclude it from being recommended further; conversely, an alternative that displayed minimal socio-economic and environmental impacts did not necessarily mean it would be recommended for further study. As such, the final scores for each assessment only tell part of the story. The point system developed for the socio-economic and environmental analysis includes the following:

- 4 points (Very Good) were assigned to roadway improvements with minimal or no negative impacts;
• 3 points (Good) were assigned to roadway improvements with some negative impacts that can be mitigated;
• 2 points (Neutral) were assigned to roadway improvements with several impacts that can be mitigated;
• 1 point (Poor) was assigned to roadway improvements with some impacts that cannot be mitigated; and
• 0 points (Very Poor) were assigned to roadway improvements with several negative impacts that cannot be mitigated.

A summary of the findings for each roadway improvement is provided in Table 11.1 and Appendix B. An individual analysis for each roadway improvement is detailed below.
### Table 11.1: Summary of the Assessment of Potential Local Roadways

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>North-South Collector</th>
<th>East-West Collector</th>
<th>Harry Walker Parkway Extension</th>
<th>Sharon East Employment Corridor</th>
<th>Thompson Drive Extension</th>
<th>Doane Road Extension</th>
<th>North Queensville Ring Road</th>
<th>Mount Albert Road Extension</th>
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<tr>
<td>Economic Impacts</td>
<td>3.0</td>
<td>3.0</td>
<td>2.0</td>
<td>4.0</td>
<td>3.0</td>
<td>3.0</td>
<td>3.0</td>
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<td>Social Impacts</td>
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<td>2.8</td>
<td>2.3</td>
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<tr>
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<td>4.0</td>
<td>3.7</td>
<td>3.7</td>
<td>1.5</td>
<td>3.2</td>
<td>2.8</td>
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<tr>
<td><strong>Total Score</strong>*</td>
<td><strong>18.5 (3)</strong></td>
<td><strong>17.1 (5)</strong></td>
<td><strong>17.0 (6)</strong></td>
<td><strong>20.0 (1)</strong></td>
<td><strong>19.5 (2)</strong></td>
<td><strong>14.0 (7)</strong></td>
<td><strong>17.8 (4)</strong></td>
<td><strong>13.6 (8)</strong></td>
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* Highest possible score is 24
11.2 North-South Collector Road

The proposed North-South Collector Road would provide an alternative north-south connection between Doane Road and Green Lane. Overall, this proposal showed minimal impacts on area features, although one woodland and two creeks may be affected. This proposal would improve access to employment and residential areas in Sharon and Queensville, as well as new employment corridors along Highway 404 when the extension is completed.

Table 11.2: Evaluation of North-South Collector

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Highlights</th>
<th>Score</th>
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<tbody>
<tr>
<td>Economic Impacts</td>
<td>Improves access to Queensville/Sharon communities</td>
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</tr>
<tr>
<td>Social Impacts</td>
<td>No negative impacts; improved accessibility to institutions</td>
<td>2.4</td>
</tr>
<tr>
<td>Cultural and Heritage Impacts</td>
<td>Traverses two heritage parcels on agricultural lands</td>
<td>2.0</td>
</tr>
<tr>
<td>Sustainable Policies and Growth Management</td>
<td>Supports future growth and Queensville/Sharon sustainability policies</td>
<td>4.0</td>
</tr>
<tr>
<td>Transportation Systems</td>
<td>Provides access to GO Station and additional access to Green Lane, Mount Albert and Doane Roads</td>
<td>3.3</td>
</tr>
<tr>
<td>Natural Heritage Impacts</td>
<td>Special measures may be necessary to mitigate the impacts on one woodlot and two creeks adjacent to the proposed road.</td>
<td>3.8</td>
</tr>
</tbody>
</table>

Total score: 18.5

11.3 East-West Collector Road

The proposed East-West Collector Road, connecting Bathurst Street to Woodbine Avenue, would provide direct access to the proposed developments along the Green Lane corridor. Special measures are necessary, however, to mitigate the impacts on seven residential properties located within 75 metres of the proposed road. Additionally, a water crossing over the Holland River and adjacent wetlands will impose specific mitigation requirements that are compliant with the LSRCA.
11.3.1 Proposed Mitigation

The Town and LSRCA should meet regularly during the preliminary design phase to review and assess the mitigation measures considered in designing the East-West Collector Road.

Constructing the proposed roadway will require structures that will span over the existing watercourses. Where the span will not extend over an entire floodplain, it will be necessary to construct the roadway so that the footprint of the floodplain is not reduced and the drainage pattern of the floodplain is not altered. In addition, special consideration should be given to developing an environmentally sound replanting strategy and relocation plan of potentially affected fish habitat.

Stormwater management practices should also be maintained by restricting flows at outlet points. The design of the storm sewer system will be completed in conjunction with the design of the stormwater management facilities. The system should comply with the stormwater management plan, and features incorporated where feasible to address water quality enhancement and to control erosion. The flow rates, operating head parameters and hydraulic grade lines along all culverts should be designed to handle major storm events as required by the LSRCA.

A Temporary Sediment and Erosion Control Plan should be initiated during the construction of the roadway. It will be vital to protect watercourses during all phases of construction, ensuring that sufficient contingency plans are in place to address unanticipated conditions.

The elements of the structure spanning over the watercourses — and all environmental mitigation relevant to the proposed project — would be identified, detailed and rigorously assessed in Phase 3 of the Municipal Class EA process.

Table 11.3: Evaluation of East-West Collector

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Highlights</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Impacts</td>
<td>Direct access to Green Lane employment and Sharon/Queensville communities</td>
<td>3.0</td>
</tr>
<tr>
<td>Social Impacts</td>
<td>Potential impact on 7 private properties</td>
<td>1.8</td>
</tr>
<tr>
<td>Cultural and Heritage Impacts</td>
<td>Traverses heritage parcels; possible impact on Sharon Cemetery</td>
<td>2.0</td>
</tr>
<tr>
<td>Sustainable Policies and Growth Management</td>
<td>Ease of movement through growing Green Lane community</td>
<td>4.0</td>
</tr>
<tr>
<td>Transportation Systems</td>
<td>Intersects key arterials and provides direct transit service</td>
<td>3.5</td>
</tr>
<tr>
<td>Natural Heritage Impacts</td>
<td>Crosses Holland River (near wetland) and traverses five woodlands</td>
<td>2.8</td>
</tr>
<tr>
<td>Total score:</td>
<td>17.1</td>
<td></td>
</tr>
</tbody>
</table>
11.4 Harry Walker Parkway Extension

The Harry Walker Parkway Extension would extend the existing road north of Green Lane to the proposed East-West Collector Road. This extension was identified as an alternate north-south link that could alleviate traffic on Leslie Street and, to a lesser extent, on Green Lane.

Table 11.4: Evaluation of Harry Walker Parkway Extension

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Highlights</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Impacts</td>
<td>Limited impact on economic development along Green Lane</td>
<td>2.0</td>
</tr>
<tr>
<td>Social Impacts</td>
<td>Minimal access improvements to amenities; no negative impacts on commercial or residential properties</td>
<td>2.2</td>
</tr>
<tr>
<td>Cultural and Heritage Impacts</td>
<td>No negative impact on provincial/federal heritage features; may encroach on 1-2 local heritage parcels</td>
<td>2.0</td>
</tr>
<tr>
<td>Sustainable Policies and Growth Management</td>
<td>No sustainability policies apply specifically to this area; minimal support of growth policies</td>
<td>4.0</td>
</tr>
<tr>
<td>Transportation Systems</td>
<td>Improved walking/cycling and transit opportunities</td>
<td>2.8</td>
</tr>
<tr>
<td>Natural Heritage Impacts</td>
<td>Minimal impact on natural heritage features</td>
<td>4.0</td>
</tr>
<tr>
<td><strong>Total score:</strong></td>
<td></td>
<td><strong>17.0</strong></td>
</tr>
</tbody>
</table>
11.5 Sharon East Employment Corridor

The results of the socio-economic and environmental analysis indicated that the Sharon East Employment Corridor scored the most points, suggesting the least number of social and environmental impacts among all of the proposed alternatives. One concern of this proposal is that the residential neighbourhood located immediately south of this corridor (and along Colonel Wayling Boulevard) may be negatively impacted by higher traffic levels; however, serious consideration would be given to excluding access to Colonel Wayling Boulevard during peak periods, thus alleviating traffic concerns.

