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October 18, 2011

Mr. Denis Kelly, Clerk
The Regional Municipality of York
17250 Yonge Street
Newmarket, ON L4Y 6Z1



Dear Mr. Kelly:

**RE: Community Services Report – ES 2011-83
Seconded Concession Road Environmental Assessment – Update**

I am writing to advise that the above referenced report was considered at the Committee of the Whole meeting held on Tuesday, October 11, 2011. Council, at the regular meeting held on Monday, October 17, 2011 adopted the following recommendations:

1. **THAT the Town enter into discussions with York Region regarding the project limits, funding, and construction integration of 2nd Concession and Main Street North;**
2. **AND THAT once this issue has been satisfactorily resolved, the Town will issue the results to the Minister of the Environment;**
3. **AND THAT a copy of this report and Council Extract be forwarded to the York Region Clerk and Stephen Collins, Manager, Engineering, Roads Capital Delivery, Transportation Services, York Region, and Mark Nykoluk, Senior Project Manager, Road Capital Delivery, Transportation Services, York Region.**

Yours sincerely,

Anita Moore
Director of Legislative Services

AM:lm

copy: Mr. J. Koutroubis, Director of Engineering Services



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September 26, 2011

COMMUNITY SERVICES REPORT ES2011-83

TO: Committee of the Whole

SUBJECT: 2nd Concession Road Environmental Assessment - Update
File No.: T.30.13.9

ORIGIN: Director of Engineering Services

RECOMMENDATIONS

THAT Community Services Report – ES2011-83, dated September 26, 2011 regarding 2nd Concession Road Environmental Assessment – Update, be received and the following recommendation(s) be adopted.

1. THAT the Town enter into discussions with York Region regarding the project limits, funding, and construction integration of 2nd Concession and Main Street North;
2. AND THAT once this issue has been satisfactorily resolved, the Town will issue the results to the Minister of the Environment;
3. AND THAT a copy of this report and Council Extract be forwarded to the York Region Clerk and Stephen Collins, Manager Engineering, Roads Capital Delivery, Transportation Services, York Region, and Mark Nykoluk, Senior Project Manager, Road Capital Delivery, Transportation Services, York Region;

BACKGROUND

York Region staff made a presentation to the Committee of the Whole on May 24th, 2011 regarding the process and results of the 2nd Concession Environmental Assessment (EA). The purpose of the EA was to determine the need and cross-section of the widening of 2nd Concession to support the traffic growth due to development. The limit of the study was just south of Green Lane to Queensville Sideroad. At the request of the Town, the study area was extended southward to Bristol Road to determine traffic impacts on Town roads.

During the presentation, the Committee of the Whole, as affirmed by Town Council on May 30th, 2011, had issues with the following items:

A. Future Traffic South into the Town.

The presentation indicated that less traffic was projected on Main Street North in Newmarket in 2031 than exists today. This is counter-intuitive to the belief that with more development in East Gwillimbury, especially along Green Lane, that additional traffic will be generated and would use Main Street North. As well, through the Secondary Plan study currently being undertaken, York Region has indicated that all arterials are near or at capacity as noted in the York Region Transportation Master Plan 2009. It is the understanding that the same model was used for both the Master Plan and the 2nd Concession EA. Clarification and better explanation of this result is needed.

B. Integration of 2nd Concession/Main Street North.

The plan is to carry the four/five lane cross-section south of Green Lane to a point around the future GO Transit station entrance. This plan would leave 2nd Concession as existing for less than 200 metres as it connects to Main Street North in the Town. The Town feels that the design should consider an upgraded connection to Main Street North which would accommodate the bike lane design, sidewalks (or platforms for future sidewalks), and safety improvements related to the grade (large hill). The existing GO station draws GO Transit patrons from the northern communities of the Town which are well within active transportation mode distances (walking, cycling, etc). Therefore, the plan should consider an improved cross-section to accommodate active transportation and traffic safety.

Therefore, it is recommended that York Region be contacted to address these two issues to the satisfaction of the Town. As well, if due to timing issues and the Notice of Completion has been issued by York Region for the 2nd Concession EA, a copy will also be forwarded to the Ministry of the Environment outlining the Town's concerns.

COMMENTS

In a letter dated June 27, 2011, the Town requested a Part II order with respect to the issues raised in Community Services Report ES2011-43. In response, McCormick Rankin Corporation (MRC) on behalf of York Region, submitted a response to the issues dated August 12, 2011.

