

COUNCIL ATTACHMENT 5

ALIGNMENT EVALUATION SYNOPSIS

Richmond Hill

Project Objective	Route RH2
Improve Mobility	
Protect and Enhance Social Environment	
Protect and Enhance Natural Environment	
Promote Smart Growth/ Economic Development	
Maximize Cost-Effectiveness of Rapid Transit System	

Aurora

Project Objective	Route A2 (Yonge)	Route A3 (Ind Pkwy)	Route A4 (GO Line)
Improve Mobility			
Protect and Enhance Social Environment			
Protect and Enhance Natural Environment			
Promote Smart Growth/ Economic Development			
Maximize Cost-Effectiveness of Rapid Transit System			

Newmarket/East Gwillimbury

Project Objective	Route NE2	Route NE3	Route NE5	Route NE6	Route NE7	Route NE8	Route NE2/NE7
Improve Mobility							
Protect and Enhance Social Environment							
Protect and Enhance Natural Environment							
Promote Smart Growth/ Economic Development							
Maximize Cost-Effectiveness of Rapid Transit System							

The relative importance of each objective is discussed in the rationale for selection of the preferred route below.

- Low overall responsiveness eliminates NE3 (GO ROW).
- NE8 is preferred over NE6 as it attracts higher ridership and provides more convenient access to the Health Centre node.
- Short, least cost alternative, NE5 (to Newmarket GO Bus Terminal), is less responsive to longer term urban form policies and serves fewer key nodes.
- NE2 (Yonge St.-Green Lane) serves the Regional Centre and East Gwillimbury but not Davis Dr. redevelopment and Health Centre node.
- NE7 (Yonge St.-Davis Dr.-Leslie St.) serves both Regional Centre and Health Centre nodes and Davis Dr. redevelopment but not East Gwillimbury.
- Overall, the most responsive options are NE8 alone or a combination of NE2 and NE7.

While NE8 serves the major Newmarket and East Gwillimbury nodes (the Regional Centre, Newmarket's Davis Drive urban centre, the Hospital district and GO East Gwillimbury) as a single route, it does not offer the flexibility of access to a higher intensity development or re-development of the northern Yonge and Green Lane corridors in the longer term.