Table 11.5: Evaluation of Sharon East Employment Corridor

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Highlights</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Impacts</td>
<td>Access to Highway 404 employment lands</td>
<td>4.0</td>
</tr>
<tr>
<td>Social Impacts</td>
<td>Potential traffic impact on established residential community immediately south along Colonel Wayling Boulevard; some access improvements for recreational facilities</td>
<td>2.0</td>
</tr>
<tr>
<td>Cultural and Heritage Impacts</td>
<td>No negative impacts</td>
<td>3.0</td>
</tr>
<tr>
<td>Sustainable Policies and Growth Management</td>
<td>Supports applicable sustainability and growth policies</td>
<td>4.0</td>
</tr>
<tr>
<td>Transportation Systems</td>
<td>Provides direct access to Sharon</td>
<td>3.3</td>
</tr>
<tr>
<td>Natural Heritage Impacts</td>
<td>Traverses two moderate-sized woodlands; no other observed impacts</td>
<td>3.7</td>
</tr>
</tbody>
</table>

Total score: 20
11.6 Thompson Drive Extension

The Thompson Drive Extension provides an alternative east-west connection between Mount Albert Road and Doane Road. Overall, this alternative achieved the second highest score, with relatively few social and natural heritage impacts. Although traffic levels are projected to be rather modest, some mitigation measures would need to be identified to limit noise and traffic impacts on the Holland Landing community.

Table 11.6: Evaluation of Thompson Drive Extension

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Highlights</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Impacts</td>
<td>Improves access to employment areas of Holland Landing</td>
<td>3.0</td>
</tr>
<tr>
<td>Social Impacts</td>
<td>Potential impact on two properties, but improves access to amenities</td>
<td>2.8</td>
</tr>
<tr>
<td>Cultural and Heritage Impacts</td>
<td>No negative impact on heritage parcels</td>
<td>3.0</td>
</tr>
<tr>
<td>Sustainable Policies and Growth Management</td>
<td>Supports applicable growth and sustainability policies</td>
<td>4.0</td>
</tr>
<tr>
<td>Transportation Systems</td>
<td>Provides access to minor roads, but not suitable for major transit routes</td>
<td>3.0</td>
</tr>
<tr>
<td>Natural Heritage Impacts</td>
<td>Crosses three creeks and is close to one small lake</td>
<td>3.7</td>
</tr>
<tr>
<td><strong>Total score:</strong></td>
<td></td>
<td><strong>19.5</strong></td>
</tr>
</tbody>
</table>
11.7 Doane Road Extension

The Doane Road Extension would improve access to future Queensville employment lands and the local university, and serve to attract regional traffic from Simcoe County and beyond. However, increased traffic would significantly impact the residential community immediately west of the extension, requiring suitable mitigation measures to be identified. Additionally, a water crossing over the Holland River and PSWs will impose specific mitigation measures. Given the relatively low score for this road link, it is recommended that it not be considered for further study at this time.

Table 11.7: Evaluation of Doane Road Extension

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Highlights</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Impacts</td>
<td>Improves access to Holland Landing employment lands</td>
<td>3.0</td>
</tr>
<tr>
<td>Social Impacts</td>
<td>Potential impacts on four homes and minimal access improvements to amenities</td>
<td>1.5</td>
</tr>
<tr>
<td>Cultural and Heritage Impacts</td>
<td>No negative impacts on heritage features or parcels</td>
<td>2.2</td>
</tr>
<tr>
<td>Sustainable Policies and Growth Management</td>
<td>No sustainability policies apply specifically to this area; minimal support of growth policies</td>
<td>2.5</td>
</tr>
<tr>
<td>Transportation Systems</td>
<td>Improved walking/cycling and transit opportunities</td>
<td>3.3</td>
</tr>
<tr>
<td>Natural Heritage Impacts</td>
<td>Traverses the Holland River at two points, a large wetland, a large woodland and the Holland Landing Biological ESA</td>
<td>1.5</td>
</tr>
<tr>
<td><strong>Total score:</strong></td>
<td></td>
<td><strong>14.0</strong></td>
</tr>
</tbody>
</table>
11.8 North Queensville Ring Road

The proposed North Queensville extension would provide direct access to future Queensville employment lands and the local university. However, the proposal may impact three homes and several environmental features including a large wood land, several small creeks and an Environmentally Sensitive Area (ESA). Special mitigation measures must be identified in the next phase of study to minimize these impacts.

Table 11.8: Evaluation of North Queensville Ring Road

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Highlights</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Impacts</td>
<td>Access to future Highway 400-404 Link employment lands and East Gwillimbury University;</td>
<td>3.0</td>
</tr>
<tr>
<td>Social Impacts</td>
<td>Improved access to East Gwillimbury University; potential impact on three homes; does not improve community cohesion</td>
<td>1.8</td>
</tr>
<tr>
<td>Cultural and Heritage Impacts</td>
<td>No negative impacts on heritage parcels</td>
<td>3.0</td>
</tr>
<tr>
<td>Sustainable Policies and Growth Management</td>
<td>Supports Queensville policies and future growth</td>
<td>4.0</td>
</tr>
<tr>
<td>Transportation Systems</td>
<td>Introduces transit opportunities and access to Second Concession Road and Leslie Street; would provide direct pedestrian access to new university</td>
<td>2.8</td>
</tr>
<tr>
<td>Natural Heritage Impacts</td>
<td>Crosses four creeks, close to small lake, traverses southern edge of large woodland patch and traverses portion of Maskinonge River Significant Groundwater Recharge ESA</td>
<td>3.2</td>
</tr>
<tr>
<td>Total score:</td>
<td></td>
<td>17.8</td>
</tr>
</tbody>
</table>
11.9 Mount Albert Road Extension

The Mount Albert Road Extension would provide improved access to residential and employment lands in Holland Landing. However, increased traffic may impact the adjacent residential community, requiring suitable mitigation measures to be identified. Specifically, any inter-regional traffic would be encouraged to use this new road link to bypass the Yonge Street/Green Lane intersection, and the existing and projected traffic congestion along the Green Lane corridor. This will result in a greater traffic load on Leslie Street through Sharon, as well as increased volumes on Second Concession Road and the North-South Collector. Additionally, a water crossing over the Holland River andProvincially Significant Wetlands will require significant mitigation measures.