A. Future Traffic South into the Town

The information submitted which included a Traffic Operations Analysis of the Main/Bristol intersection clearly demonstrates an increase in traffic southbound into the Town (and northbound out of the Town) for the AM and PM peak hours. The presentation by York Region had indicated a net reduction between existing and future 2031 time frames of approximately 15%. The revised traffic analysis which included information from the York Region Transportation Model and the East Gwillimbury Transportation Master Plan study have revised the traffic volumes flowing into and out of the Town. The southbound volume increases range from 35% to 40%, and the northbound volume increases range from 21% to 41%. In terms of specific volumes, the southbound AM peak hour volume increases by approximately 220 vehicles per hour. The resulting traffic impact on the Main/Bristol intersection has only a slight alteration of the level of service (LOS), but remains with an LOS 'B' during the future AM peak period, and LOS 'A' during the PM peak period. Once downstream of the Main/Bristol intersection, the traffic volumes would either: travel to Davis Drive (future development along the Davis Drive/Yonge corridor), be destined to the existing Ward 4 community, or infiltrate to other communities within the Town.

Therefore, based on the traffic analysis presented in the August 12, 2011 package from MCR, the issue has been sufficiently addressed and the Town has been given a measure of assurance that the Main/Bristol intersection will operate at a good level of service in the future.

B. Integration of 2nd Concession/Main Street North

The revised partial preliminary plan prepared by MRC, dated August 11, 2011, shows a clearer picture of what is proposed south of the future GO Transit access and how the road improvements are to be integrated into Main Street North. The revised plan indicates sidewalk platforms on both sides of 2nd Concession and on Main Street North to Bristol Road. As well, bicycle lanes are shown on both sides of the road to at least Bristol Road. With sidewalks and bicycle lanes, Main Street North/2nd Concession would have to be an urban cross-section (curb and gutter with a boulevard).

As for the sidewalks, during the Environmental Assessment review of the GO Centre Station (East Gwillimbury Station), the Town was requesting a sidewalk on the east side of Main Street North/2nd Concession to provide a physical connection for pedestrians and cyclist from the residential communities to the transit facility. At this time, this issue was not pursued by GO Transit, York Region or East Gwillimbury. The Town is supportive of the proposed sidewalk on the east side, and envisions a future need for the sidewalk on the west side when development is completed around the Green Lane/2nd Concession node. As well, the Town has acquired a 26 metre right-of-way on Main Street North to accommodate sidewalks (and bicycle lanes). Even though the current cross-section is rural (no curb or gutter), the boulevard platform is very flat and virtually free of any physical obstructions, so implementation of sidewalks in the boulevard would be relatively cost effective and easy to implement.

As for the bicycle lanes, Schedule D of the Town's Official Plan does not contemplate any bicycle lanes on Main Street North. However, at the time that the bicycle network was being developed, there was no consideration given to providing a connection on Main Street North since the Holland River trail system was being developed in parallel to Main Street North. So while not on Schedule D, a bicycle lane connection to 2nd Concession would be a good connection and potentially an addition to the bicycle network plan.

While the integration of Main Street North and 2nd Concession appears to provide good network connections, one issue stems from the integration plan and that is who would be the proponent of the project and limits. The EA for 2nd Concession is undertaken by York Region and would be a York Region funded project, however, 2nd Concession south of Green Lane is under the jurisdiction of East Gwillimbury. Therefore, if York Region is proposing to reconstruct 2nd Concession (including land acquisition for road allowance increase to the Town limits), it would make sense that the urbanization of Main Street North to Bristol Road in Newmarket would be part of this project. Therefore, it is recommended that this issue be dealt with to the satisfaction of the Town. When this issue has been addressed satisfactorily, then staff will advise the Ministry of the Environment of the outcome.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

Well Planned and Connected...continues to improve the quality of the road network within the Town of Newmarket and connections with our municipal neighbours.

PUBLIC CONSULTATION

There was no public consultation with the creation of this report.

HUMAN RESOURCE CONSIDERATIONS

No impact to current staffing levels.

IMPACT ON BUDGET**Operating Budget (Current and Future)**

No Impact.

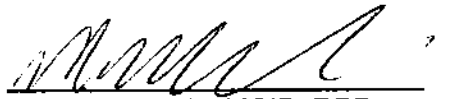
Capital Budget

No Impact.

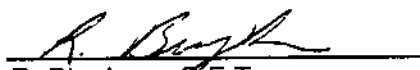
CONTACT

For more information on this report, please contact Mark Kryzanowski at 905-953-5300 extension 2508; mkryzanowski@newmarket.ca.

Prepared by:


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