Agenda

- Project Background
- Study Area
- EA Consultation
- Considered Road Alignment Options
- Highway 404 Crossing
- Preferred Road Option
- ESR Filing
- Questions
Official Plan

✓ The Town’s Official Plan provides for an East-West Road north of Green Lane

✓ 2010 TMP established a plan for a comprehensive transportation system, including the East-West Road

✓ Accommodates anticipated growth for the next 30 years

✓ The majority of the study area is designated as a Community Area and Employment Area

✓ The Green Lane Corridor Secondary Plan will establish land use designations
Project Need and Justification

- The TMP established the need for a new east-west connection in the southern part of the municipality

- New road to provide direct access to future development along Green Lane West

- Most traffic on the East-West Road is expected to be local, with Green Lane still carrying the majority of through traffic

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>East-West Road Corridor</th>
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<tbody>
<tr>
<td>Economic Impacts</td>
<td>- Direct access to employment areas and businesses</td>
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<tr>
<td>Social Impacts</td>
<td>- Improved access to area schools and places of worship</td>
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<td></td>
<td>- Potential effects on adjacent properties</td>
</tr>
<tr>
<td>Cultural Heritage</td>
<td>- Potential effects to nearby heritage resources and features</td>
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<tr>
<td>Sustainable Policies and Growth</td>
<td>- Ease of movement in a growing community</td>
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<tr>
<td>Management</td>
<td>- Supportive of future population and employment growth</td>
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<td>Transportation System</td>
<td>- Intersects key arterials</td>
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<td></td>
<td>- Proposed to include pedestrian and cycling infrastructure</td>
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<td></td>
<td>- Direct transit service to new developments and close proximity to the East Gwillimbury GO Station</td>
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<tr>
<td>Natural Heritage</td>
<td>- Crossing of Holland River and smaller watercourses</td>
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<td></td>
<td>- Wetlands and woodlands</td>
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</table>
Municipal Class EA Process

Transportation Master Plan

Phase 1: Problem or Opportunity
- Identify problem or opportunity

Phase 2: Alternative Solutions
- Identify alternative solutions to problem or opportunity
- Document existing conditions of natural, social and economic environments
- Identify impacts of alternative solutions on the environment, and mitigation measures
- Evaluate alternative solutions and identify recommended solution
- Consult the public and agencies regarding the problem or opportunity and alternative solutions

Phase 3: Alternative Design Concepts for Preferred Solution
- Identify alternative designs for preferred solution
- Document detailed inventory of natural, social and economic environments
- Identify impacts of alternative designs on the environment, and mitigation measures
- Evaluate alternative designs and identify recommended design
- Consult the public and agencies and previously interested / directly affected public

Phase 4: Environmental Study Report
- Complete Environmental Study Report
- Place Environmental Study Report on Public Record
- Notice of Completion to the public and agencies
- Opportunity to request Minister to request an order within 30 days of notification

East-West Road Corridor Municipal Class EA

Mandatory point of contact
Optional point of contact

East Gwillimbury

AECOM
Key Stakeholders

- Town of East Gwillimbury
- Region of York, Including Public Transit
- Town of Bradford West Gwillimbury
- Township of King
- Town of Newmarket
- Landowners (Residents & Developers)
- Lake Simcoe Region Conservation Authority
- GO Transit
- Provincial & Federal Agencies, Including Aboriginal Affairs
- Utility Companies
Study Area
Highway 404 Crossing

Review of the Transportation Master Plan to 2031 and future growth opportunities beyond did not define a justification for an extension of the East-West Road over Highway 404 to Woodbine Avenue under the current EA.
Harry Walker Parkway Extension

- The Harry Walker Parkway Extension was identified in the Town’s Transportation Master Plan.

- Included as part of this EA Study as a continuation of the East-West Road for connection to Green Lane.
Green Lane Corridor Study

✓ The East-West Road Corridor EA was conducted concurrently with the Green Lane Secondary Plan Study.