Table 11.9: Evaluation of Mount Albert Road Extension

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Highlights</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Impacts</td>
<td>Limited access to Holland Landing employment areas</td>
<td>2.0</td>
</tr>
<tr>
<td>Social Impacts</td>
<td>Impact on nearby airport; no improvements on community cohesion</td>
<td>2.0</td>
</tr>
<tr>
<td>Cultural and Heritage Impacts</td>
<td>Abuts heritage parcels, but no negative impacts predicted</td>
<td>2.0</td>
</tr>
<tr>
<td>Sustainable Policies and Growth Management</td>
<td>No sustainability policies apply specifically to this area; minimal support of growth policies</td>
<td>2.5</td>
</tr>
<tr>
<td>Transportation Systems</td>
<td>Additional access to Yonge Street, but no significant transit or biking/walking improvements</td>
<td>2.3</td>
</tr>
<tr>
<td>Natural Heritage Impacts</td>
<td>Major impact on wetland; crosses Holland River and two tributaries</td>
<td>2.8</td>
</tr>
<tr>
<td><strong>Total score:</strong></td>
<td></td>
<td><strong>13.6</strong></td>
</tr>
</tbody>
</table>
11.10 Summary

An integral part of this TMP, in accordance with Phase 2 of the Municipal Class EA process, is to broadly inventory the natural, social and environmental characteristics, and identify the potential impact of the Alternative Solutions on the environment. This chapter demonstrates this inventory and the potential impacts (or “red flags”) associated with the local roadway options. A more detailed natural, social and environmental assessment of specific alignment options (for select Preferred Solutions) is undertaken in the third phase of the EA process.

11.11 Mitigating Measures

As discussed previously, the Class EA process is intended to identify potential impacts and, where possible, to avoid them. However, in some cases, this may not be possible. In such situations, measures will have to be taken to either minimize or offset such effects. Actions taken to reduce the effects of certain projects on the environment are called “Mitigating Measures”.

Beginning in the “Design” phase of the Class EA process (Phase 3), the environment affected by a project will be established in greater detail and the specific net affects identified. The design must include measures to mitigate the negative effects. A detailed list of mitigating measures is identified in Appendix 2 of the Municipal Class EA (October 2000, as amended in 2007), the Provincial Policy Statement and the Ontario Planning Act.
12.0 COST ASSESSMENT

Table 12.1 depicts the estimated capital costs of the proposed local roadway improvements. The estimates include the costs associated with engineering design, grading, rock and soil excavations, removals, utility relocations and potential land purchase. Appendix C details the costs in full.

Table 12.1: Estimated Capital Costs of Possible Local Road Improvements

<table>
<thead>
<tr>
<th>Proposed Project</th>
<th>Project Limits</th>
<th>Length (km)</th>
<th>Total Cost ($ millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>North-South Collector Road</td>
<td>Doane Road to Green Lane</td>
<td>4.0 km</td>
<td>$13.6</td>
</tr>
<tr>
<td>East-West Collector Road</td>
<td>Bathurst Street to Woodbine Avenue</td>
<td>8.4 km</td>
<td>$25.4</td>
</tr>
<tr>
<td>Harry Walker Parkway Extension</td>
<td>Existing Harry Walker Parkway to proposed East-West Corridor</td>
<td>0.6 km</td>
<td>$2.9</td>
</tr>
<tr>
<td>Sharon East Employment Collector</td>
<td>Mount Albert Road to Doane Road</td>
<td>1.6 km</td>
<td>$4.6</td>
</tr>
<tr>
<td>Thompson Drive Extension</td>
<td>Existing Thompson Drive to proposed Sharon East Employment Corridor</td>
<td>3.6 km</td>
<td>$10.0</td>
</tr>
<tr>
<td>Doane Road Extension</td>
<td>Oriole Drive to Doane Road</td>
<td>0.5 km</td>
<td>$14.0</td>
</tr>
<tr>
<td>North Queensville Ring Road</td>
<td>West of Second Concession Road to east of Leslie Street</td>
<td>5.3 km</td>
<td>$16.2</td>
</tr>
<tr>
<td>Mount Albert Road Extension</td>
<td>Mount Albert Road to Yonge Street</td>
<td>0.6 km</td>
<td>$22.0</td>
</tr>
</tbody>
</table>

Source: Town Of East Gwillimbury and MMM Group
13.0 TRANSPORTATION RECOMMENDATIONS

The East Gwillimbury TMP evaluated several potential improvements that would address the transportation servicing infrastructure needed to support future population and employment growth. While the analysis focused on local roadway improvements, the TMP also includes a set of recommendations that will ensure a balanced, more sustainable system encompassing all modes of transportation. The key message for residents is that while improvements to East Gwillimbury’s roads will be needed to accommodate the impending growth, local and rapid transit services, cycling and pedestrian infrastructure and TDM initiatives will be necessary to complement the road improvements.

13.1 Recommended Roadway Improvements

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

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

A summary of the recommendations for each road improvement assessed for this TMP is described below. Figure 13-1 identifies the proposed phasing plan for the local roadway improvements recommended for further study. Figure 13-2 identifies – in total - both the planned Regional roads and proposed local road improvements recommended in this TMP.
Figure 13.1: Proposed Phasing of Recommended Road Improvements

Legend

<table>
<thead>
<tr>
<th>Proposed Phases</th>
<th>2011-2013</th>
<th>2014-2016</th>
<th>2016-2020</th>
<th>2021</th>
<th>2021+ or as development occurs</th>
<th>2026-2031</th>
<th>2031+</th>
</tr>
</thead>
</table>

Existing and Draft Approved Roads

- East Gwillimbury Boundary
- Central Growth Area

Proposed Phases

- Highway 400-404 Link
- North Queensville Ring Road
- Thompson Drive Extension
- North-South Collector
- Thompson Drive Extension
- East-West Collector
- Highway 400-404 Link

Proposed Phasing

- 2011-2013
- 2014-2016
- 2016-2020
- 2021
- 2021+ or as development occurs
- 2026-2031
- 2031+
North-South Collector Road

**Purpose:** to improve access to Sharon and Queensville, as well as a new employment corridor along Highway 404.

<table>
<thead>
<tr>
<th>Key Findings</th>
<th>Potential socio-economic and environmental impacts</th>
<th>Potential cost of implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projected impact on future traffic</td>
<td>Special measures may be necessary to mitigate the impacts on one woodlot and two creeks adjacent to the proposed road.</td>
<td>Potential cost: $13.6 million</td>
</tr>
</tbody>
</table>

**Recommendation:** Consider for additional EA study (preliminary and final design).

**Justification:** The North-South Collector Road would provide direct access to the Sharon and Queensville communities and serve as a practical alternate north-south road to Leslie Street and Second Concession Road. Additionally, there is sufficient local traffic, population and employment growth projected in the next five years to warrant the southern portion of the proposed road, with additional growth projected in 10 years to justify an extension. As Phase 3 of the Municipal Class EA is undertaken for the proposed North-South Collector Road, special measures may be necessary to mitigate the impacts on one woodlot and two creeks adjacent to the proposed road.

**Proposed Phasing:**

- **Phase 1 – 2011-2013:** complete the portion of the North-South Collector Road between Green Lane and Mount Albert Road to accommodate pending population and employment growth in Sharon.
- **Phase 2 – 2014-2016:** complete the portion of the North-South Collector Road between Mount Albert Road and Doane Road to accommodate additional population and employment growth in Sharon and Queensville.
East-Gwillimbury Transportation Master Plan

June 2010

East-West Collector Road

Purpose: to provide direct access to employment lands in Green Lane West and to businesses in Sharon and Queensville.

<table>
<thead>
<tr>
<th>Key Findings</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Projected impact on future traffic</strong></td>
</tr>
<tr>
<td>Modest volumes projected for 2031; most of the traffic would be local in nature, while Green Lane would still experience significant traffic congestion (especially without the Highway 400-404 Link).</td>
</tr>
<tr>
<td><strong>Potential socio-economic and environmental impacts</strong></td>
</tr>
<tr>
<td>Special measures are necessary to mitigate the impacts on seven residential properties located within 75 metres of the proposed road and wetlands adjacent to the Holland River.</td>
</tr>
<tr>
<td><strong>Potential cost of implementation</strong></td>
</tr>
<tr>
<td>Potential cost: $25.4 million, including potential water crossing</td>
</tr>
</tbody>
</table>

Recommendation: Consider for additional EA study (preliminary and final design).

