



Town of
East Gwillimbury

Fernando Lamanna, BA

Deputy Clerk
Legal and Council Support Services
905-478-4282 x1240
flamanna@eastgwillimbury.ca

March 14, 2011

The Regional Municipality of York
17250 Yonge Street,
Newmarket, ON
L3Y 6Z1

Attn: Denis Kelly, Regional Clerk



Dear Mr. Kelly:

For your information and records, at its regular meeting held on Monday, February 28, 2011, the Municipal Council of the Town of East Gwillimbury enacted as follows:

BE IT RESOLVED THAT Community Programs & Infrastructure Report CPI-2011-03 dated February 28, 2011, be received; and,

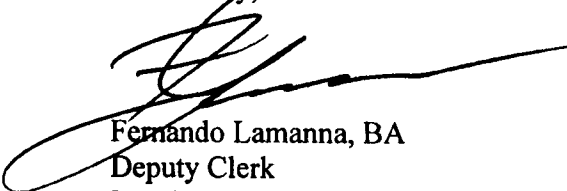
THAT the Region of York be requested to report further to the Town of East Gwillimbury subsequent to the proposed Public Consultation Centre in March; and,

THAT the Clerk forward a copy of this report and recommendations to the Region of York for action.

Please find enclosed Community Programs & Infrastructure Report CPI-2011-03.

If you have any further questions feel free to contact the undersigned.

Yours truly,


Fernando Lamanna, BA
Deputy Clerk
Legal and Council Support Services

Cc: Wayne Hunt, General Manager, Community Programs & Infrastructure.

"Our town, Our future"

19000 Leslie Street, Sharon, Ontario L0G 1V0 Tel: 905-478-4282 Fax: 905-478-2808
www.eastgwillimbury.ca



P43

COMMUNITY PROGRAMS & INFRASTRUCTURE REPORT CPI-2011-03

To: Committee of the Whole

Date: February 28, 2011

Subject: Class Environmental Assessment for
Doane Road from Yonge Street to Woodbine Avenue

Origin: Community Programs & Infrastructure
Engineering & Environmental Services Division



RECOMMENDATIONS

1. THAT Community Programs & Infrastructure Report CPI-2011-03 dated February 28, 2011, be received.
2. THAT the Region of York be requested to report further to the Town of East Gwillimbury subsequent to the proposed Public Consultation Centre in March.
3. THAT the Clerk forward a copy of this report and recommendations to the Region of York for action.

PURPOSE

The purpose of this report is to respond to Council's request on January 17, 2011 to report back on the Region of York's Environmental Assessment process for the reconstruction of Doane Road from Yonge Street to Woodbine Avenue.

A presentation (attached) was presented to Committee of Whole Council by the Region of York on January 17, 2011 to update the Town on the project and notify of an upcoming Public Information Centre (PIC).

BACKGROUND

The Region of York began the Class Environmental Assessment Process for this project in March 2009 and have had two Public Consultation meetings (June 23, 2009 and April 14, 2010) and one Focus Group Workshop (June 2010). During the process, the Region met with stakeholders including jurisdictions that would have interest in this project.

In accordance with the Class Environmental Assessment process, during the second PIC and Workshop, the Region announced that their proposed "Recommended Alternative Solution" to accommodate traffic in support of future growth projections to 2031 and the existing communities was two-fold, namely:

1. To reconstruct Doane Road from Yonge Street to 2nd Concession (2 lanes) and from 2nd Concession to Woodbine Avenue (4 lanes with possible staging), including a full interchange at Hwy. 404.
2. To align this reconstructed road essentially following the existing road allowance.

On April 19, 2010 a delegation of local residents addressed Council expressing their concern regarding the proposed "preferred" alignment of Doane Road for the section between 2nd Concession and Leslie Street as presented by the Region of York.

On May 3, 2010 Council passed the following resolution (CWC2010-156):

- THAT Council support the need for the Doane Road improvements from Yonge Street to Woodbine Avenue including a Hwy.404 full interchange to support the Town's growth projections in accordance with the approved alignment in the Queensville Community Plan subject to minor modifications following a southerly realignment.
- FURTHER THAT council does not support the preferred alignment that York Region has chosen through the E.A. process and that Council notify the Region and residents concerned with this issue, of this decision.