✓ Planned outcomes:
  o Detailed policies for Regional and Local Corridors, and Major Local Centres
  o Considerations related to the East-West Collector Road
  o Refined natural heritage boundaries
  o Phasing policies
  o Appropriate interface with the Town of Newmarket
Transportation Master Plan and Study Area
Long List of Alternative Alignments
# Evaluation Criteria

<table>
<thead>
<tr>
<th>Category</th>
<th>Final Evaluation Criteria</th>
</tr>
</thead>
</table>
| Technical           | • Ability to maximize roadway capacity  
                      • Ability to accommodate future demand  
                      • Ability to minimize construction constraints and complexity  
                      • Effect on traffic safety  
                      • Effect on stormwater quality and quantity  
                      • Effect on utility infrastructure  
                      • Effect on rail line |
| Natural Environment | • Effect on terrestrial habitat and species  
                      • Effect on aquatic habitat and fisheries, including the Holland River and other watercourses                                                                                                               |
| Socio-economic      | • Conformity with Places to Grow Act, Oak Ridges Moraine Conservation Plan, Greenbelt Plan, Lake Simcoe Protection Plan  
                      • Ability to accommodate future development (Green Lane Secondary Plan)  
                      • Ability to provide active transportation facilities  
                      • Effect on existing sensitive receptors  
                      • Effect on local air quality due to vehicle emissions  
                      • Amount and type of property required  
                      • Effect on property access to adjacent properties  
                      • Effect on adjacent business operations |
| Cultural Environment| • Potential for disruption of archaeological resources  
                      • Potential for disruption of built heritage resources and cultural landscape features                                                                                                                               |
| Cost                | • Cost of construction and operations                                                                                                                                                                                     |
What We Heard at PIC #1

✓ Significant property impacts associated with some of the early alternatives
✓ An alignment north of Sharon Burial Ground was seen to be a barrier between the burial ground and the historic Sharon community
✓ Existing traffic on Leslie Street was an issue
✓ Natural Heritage Core Areas should be preserved and the number of watercourse crossings should be reduced
✓ Cultural Heritage features should be preserved
✓ Design of the Holland River/GO Rail Tracks grade separation and associated impacts to the natural environment
✓ Intersection spacing along Yonge Street and Leslie Street
Short List of Corridor Alignment Alternatives
What We Also Heard at PIC #2

- Concern with noise/property impacts along Morning Sideroad
- Slight refinements to horizontal and vertical alignment east of the Holland River
## Summary Evaluation of the Corridor Alignment Alternatives

### Technical
- Roadway capacity
- Accommodate future demand
- Minimize construction complexity
- Traffic safety
- Utility infrastructure
- GO Transit rail line

### Natural Environment
- Terrestrial habitat and species
- Aquatic habitat and fisheries

### Socio-Economic Environment
- Conformity with relevant policies
- Accommodate future development
- Provide active transportation facilities
- Property impacts

### Table: Option Comparison

<table>
<thead>
<tr>
<th>Option 1</th>
<th>Option 2</th>
<th>Option 3</th>
<th>Option 4</th>
<th>Option 5</th>
<th>Option 6</th>
<th>Option 7</th>
<th>Option 8</th>
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<tr>
<td><strong>More Preferred</strong></td>
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<td><strong>Less Preferred</strong></td>
<td><strong>Least Preferred</strong></td>
<td><strong>More Preferred</strong></td>
<td><strong>Most Preferred</strong></td>
<td><strong>Less Preferred</strong></td>
<td><strong>Least Preferred</strong></td>
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</table>
| *B2 + Y1*  
*C1 + L1* | *B2 + Y1*  
*C1 + L2* | *B2 + Y2*  
*C2 + L1* | *B2 + Y2*  
*C2 + L2* | *B2 + Y3*  
*C2 + L1* | *B2 + Y3*  
*C2 + L2* | *B2 + Y1*  
*C2 + L1* | *B2 + Y1*  
*C2 + L2* |
| - Least curvature in roadway geometry, provides good horizontal alignment.  
- Proximity to existing signalized intersection on Yonge Street at Morning Side Road may impact traffic flow. | - Provides optimal intersection spacing on Yonge Street and opportunity to maximize roadway capacity and traffic safety.  
- Less curvature in horizontal roadway geometry. | - Increased curvature in roadway geometry.  
- Proximity to existing intersection on Yonge Street at Lowes Access Road may potentially impact signal timing. | - Less curvature in roadway geometry.  
- Proximity to existing signalized intersection on Yonge Street at Morning Side Road may impact traffic flow. | - Less potential impacts to East Holland River Tributary and adjacent wetland crossing.  
- Greater potential impacts to East Holland River Tributary and adjacent wetland crossing. | - Significant impact on existing business operation.  
- Greater number of private properties impacted. | - Greater potential impacts to existing sensitive receptors.  
- Property access issues in vicinity of Yonge Street intersection. | - Greater number of private properties impacted.  
- Property access issues in vicinity of Yonge Street intersection. |