Justification: The East-West Collector Road would provide direct access to future developments in Sharon and Queensville accommodating primarily local traffic. Special mitigation measures must be identified to address potential socio-economic and environmental impacts, including a water crossing over the Holland River (see 11.3.1 for general discussion of mitigation). The costs of the infrastructure are relatively high, but those costs should be spread out as the proposed road is phased in over time to accommodate various periods of growth. A detailed phasing plan is provided below.

Proposed Phasing:

- Phase 1 - 2016-2020: complete the portion of the East-West Collector Road between the proposed North-South Collector Road and the extension of Harry Walker Parkway to accommodate population and employment growth in Sharon.
- Phase 2 – 2021: complete the portion of the East-West Collector Road between Yonge Street and Second Concession Road, depending on the pace of development in Green Lane West.
- Phase 3 – 2026-2031: complete the remaining segments of the East-West Collector Road between Bathurst Street and Yonge Street, Second Concession Road and the proposed North-South Collector Road, and the proposed Harry Walker Parkway Extension and Woodbine Avenue. Construction is dependent on the pace of growth adjacent to these road segments.
Harry Walker Parkway Extension

**Purpose:** to serve as an alternate north-south link that could alleviate traffic at the Leslie Street/Green Lane intersection.

<table>
<thead>
<tr>
<th>Key Findings</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Projected impact on future traffic</strong></td>
</tr>
<tr>
<td>Modest volumes projected for 2031; most of the traffic would be local in nature, while the Leslie Street/Green Lane intersection would still experience significant traffic congestion (especially without the Highway 400-404 Link).</td>
</tr>
</tbody>
</table>

**Recommendation:** Consider for additional EA study (preliminary and final design).

**Justification:** Though modest traffic volumes are projected on the Harry Walker Parkway Extension in 2031, this proposal — in tandem with the East-West Collector Road — will help redirect local traffic away from Green Lane and the Leslie Street/Green Lane intersection. Strong consideration should be given to construct the Harry Walker Parkway Extension well before 2031 to accommodate the over 4,000 additional residents and 1,500 new jobs projected by York Region in the Sharon community alone by 2016.

**Proposed Phasing:** 2016-2020

Sharon East Employment Corridor

**Purpose:** to serve as a northern link between Mount Albert Road and Doane Road, providing direct access to Highway 404 employment and residential lands in Queensville.

<table>
<thead>
<tr>
<th>Key Findings</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Projected impact on future traffic</strong></td>
</tr>
<tr>
<td>Modest volumes projected for 2031; would ensure network connectivity by serving local developments along Highway 404 in Queensville, while limiting traffic on Leslie Street.</td>
</tr>
</tbody>
</table>
Recommendation: **Consider for additional EA study (preliminary and final design).**

**Justification:** The Sharon East Employment Corridor would ensure network connectivity while providing a practical north-south alternate route, helping relieve congestion on Leslie Street. Given the modest socio-economic and environmental constraints, as well as the population and employment growth anticipated in Sharon and Queensville by 2016 (nearly 6,200 residents and 3,000 jobs in total as projected by York Region), there is justification for such a corridor over the next 10 years.

**Proposed Phasing:** 2016-2020

**Thompson Drive Extension**

**Purpose:** would extend Thompson Drive to the Sharon hamlet, and serve as an east-west alternate to Doane Road and Mount Albert Road.

<table>
<thead>
<tr>
<th>Key Findings</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Projected impact on future traffic</strong></td>
</tr>
<tr>
<td>Doane Road and Mount Albert Road are projected to carry sufficient levels of traffic in 2031 with surplus capacity under both scenarios. As such, the Thompson Drive Extension would attract few vehicles, except those originating from or destined for the adjacent local area.</td>
</tr>
</tbody>
</table>

**Recommendation:** **Considered for additional EA study (preliminary and final design),** although as a potential mid-block collector, additional examination may be warranted as new development occurs.

**Justification:** The Thompson Drive Extension was identified as a potential east-west alternative to Doane Road and Mount Albert. However, because each of the latter two roads is projected to carry sufficient levels of traffic by 2031, there does not appear to be any justification to commit to the proposed extension of Thompson Drive at this time.

**Proposed Phasing:** 2031+, to be determined as new development occurs.
Doane Road Extension

**Purpose:** to improve access to future Queensville employment lands and the local university, as well as to accommodate inter-regional traffic from Simcoe County and beyond.

<table>
<thead>
<tr>
<th>Key Findings</th>
<th>Potential socio-economic and environmental impacts</th>
<th>Potential cost of implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Projected impact on future traffic</strong></td>
<td>The 2031 model results suggest that whether the Highway 400-404 Link is built or not, the Doane Road Extension will carry only modest amounts of traffic. However, by 2051, significant traffic levels are projected along this extension, especially in the absence of the Highway 400-404 Link and Mount Albert Road Extension.</td>
<td>Increased traffic would significantly impact the residential community immediately west of the extension, requiring suitable mitigation measures to be identified. Additionally, a water crossing over the Holland River and PSWs will impose specific mitigation measures.</td>
</tr>
</tbody>
</table>

**Recommendation:** Not considered for additional EA study at this time.

**Justification:** The Doane Road Extension would serve to accommodate local traffic destined for new developments in Holland Landing and Queensville. In the absence of alternate regional and inter-regional connections, if this extension were to proceed at this time, it could be used for through traffic as well, much of which is destined to the proposed Doane Road interchange at Highway 404.

Based on the impact on socio-economic and environmental impacts, high capital costs and the uncertainty of alternative regional and inter-regional connections to mitigate the upper tier type traffic movement, the extension is not being considered for further study at this time.

Consideration of non-vehicular connections for pedestrian use may be advanced.

**Proposed Phasing:** 2031-2051, if the Highway 400-404 Link is not constructed or planned for construction. At this time, The town does not have any plans to construct the Doane Road Extension.
North Queensville Ring Road

**Purpose:** to provide direct access to future Queensville employment lands and the local university.

<table>
<thead>
<tr>
<th>Key Findings</th>
<th>Potential socio-economic and environmental impacts</th>
<th>Potential cost of implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projected impact on future traffic</td>
<td>Potential cost: $16.2 million</td>
<td>Special measures would be necessary to mitigate the impacts on three homes and several environmental features including a large woodland, several small creeks and an ESA.</td>
</tr>
</tbody>
</table>

**Recommendation:** Considered for additional EA study (preliminary and final design) as new development occurs.

**Justification:** The North Queensville Ring Road would provide direct access to future developments in Queensville accommodating primarily local traffic. Special mitigation measures must be identified to address potential socio-economic and environmental impacts. The costs of the infrastructure are relatively high, but the project is warranted as new development and the university are built.

**Proposed Phasing:** 2031+, or as new development occurs.

Mount Albert Road Extension

**Purpose:** to provide improved access to residential and employment lands in Holland Landing.

<table>
<thead>
<tr>
<th>Key Findings</th>
<th>Potential socio-economic and environmental impacts</th>
<th>Potential cost of implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projected impact on future traffic</td>
<td>Potential cost: $14.9-$22.0 million</td>
<td>Increased traffic may impact the adjacent residential community, requiring suitable mitigation measures to be identified. Additionally, a water crossing over the Holland River and PSWs will require significant mitigation measures.</td>
</tr>
</tbody>
</table>

The 2031 model results suggest that whether the Highway 400-404 Link is built or not, the Mount Albert Road Extension will carry minimal amounts of traffic. By 2051, heavier traffic levels are projected along this extension in the absence of the Highway 400-404 Link and the Doane Road Extension.
Recommendation: Not considered for additional EA study (preliminary or final design).