ANALYSIS

(The following is essentially an abbreviated excerpt with updates from the CPI-2010-28 report on this matter)

The TMP was prepared by the Town to support the Town's draft Consolidated Official Plan to accommodate growth from a transportation perspective to 2031 for the Town's local road system. This TMP satisfies Phases 1 and 2 of the Municipal Class Environmental Assessment process, namely, "Problem Identification" and "Alternative Solutions". The Town's TMP is not intended to satisfy the EA process for the Regional road system such as Doane Road as this would be contrary to the EA process. Therefore, the Doane Road alignment illustrated in the TMP, which essentially follows the alignment illustrated in the Queensville Community Plan, does not take precedence over the Region's EA process for Doane Road currently underway. Furthermore, the Town's TMP notes that the alignment shown for Doane Road is subject to a Municipal Class EA process to be carried out by the Region. Official Plans, including Official Plan Amendments, do not bind the Class EA process because the outcome of the EA process

cannot be pre-determined". In other words, the alignment illustrated in both the Town's TMP, draft Consolidated Official Plan and the Queensville Community Plan, cannot be used to justify the realignment of Doane Road.

It should be noted that the realignment of Doane Road was identified through the preparation of the Queensville Community Plan along an alignment south of the existing Doane Road road allowance. The Community Plan was based on a series of background studies and reports and a full public consultation process. It was recognized that the Doane Road realignment was shown as schematic only and would be subject to the undertaking of an Environmental Assessment. As noted previously, the Region has received comments from various stakeholders in support and/or in opposition to the southerly realignment of Doane Road or the reconstruction of Doane Road within its current alignment. Implications on the new Official Plan and the Community Plan from a land use perspective, if any, would be determined and appropriately dealt with upon completion of the Environmental Assessment process.

Deputation with New Leaf Living & Learning Together Inc.

Previously Council had directed staff following a deputation to Council by New Leaf regarding their concerns relating to the Region of York's proposed road alignments for the Doane Road reconstruction. Staff met with New Leaf and the Region of York to discuss their concerns on numerous occasions. As a result of those discussions, New Leaf, as we understand it through the Region of York, is satisfied with either of the two proposed alignments as most recently presented to Council by the Region. Essentially the Region has indicated that new Leaf is satisfied with either the existing right of way or the alternatives to the south of the existing right of way, as modified by the Region of York and again most recently presented to Council.

Environmental Assessment Process

The Region is conducting this study as a Municipal Class Environmental Assessment Schedule C type project, which is a five step process as follows:

Phase 1 – Identify the problem/opportunity.

Phase 2 – Identify alternative solutions, taking into consideration the environmental, social, cultural and economic impacts and select preferred solution.

Phase 3 – Identify alternative design concepts for the preferred solution and impact from an environmental, social and economic perspective.

Phase 4 – Submit an Environmental Study Report to the MOE for approval.

Phase 5 – Contract preparation, tendering and construction.

The Region has indicated that they have correctly followed the Municipal Class EA process. This process is technical and examines variables such as traffic flow and numbers, environmental impacts, cost and social concerns.

Due to Council and stakeholder apprehension, the Region has moved forward with preliminary design for both the existing and south alignment although only required to do so for the preferred alignment. This was done to give a more complete examination of both alternatives and analyze each route with additional data.

As presented on January 17, 2011, the Region will be conducting another PIC in March, 2011 to discuss the complete consideration of the alternatives and the selection of the recommended routing.

Stakeholders Comments

The Region of York has received comments from many of the stakeholders throughout the project. Some support the preferred route and some do not. With additional information coming forward, the Region will identify any changes to the support.

Next Steps by the Region

During the presentation by the Region on January 17, 2011, the Region reported the following as their next steps in the Class EA process for this project:

- Conduct another PIC in March 2011 to announce the preferred alignment
- Continue to meeting with stakeholders
- Respond to comments following PIC #3
- Report back to Town Council to update
- Finalize Alignment and EA study
- Environmental Study Report filed on the public record: Summer 2011
- Detailed Design spring 2012
- Road construction: 2015

NEED FOR PUBLIC CONSULTATION

The alignment for the reconstruction of Doane Road between Yonge Street and Woodbine Avenue is currently going through the public process in accordance with the Municipal Class EA process. The Region, being the proponent of this project, maintains it is conforming to the Municipal Class EA process.

FINANCIAL IMPLICATIONS

The reconstruction of Doane Road is a regional road project financed by the Region of York.

CONCLUSION

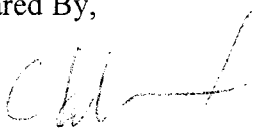
1. This report supports the concept of further discussion with the stakeholders before the "preferred" alignment of Doane Road is finalized by the Region of York.
2. Neither the Town's Transportation Master Plan nor the Town's draft Consolidated Official Plan or Secondary Plans can be used as an argument to predetermine the alignment of Doane Road. The Municipal Class EA process does not allow this.
3. The Region maintains that they have followed the Municipal Class EA process for this project.
4. The Town's Transportation Master Plan supports the need for the reconstruction of Doane Road between Yonge Street and Woodbine Avenue including the Hwy. 404 interchange regardless of its alignment.
5. Council has supported the need for the reconstruction of Doane Road between Yonge Street and Woodbine Avenue including the Hwy. 404 interchange.
6. Council has indicated to date, that they do not support an alignment along the existing right-of-way between Leslie Street and Second Concession.