### Map: Corridor Alignment Options

[Diagram showing road alignment options for B2, Y1, Y2, Y3, C2, L1, and L2.]
Summary Evaluation of the Corridor Alignment Alternatives

**CULTURAL ENVIRONMENT**
- Archaeological resources
- Built heritage resources and cultural landscape features

**COST**
- Cost of construction

### Tabular Data

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<td><strong>LESS PREFERRED</strong></td>
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<td>• Alignment situated away from OMA designated historic farmhouse and entrance drive (John S. Millard House, 18474 Yonge Street).</td>
<td>• Potential for significant impact to OMA designated historic farmhouse (John S. Millard House, 18474 Yonge Street).</td>
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### Map

- **Alignment distance**
  - Approximately 7195 m.
  - Approximately 7070 m.
  - Approximately 7165 m.
  - Approximately 7240 m.
  - Approximately 7095 m.
  - Approximately 7170 m.
  - Approximately 7025 m.
Evaluation of Alternatives

1. Compare effects of alternative alignments
2. Conduct qualitative evaluation for each alternative to determine preference
3. Select a recommended alternative alignment
Preferred Alignment

- Lower Technical impacts
- Least potential impacts to Natural Environment (East Holland River Tributary and adjacent wetland crossing)
- Lower potential Socio-Economic impacts
- Least potential impacts to Cultural Heritage Resources (Sharon Burial Ground is not separated from Sharon Community)
- Preliminary estimated construction cost is approximately $50,000,000, excluding property (costs are comparable for each alternative alignment)
Preferred Alignment

Ownership
1 - Edenmills Estates Inc.
2 - Yonge Green Lane GP Inc.
3 - Living Life Group of Companies
4 - 1450117 Ontario Inc. (Preston Group)
5 - 13646013 Ontario Limited (Preston Group/Fieldgate)
6 - Farm Cove Homes
7 - Dorzil Developments (Bayview) Ltd.
8 - Huntingtonwood Holdings Inc.
9 - DDR GL Bayview Limited Partnership
10 - The Acorn Development Corporation
11 - South Sharon Developments Inc. (Menkes)
12 - Ladyfield Construction Limited
13 - Fetlar Holdings Inc.
Description of Preferred Alignment

- Road corridor designed for transit, cycling, pedestrian and auto use
- Continuous centre left turn lane and/or streetscaped median
- Traffic signals at major intersections, full roadway illumination
- Level of boulevard landscaping
- Stormwater management by area land development
- Noise mitigation treatment as required by area land development
- Five-span bridge over the East Holland River, GO Transit tracks and Nokiidaa Trail
- Existing Hydro Corridor maintained
- Four through traffic lanes
- Phased implementation (function of area development approval)
Typical Road Section

EAST-WEST ROAD CORRIDOR
TYPICAL CROSS SECTION
(4 LANES WITH MEDIAN)
Recommended Plan – Bathurst Street to Yonge Street
Recommended Plan –
Yonge Street to 2nd Concession
Recommended Plan – 2nd Concession to Leslie Street
Bridge over East Holland River

- 5 span bridge arrangement
- 4 lane cross section
- On-street bike lanes, sidewalks
- Detailed bridge design will consider cultural heritage sensitivities
Recommended Plan – Leslie Street to Green Lane
East/West Road & North/South RD Intersection Round-About Option
Next Steps

Upon Town Approval, the Project Team will:

- Draft Environmental Study Report (ESR)
- Circulate the Draft ESR to key stakeholders and agencies
- Finalize & file the ESR for 30 day public review period
- Work with any stakeholders to resolve outstanding concerns
Thank You!

Questions?