Justification: The Mount Albert Road Extension was identified as a potential option to improve access to Holland Landing. Like the Doane Road Extension, the Mount Albert Road Extension would serve to divert regional traffic away from Highway 11 and Green Lane.

The Mount Albert Road Extension would result in significant socio-economic and environmental impacts as well as very high costs, which does not make this an attractive option if the Highway 400-404 Link is constructed.

Proposed Phasing: N/A

Highway 400-404 Link

Purpose: to accommodate regional traffic between Highway 400 and Highway 404.

<table>
<thead>
<tr>
<th>Key Findings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projected impact on future traffic</td>
</tr>
<tr>
<td>Potential socio-economic and environmental impacts</td>
</tr>
<tr>
<td>Potential cost of implementation</td>
</tr>
<tr>
<td>Both 2031 and 2051 modelling scenarios suggest that the Highway 400-404 Link would significantly alleviate traffic congestion on major roads in the Town of East Gwillimbury.</td>
</tr>
</tbody>
</table>

Recommendation: Endorsed by the Town to be built by 2021 as originally proposed by the Ministry of Transportation, however, the Town prefers that it be located north of the proposed alignment.

Justification: In the mid 1990’s, the Province of Ontario initiated a provincial route planning and EA study for the Highway 400 to Highway 404 Link. In 2002, the Minister of the Environment with Cabinet's concurrence approved the Ministry of Transportation's EA to build 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. In May 2004, the Province designated this route as a Controlled Access Corridor to protect the right-of-way for future construction. However, the Highway 400-404 Link is not currently scheduled for construction, nor is it shown in the Province’s Places to Grow Plan, with its horizon of 2031. In May 2007, the Minister of Transportation advised York Region that the Ministry was not currently proceeding with any further work on the Highway 400-404 Link.
The Town of East Gwillimbury strongly supports the construction of the Highway 400-404 Link, and maintains that it should 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 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;
- As part of their respective TMPs, York Region and the Town of East Gwillimbury were compelled to consider new infrastructure that will primarily carry inter-regional traffic. This wrongly places the financial burden to fund these new roads and services on those two levels of government; and
- As a result, the Town’s strongly prefers all measures be taken to pursue the construction of the Highway 400-404 Link, but in a more northerly alignment than that currently proposed by the Ministry of Transportation.

**Proposed Phasing:** N/A
13.2 Recommended Transit Improvements

Transit services in East Gwillimbury are currently restricted to three local YRT routes plus GO rail and bus service. Future population and employment growth in the Town will necessitate the need for additional transit service.

A summary of the recommended transit improvements is provided below. 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.

13.2.1 Local Transit Service

The Town of East Gwillimbury has proposed several new employment corridors within the Central Growth Area that extend beyond the current YRT bus service. Presently, YRT Route 52 serves Holland Landing, while YRT Route 58/58A serves the southern portions of Sharon and Mount Albert. As Figures 5-1 and Figure 5-2 illustrate, new population and employment growth north of Sharon and in Queensville will necessitate the need for expanded bus service along Second Concession Road and Leslie Street, as well as adjacent roads where new residential and commercial developments are proposed. Where YRT buses currently operate, more frequent service should be considered.

Consideration should also be given to developing 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 (see Figure 13-3).

13.2.2 Rapid Transit Service

The Town of East Gwillimbury supports York Region’s plans to expand existing Viva rapid transit service to the Green Lane GO Station. Construction is expected prior to 2013. This service is part of the Region’s VivaNext initiative, which includes rapid transit service operating on dedicated rapidways along Highway 7, Yonge Street and Davis Drive, as well as connections to GO stations throughout the Region.

13.2.3 Commuter Rail and Bus Service

Currently, GO Transit operates four southbound morning routes and three northbound evening routes between the East Gwillimbury GO Station and Union Station in downtown Toronto. “Train-buses” supplement this rail service between the East Gwillimbury Station and Union Station, with 17 southbound trips and 24 northbound trips on weekdays. Future population and employment growth will require the need for more frequent GO commuter rail service operating between Union Station and East Gwillimbury, including all-day service on weekdays.
Figure 13-3: Proposed Transit Service

Legend
- GO Station
- Existing Bus Stops
- Existing Bus Route
- Existing GO Line
- Proposed Bus Service
- Planned Bus Rapid Transit Service (VivaNext)
- Road Network
- Central Growth Area
- East Gwillimbury Boundary

East Gwillimbury Transportation Master Plan
This will result in the need for additional local transit routes operating between the East Gwillimbury Station and residential and commercial lands.

13.2.4 East Gwillimbury Transit Station

Opened in 2004, the East Gwillimbury GO station includes 637 parking spaces, Kiss & Ride passenger pick-up and drop-off, as well as other amenities. The transit station was built to accommodate future growth. As such, there does not appear to be a need for additional parking in the near future, although MMM recommends that parking studies be undertaken as new growth develops.

13.2.5 Transit-Oriented Development

York Region Council adopted TOD Guidelines in September 2006 as a tool to help implement transit-supportive development across the Region. While the characteristics of this form of development vary greatly, TOD should be walkable, relatively dense, close to transit or “shaped by transit” and contain more than one use.

The primary goal of the Region’s TOD Guidelines is to shape development in a way that responds to the needs of transit users and the transit service itself. The Guidelines will advance the implementation of a planned urban structure of Regional Centres linked by Regional Corridors, served by public transit through the following key themes:

- Pedestrians
- Parking
- Land Use
- Built Form
- Connections
- Implementation

Regional Official Plan Amendment 43, the Centres and Corridors Strategy, adopted in December 2004, focused future growth along a series of centres and corridors to encourage concentrated, mixed-use, community development along main streets. As focal points, the centres provide for mixed-use residential, commercial, office and public services that are pedestrian-oriented and accessible, thus supporting the objective of increased live-work opportunities.

The four Regional centres include: Markham Centre, Newmarket Centre, Richmond Hill Centre and the Vaughan Corporate Centre. These centres are located within existing urban areas and are linked by Regional corridors along Yonge Street and Highway 7. Since major residential and commercial growth is planned along Green Lane in East Gwillimbury, it is reasonable to consider adopting TOD features characteristic of the Newmarket Centre, as well as the other Regional Centres and Corridors. Even if rapid transit service does not immediately develop in East Gwillimbury, it would be advantageous for the Town to consider implementing TOD initiatives along Green Lane and other major roadways in support of the Regional guidelines.
Table 13.1 identifies the essential TOD elements as outlined in the Region’s TOD Guidelines.