CONFORMITY WITH STRATEGIC PLAN

The contents of this report support the Strategic Pillars by Managing Growth to Ensure a Sustainable Community.

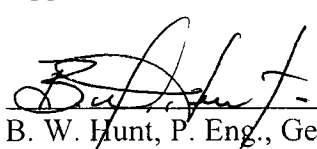
This report has been reviewed by the Senior Management Team.

Prepared By,



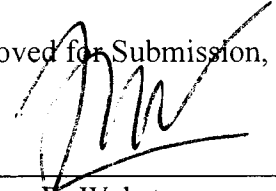
Christopher Kalimootoo, P. Eng., BA,
Director Engineering & Environmental Services

Approved and Recommended By,



B. W. Hunt, P. Eng., General Manager
Community Programs & Infrastructure

Approved for Submission,



Thomas R. Webster
Chief Administrative Officer

Presentation to the Committee of the Whole of Council for the Town of East Gwillimbury

Status Updates on Regional Projects:

- **2nd Concession Class EA, Green Lane to Queensville Sideroad**

January 17, 2011

Agenda Item # C3.
CWC - January 17, 2011

Doane Road EA: Background

Some feel Doane Road must be realigned because:

1. Approved OPA 89/115 (the Queensville Community Plan) shows the realignment,
2. East Gwillimbury's Transportation Master Plan shows the realignment, and
3. Any widening of the existing Doane Road will destroy the existing natural environment.

Doane Road EA: Background

The Project Team's approach is consistent with the requirements of the Municipal Class Environmental Assessment Process

1. Official Plans do not bind the Class EA process,
2. Master Plan Phases 1 and 2 may be revisited when an individual project is undertaken, and
3. Impacts to all aspects of the environment must be considered (natural, social, cultural and cost).

Doane Road EA: Background

- The Project Team committed to further analysis of Existing Doane Road vs. Alternative 2A:



Doane Road: Additional Analysis

- Both alternatives have been developed to a preliminary design level of detail:
 - Detailed ground survey undertaken
 - Preliminary design plan, profile and cross-section for each alternative
- Additional analysis:
 - Hydrogeological investigations - *both alternatives are similar*
 - Archaeological field surveys - *both alternatives are similar*
 - Built Heritage field review - *both alternatives are similar*
 - Geotechnical investigations - *both alternatives are similar*
- In addition, specific property requirements have been identified:
 - More detailed assessment of potential impacts to environmental features and adjacent properties

Doane Road: Natural Environment Assessment

- Improvements to Existing Doane Road is preferred:
 - LSRCA prefers improving existing roadways over new roadways
 - Less impervious area
 - Lower impacts to fisheries (use existing crossings, reduced length)
 - Affects already disturbed terrestrial habitat and vegetation
- A realignment of Doane Road will not avoid significant environmental features

Doane Road: Social Environment Assessment

- The Project Team has assessed the social impacts of both alternatives on the basis of:
 - Project Team expertise (based on Class EA requirements)
 - Noise modelling
 - Assessment of residential property impacts
 - Other impacts, e.g. additional travel time
 - Feedback received from the comprehensive consultation program:
 - Two Public Consultation Centres (one remaining)
 - Focus Group Workshop – June 2010
 - Numerous stakeholder meetings and verbal discussions throughout study

Doane Road : Overall Assessment

Criteria	Existing	Alternative 2A	Comments
Natural			• Lower impacts to aquatic and terrestrial habitats • Minimizes impervious area
Social			• Lower residential property disruption
Economic			• Promotes a more efficient neighbourhood plan within the current planning horizon
Cultural			• Both alternatives are similar
Transportation & Cost			• Total anticipated costs approximately \$2 M less • More efficient transportation network

Doane Road: Social Environment Assessment

Criteria	Existing	Alternative 2A	Comments
Property Displacement			Each alternative results in one residential displacement
Property Disruption			Improvements to existing Doane Road results in 3 acres of residential property disruption
Noise			Existing - 2 residential properties exceed noise mitigation threshold* Alt 2A - 3 residential properties exceed noise mitigation threshold*

* Feasibility of noise mitigation to be reviewed (may not be feasible)

A similar number of residential property owners adjacent to the corridor have expressed concerns with each alternative

Doane Road: Next Steps

- Finalize EA Study
- Detailed Design to commence in Spring 2012
- Construction to start in 2015