**Table 13.1: York Region TOD Implementation "Checklist"**

<table>
<thead>
<tr>
<th>Pedestrians</th>
</tr>
</thead>
<tbody>
<tr>
<td>• easy, safe access for people in wheelchairs, etc.</td>
</tr>
<tr>
<td>• shelter from wind, snow and rain by means of covered walkways, etc.</td>
</tr>
<tr>
<td>• essential, service-related uses located at street-level</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>• pedestrian walkway provided to/from building</td>
</tr>
<tr>
<td>• parking structure above and/or below grade</td>
</tr>
<tr>
<td>• surface parking provided in side or rear of building</td>
</tr>
<tr>
<td>• site-specific/reduced parking standards existing</td>
</tr>
<tr>
<td>• parking design accommodates future phases of development</td>
</tr>
<tr>
<td>• priority parking for carpooling</td>
</tr>
<tr>
<td>• parking facilities shared with adjoining properties</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>• a mix of uses/activities provided</td>
</tr>
<tr>
<td>• includes employment-generating uses</td>
</tr>
<tr>
<td>• transit is available at first phase of development</td>
</tr>
<tr>
<td>• infill/intensification opportunities</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Built Form</th>
</tr>
</thead>
<tbody>
<tr>
<td>• building is compact and makes effective use of site</td>
</tr>
<tr>
<td>• building is oriented to the street</td>
</tr>
<tr>
<td>• building fits well into surrounding area — scale, design and height are appropriate</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Connections</th>
</tr>
</thead>
<tbody>
<tr>
<td>• sidewalks and buildings are linked to transit stops</td>
</tr>
<tr>
<td>• lighting, sidewalks, street furniture etc. are provided</td>
</tr>
<tr>
<td>• walkways planned along all roads</td>
</tr>
<tr>
<td>• walking distances minimized</td>
</tr>
</tbody>
</table>
13.3 Recommended Pedestrian and Cycling Improvements

13.3.1 Definitions and Facility Types

The pedestrian and cycling infrastructure in the Town of East Gwillimbury will be comprised of a variety of facility types, including sidewalks, multi-use trails, off-road trails, bike routes and bike lanes. The different pedestrian and cycling facility types are described in detail below.

**Sidewalks**

That portion of a highway, road or street specifically constructed for the use of pedestrians on the outside edge of the vehicular travel way. Sidewalks are typically, but not always, curb-separated from the roadway and made of concrete, brick, asphalt or another hard surface material. They are generally designated for pedestrian use only, with some exceptions based on local bylaws.

**Multi-use Trail**

A multi-use trail or path is a facility that is completely separate from the traveled portion of a roadway and is typically designed to support the widest range of users including pedestrians, cyclists, in-line skaters and skateboarders where trail surfaces permit such activities. For the purposes of this study, multi-use trails are assumed to be located within a road right-of-way.

**Off-road Trail**

There are a variety of surface treatments, trail widths and functions of off-road trails. They can be paved or unpaved, and may be utilized by pedestrians, hikers, cyclists, horseback riders or other sport users. Many trails are off-limits to everyone other than hikers, and few trails allow motorized vehicles. Off-road trails are located outside of road rights-of-way, except in certain cases such as mid-block road crossings.

**Bike Route – Urban (Signed-only Bike Route)**

Urban bike routes are denoted through signage and require no physical changes to the roadway. The purpose of designating a signed-only bicycle route is to promote a road for
cycling because it is deemed well-suited for cycling and/or because it provides an important connection to where cyclists want to travel. Since a bicycle is considered a “vehicle” under the Highway Traffic Act, cyclists are legally permitted to travel with mixed traffic in a standard motor vehicle travel lane.

Bike Route – Rural (Paved Shoulder Bikeway)

In rural areas, an edge line and paved shoulder is the preferred cycling facility. Edge lines should be a prescribed minimum distance from the edge of the pavement to reduce the risk of cyclists conflicting with motor vehicles in the adjacent travel lane.

Bicycle Lane

A bicycle lane is a facility located on the traveled portion of the roadway and is designed for one-way cyclist traffic. Bicycle lanes are denoted by pavement markings and signage that identify the facility as part of the local cycling network.

13.3.2 East Gwillimbury Trails

In 2006, the Town of East Gwillimbury developed a Draft Master Trail Plan cataloguing existing off-road trails and proposing new trails and links to adjacent municipalities. The Plan was endorsed by Town Council and forms the basis for the trails component of the proposed East Gwillimbury pedestrian and cycling network. The Draft Master Trail Plan is shown in Figure 13-4. The Town will soon initiate its own Pedestrian and Cycling Master Plan, which will expand on the improvements presented in the Trail Plan and other related facilities.

The Town’s website highlights seven of these trails, presenting information on locations, facility types, access points, trail lengths and recommended uses. The trails include:

- The Brown Hill Regional Forest trail system;
- The Holland River Trail;
- The Kennedy Road/Bendor & Graves Regional Forest trail system;
- The Rogers Reservoir Conservation Area trail system;
- The Simcoe Trail;
- The Sutton Zephyr Rail Trail; and
- The Vivian Creek Trail.

York Region’s “Take a Hike” Trails Guide outlines hiking and recreational opportunities available across York Region and identifies 32 recreational trails and 18 York Regional Forest tracts covering major routes throughout York Region. The Guide identifies the existing trails
within East Gwillimbury as listed above – with the exception of the Vivian Creek Trail – as “trail numbers” 46, 5, 44, 4, 6 and 7, respectively.

13.3.3 York Region Pedestrian and Cycling Master Plan

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. It identifies “Pedestrian Zones”, typically in urban areas and rural centres, where enhanced pedestrian infrastructure should be provided. In the Town of East Gwillimbury, three pedestrian zones are identified, encompassing the communities of: Holland Landing and Queensville, Sharon, and Mount Albert. The Plan identifies missing links in the existing sidewalk network and proposes infrastructure improvements to address these missing links. The pedestrian components of the Regional Plan for the Town of East Gwillimbury have been incorporated into the proposed Town pedestrian network shown in Figure 13-5.

The Regional Pedestrian and Cycling Master Plan also proposed a cycling network to be developed throughout York Region over the next 25 years, including multi-use trails, signed-only bike routes, paved shoulder bikeways and bike lanes. Based on a number of criteria such as roadway characteristics, network connectivity, major destinations and route spacing, cycling facilities were proposed for specific Regional roads in East Gwillimbury, and included a general phasing strategy. Cycling routes of various facility types were proposed on Bathurst Street, Yonge Street, Second Concession Road, Leslie Street, Warden Avenue, McCowan Road, York-Durham Line, Green Lane/Herald Road, Mount Albert Road, Doane Road, Queensville Sideroad and Ravenshoe Road. These routes provide a Town-wide grid of north-south and east-west routes upon which the local cycling network will be developed. The cycling components of the Regional Plan for the Town of East Gwillimbury have been incorporated into the proposed Town cycling network shown in Figure 13-6.

The Regional pedestrian and cycling networks are important elements in East Gwillimbury’s overall pedestrian and cycling network. They provide a spine network of connectivity across the Town, to adjacent municipalities and ultimately throughout York Region and beyond. Local municipal pedestrian and cycling facilities providing access to and from the wider Regional network are another important element in the overall network.

13.3.4 York Region Natural Heritage Trails Concept Study

As recommended in the York Region Planning and Economic Development Committee staff report of June 13, 2007, the Region is currently undertaking a Natural Heritage Trails Concept Study in order to confirm what role, if any, the Region should have in developing and maintaining a trail network within the Region’s Natural Heritage System. The vision of the study is based on the concept of creating a Regional trail system that connects to local municipal trail systems and provides residents with the opportunity to experience the natural heritage...
Figure 13-5:
Proposed Pedestrian and Trail System

Legend

Sidewalks
- Existing Sidewalks (Town of East Gwillimbury)
- Planned Sidewalk Links

Town Network
- Existing Trails
- Proposed Trails (2006 - 2010)
- Proposed Trails (2010 onwards)

Road Network
- Pedestrian Zone (York Region Pedestrian & Cycling Master Plan)
- Future Pedestrian Zone (Town of East Gwillimbury)
- Central Growth Area
- East Gwillimbury Boundary

Source: York Region Pedestrian and Cycling and MMM Group

Produced by: MMM Group, March 2010
system throughout York Region. The study will focus on off-road trails, and the Town’s Draft Master Trail Plan will be considered as input into this study. The staff report emphasizes that local municipalities are considered key stakeholders, and that meetings and other consultations with local municipal staff responsible for trails and natural heritage will be an essential part of the study. Town staff have been consulted by the Region for their input to this study, and the Town should continue to coordinate with the Region to ensure consistency between the Regional and Town plans, particularly East Gwillimbury’s TMP and Draft Master Trail Plan.

### 13.3.5 Pedestrian Network

The proposed pedestrian network will be comprised of sidewalks, multi-use trails and off-road trails throughout the Town. The basis for this network will be the existing sidewalk network and the draft Regional pedestrian system, in combination with the Town’s Draft Master Trail Plan.

The “Pedestrian Zones” identified in the Region’s Draft Pedestrian and Cycling Master Plan have been supplemented by the addition of “Future Pedestrian Zones” based on the Town’s plans for growth (see Figure 13-5). In these zones, the Town should develop enhanced pedestrian infrastructure by providing existing neighbourhoods with sidewalks and pathways, and constructing new facilities in developing areas as growth occurs. Sidewalks should be provided within road rights-of-way in order to develop an interconnected web of pedestrian facilities within the Town’s urban areas. Sidewalks should be provided on at least one side of each local street and both sides of collectors and arterials in urban areas. Connections to transit stops should be given high priority so that barriers to pedestrian access to the transit system are minimized.

### 13.3.6 Proposed Cycling Network

The proposed cycling network will be comprised of multi-use trails, some off-road trails, signed-only bike routes, paved shoulder bikeways and bicycle lanes throughout the Town. The basis for this network will be the planned Regional cycling network, in combination with existing off-road trails that are suitable and designated for cycling. The plan (see Figure 13-6) shows local north-south and east-west cycling routes that should be developed on local municipal roads. Off-road trails within the Central Growth Area should be designed to accommodate cyclists in addition to other users, and in rural areas should serve cyclists where practical.

Cycling routes on local municipal roads identified in the Region’s cycling network should be adopted by the Town of East Gwillimbury as part of its cycling network. Facility types and phasing of these routes will have to be confirmed as the Town develops its cycling network.

Additional local municipal elements of the cycling network should provide connections between origins or destinations and the wider Regional cycling network. Key local roads that
provide connections to collectors or arterial roads should be considered. Generally speaking, all collectors should be considered for cycling routes. The local network will allow cyclists to travel within their concession, and also to access the wider Regional network for longer distance trips. The planned Regional cycling network has been developed based in part on the goal of providing a formal cycling facility within a reasonable proximity of each York Region resident. The Town should commit to a similar long-term goal, for example to provide formal cycling facilities within a five-minute bike ride of all urban residences (assuming an average cycling speed of 15 km/h, this equates to a distance of approximately 1.25 km).

Local facilities should also serve as alternatives to Regional routes for longer distance cycling trips where appropriate. For example, the proposed North-South Collector Road parallel to Leslie Street should provide a cycling route between Green Lane and Doane Road, and from there, routes on local roads will connect to Queensville Sideroad. This will act as a local municipal cycling facility alternative to Leslie Street or Second Concession Road. Cyclists may prefer to utilize lower volume roadways or more visually attractive routes rather than arterial roads that provide the most direct connections, particularly if they are cycling for recreational purposes rather than utilitarian reasons. There may also be opportunities to implement local facilities sooner than alternative Regional routes.

The crossing of major barriers – such as Highway 404 and the Holland River – will be essential to the cycling network. Consideration should be given to providing cycling facilities that take advantage of existing crossings of major barriers; where new crossings are planned, the incorporation of cycling facilities should be included.

### 13.3.7 Policies

Key policy initiatives that would 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 a pedestrian and cycling master plan for the Town;

- Developing and adopting development standards that ensure all designated pedestrian zones are provided with adequate pedestrian facilities. For example, the Town could require as a condition for development approval that sidewalks be provided on at least
one side of all new local streets and both sides of all new collectors and arterials in urban areas; 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. For example, as a condition for development approval the Town could require that cycling facilities (preferably bike lanes for urban roads) be provided on all new collector and arterial roads.

13.3.8 Next Steps

A more detailed review of the existing and proposed pedestrian and cycling network should be undertaken to confirm the concepts presented above. The Town is expected to develop a pedestrian and cycling master plan that will examine the proposed networks in detail, and also address other elements that are beyond the scope of this study, which may include the following:

- Development of vision and goals – A pedestrian and cycling master plan should be guided by a specific vision and set of goals. A vision statement articulates what a community will look like in the future, and is the desired product of the goals and recommended actions in a plan. Goals are broad statements that help refine the vision.

- Public consultation – The process of developing a pedestrian and cycling master plan should actively engage stakeholders and the public, and should help them develop an understanding of the project. The final master plan should address the comments and concerns raised by members of the public.

- Network amenities – A variety of network amenities, such as end-of-trip facilities like bicycle parking and shower facilities at places of employment, should be integrated into a pedestrian and cycling master plan to create a more comfortable and convenient experience for network users.

- Education – Education is one of the most important components of a pedestrian and cycling master plan. Pedestrian and cycling network users need to be educated to understand on and off-road operating procedures to support a safe and inviting environment for walking and cycling. The education component of a pedestrian and cycling master plan should include:
  - Educating pedestrians and cyclists on safe operating procedures on multi-use pathways and within road rights-of-way;
- Enhancing and supporting walking and cycling advocacy;
- Providing information on advisory groups and programs; and
- Adequately funding existing and proposed pedestrian and cycling programs developed by the Town or in partnership with other public and private sector partners.

- Promotion – In order to promote walking and cycling, the proper conditions and a suitable environment must be available to pedestrians and cyclists for them to feel comfortable using these travel modes. A pedestrian and cycling master plan should make walking and cycling more convenient for residents and visitors, develop support services that help to make walking and cycling feasible modes of transportation, and promote walking and cycling.

- Enforcement – The area of enforcement is a key ingredient to pedestrian and cycling safety with the principle objective of reducing incidents causing property damage, injury and death. A key strategy is to work with local police to provide patrols of the pedestrian and cycling network to enforce proper operating rules to pedestrians, cyclists and motorists.

- Implementation – The success of a pedestrian and cycling master plan is often measured by how easily it can be implemented. Ease of implementation can be determined by a number of criteria, including:
  - The clarity of the master plan in terms of its guiding vision, principles and goals;
  - The practical strategy that identifies a recommended approach, including implementation guidelines that address priorities and phasing;
  - An administrative structure responsible for implementing all components of the master plan;
  - The availability of funding within a given timeframe; and
  - The continuous monitoring of the master plan to assess implementation results.

- Funding strategies – Ongoing reliable funding is an essential component of implementing a pedestrian and cycling master plan. Local council should be requested to commit annually to funding a master plan. Funding from regional, provincial and federal governments should also be considered.

- Monitoring – Collecting data to monitor the different and changing aspects of pedestrian and cyclist behaviour will assist in evaluating the effectiveness and overall contribution
of various activities to achieve the stated vision and goals of the master plan. A program should be established to ensure regular monitoring of the master plan.

13.3.9 Transportation Demand Management Recommendations

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 discussed in Chapter 6, TDM is a general term for various strategies that increase transportation system efficiency by managing the demand for travel. This chapter introduces a number of TDM initiatives that should be considered for implementation by the Town of East Gwillimbury in anticipation of new population and employment growth, as well as higher density land uses.

13.3.10 Smart Commute Initiative

The Smart Commute Initiative is a public-private partnership that has been successfully implemented in several areas of the GTA including Vaughan, Richmond Hill-Markham and central York Region, including East Gwillimbury. This program provides a model for the establishment and operation of local TMAs, described below. The Smart Commute Initiative also includes a GTHA umbrella organization above the numerous local TMAs known as the Smart Commute Association (www.smartcommute.ca). This association, operated as an agency of Metrolinx (the Greater Toronto Transportation Authority), provides services and resources to support the establishment and operation of local TMAs, and generally promotes TDM in the Greater Toronto and Hamilton Area. Consultation with the Smart Commute Association has been initiated as the Town has begun to develop a TDM strategy. While there may or may not ultimately be a formal connection between the Smart Commute Association and TDM efforts in East Gwillimbury, the organization can provide valuable information and resources, particularly in the early stages of TDM strategy development.
13.3.11 Transportation Management Associations

As employment growth occurs and more businesses establish operations in the Town, there will be an increased need to coordinate TDM initiatives. A TMA can provide expertise, coordinate initiatives and promote TDM programs. Several established TMAs in the GTHA operate under the Smart Commute umbrella, including Smart Commute Central York, which has as its mandate to “work with businesses in Newmarket, Aurora and East Gwillimbury to develop customized transportation solutions for their employees”. These associations generally focus their efforts on a particular geographic area, targeting employers and commuters within distinct business districts or corridors. As each employment corridor identified for growth in East Gwillimbury develops, individual TMAs could be established to address TDM within each respective area.

While a TMA can be a municipal government operation, other successful associations have been initiated and sponsored by local and regional municipalities, but operated independently, for example, under the banner of the local Board of Trade or Chamber of Commerce. However, municipal involvement is essential. Local businesses must view a TMA as serving their needs, otherwise their buy-in will be difficult to achieve.

13.3.12 Initiatives

TDM initiatives can be planned, implemented and operated by governments, TMAs, businesses, or a combination of these or other groups. The list of potential TDM initiatives is endless, but the Town should give special consideration to a number of practical 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.

It should be noted that stable funding to Smart Commute Central York programs are recommended upon review and initiation.

13.3.13 Policies

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 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 improving 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 such as sidewalks, bike lanes, mid-block pedestrian crossings, bicycle-friendly catchbasin covers, bicycle racks at destinations and other end-of-trip facilities; and
• Exploring the potential to install on-street parking meters and dedicate meter revenues to fund other TDM initiatives.

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 recognizing the need for TDM before growth occurs, implementing policy initiatives to establish the framework for future TDM efforts and adopting strategies to manage transportation demand.
14.0 FUNDING

Capital expenditures focus on budgeting for non-recurring costs or costs which create a tangible asset. Items included in the capital budget would bestow a benefit to the community over multiple fiscal periods. The upgrading of facilities, the purchase of vehicles or the completion of planning studies are reflected in the capital budget. The vast majority of the capital budget is for projects within the Community Programs and Infrastructure department which is responsible for road rehabilitation, community parks and programs, Town facilities and fleet.

The majority of the capital budget is funded from Development Charges, Town Reserves and funding provided by other levels of government. In total, 10% is funded from taxation revenue ($470,510 in 2008).

Development Charges are fees imposed against new developments or redevelopments to offset the capital cost of maintaining existing levels of service to new residents and businesses. Development Charges are intended to protect existing taxpayers from the capital costs of new growth.

Town-wide Development Charges pertain to all development within the Town’s geographic boundaries. This revenue is used to pay for growth-related capital projects for many services including roads and parks. In addition to the Town-wide Development Charges, the Town may also apply area-wide and area-specific Development Charges in areas where services and infrastructure benefit a specific geographic area.

The Town collects Development Charges for Town purposes and on behalf of York Region and the school boards.

The Development Charges Act, 1997 was enacted by the Province. The Development Charge By-law No.2004-88 was passed by the Council of the Town of East Gwillimbury in 2004 and became effective in January 2005. In 2008, the Town Council authorized a review of its Development Charge By-law to ensure that growth pays for complete community growth and that the Town can grow in a fiscally responsible manner. The Town also identified the need for higher order employment to help balance non-residential assessment and residential assessment, and to minimize the tax burden on residents. The East Gwillimbury Draft Official Plan (February 2009) details the goals and policies established by the Town to ensure the planning and implementation of all infrastructure is done in a fiscally responsible manner.
15.0 NEXT STEPS

15.1 Elements Requiring Further EA Approvals

15.1.1 Transit Projects

Further EA approvals are required by York Region for work in East Gwillimbury on transit projects. The amended 2007 Municipal Class EA added a new transit section for municipal transit projects. The amendment requires that even “typical” municipal transit projects are subject to the provisions of Schedule A, A+, B or C of the Class EA. Those projects relevant to this TMP that are now subject to the Class EA include:

Schedule A/A+ (pre-approved activities)

- Service changes and operational changes on existing routes;
- New, extended or expanded bus routes on existing roads;
- New, extended or expanded transit stops (including roadside shelters, on-road bus bays and platforms);
- Installation, construction or reconstruction of traffic control devices such as signing or signalization, with no or minimal adverse environmental effects; or
- Construction of localized operational improvements at specific locations such as turning lanes or queue jump lanes, with no or minimal adverse environmental effects.

Schedule B

- Construction of new stations in or adjacent to residential land use or an ESA;
- Installation, construction or reconstruction of traffic control devices such as signing or signalization, with the potential for some adverse environmental effects; or
- Construction of localized operational improvements at specific locations such as turning lanes or queue jump lanes, with the potential for some adverse environmental effects.

Schedule C transit projects may include undertakings involving exclusive transit lanes for bus rapid transit or light rail technologies.
15.1.2 Roadway Projects

Like transit projects, roadway projects and activities are categorized into Schedule A, A+, B or C with reference to the magnitude of their anticipated environmental impact. As Chapter 2.0 explained, 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 and/or developments with environmental protection and mitigation measures integrated into the project. As this TMP addressed Phases 1 and 2 of the Municipal Class EA process, additional studies will need to be undertaken for those recommended collector roads whose projected costs are estimated to exceed $2.2 million. Thus, this TMP should be used in support of further work carried out for Phases 3 and 4 for specific Schedule C undertakings that include new roads or road extensions.

15.2 Other Approvals

The following approvals will also be required for the implementation of the East Gwillimbury TMP infrastructure:

15.2.1 Ontario Regulation 179/06

Ontario Regulation 179/06, Development, Interference with Wetlands and Alteration to Shorelines and Watercourses Regulation, regulates development proposals that are within areas susceptible to flooding and other hazards, as well as plans that would alter a watercourse and/or propose the use of fill. Under the new provincial criteria associated with Ontario Regulation 179/06, the Conservation Authority is required to specifically identify and regulate natural hazards such as shoreline, wetlands, watercourses, floodplains, stable and unstable stream valley slopes.

15.2.2 Department of Fisheries and Oceans Authorization

Fisheries and Oceans Canada (DFO) is responsible for protecting fish and fish habitat across Canada. Under the Fisheries Act, no one may carry out a work or undertaking that will cause the harmful alteration, disruption or destruction of fish habitat unless it has been authorized by DFO. The agency has identified several conditions and measures to ensure compliance with subsection 35(1) of the Fisheries Act.

15.3 Five Year Review Requirements

A time lapse may occur between the filing of the TMP and the implementation of the project. In such cases, the proposed project and the environmental mitigation measures proposed may no longer be valid. If the period of time from filing of the Notice of Completion of the TMP in the public record to the proposed commencement of construction for the project exceeds five years, the proponents shall review the planning and design process and the current environmental
setting to ensure that the project and the mitigation measures are still valid given the current planning context. The review must be recorded in an addendum to the TMP that must be placed on the public record. Notice of Filing of Addendum must be placed on the public record with the ESR and must be given to the public and to the review agencies; a period of 30 calendar days must be provided for review and response. The Notice must include the public’s right to request a Part II Order during the 30-day addendum review period. If no request is received, the proponent is free to proceed with implementation and construction.
Appendix A – Consultation
Appendix C – Costs