



Town of
East Gwillimbury

REGION OF YORK
CLERK'S OFFICE

FILE No. -

Fernando Lamanna, BA

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

August 10, 2011

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 July 25, 2011, the Municipal Council of the Town of East Gwillimbury enacted as follows:

BE IT RESOLVED THAT Community Programs & Infrastructure Report CPI-2011-34 dated July 25, 2011, regarding filing of Second Concession Environmental Study Report, be received; and

THAT Council confirm support for the Region of York to proceed with the detailed design and construction of the works associated with the reconstruction of the Second Concession as outlined in the Environmental Study Report and to align the schedule with the linear sewer works of the YDSS and watermains, as well as the scheduled completion of the current Highway 404 works, in order to reduce public impact; and

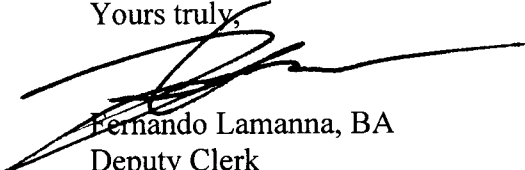
THAT staff work in consultation with the Region of York and LSRCA to retain parking at the trailhead at the 2nd Concession, which is the mid point of one of the Town's important trail systems, in some form, to permit access to this important piece of infrastructure; and

THAT the Region of York consult with the Town and LSRCA to determine the aesthetic features of the Roger's Reservoir bridge and area and active transportation alternatives are supported and historic features are respected; and

THAT a copy of this report and the Town's comments on the ESR document be forwarded to the Clerk of the Region of York by the Town's Municipal Clerk.

Please find enclosed Report CPI-2011-34. If you have any further questions feel free to contact the undersigned.

Yours truly,


Fernando Lamanna, BA

Deputy Clerk
Legal and Council Support Services



"Our town, Our future"

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www.eastgwillimbury.ca



Town of
East Gwillimbury



REGION OF YORK
CLERK'S OFFICE

FILE No. -

COMMUNITY PROGRAMS & INFRASTRUCTURE REPORT CPI-2011-34

To: Committee of the Whole

Date: July 25, 2011

Subject: Region of York's Filing of Second Concession
Environmental Study Report

Origin: Community Programs & Infrastructure
Development Engineering Branch

RECOMMENDATIONS

1. THAT Community Programs & Infrastructure Report CPI-2011-34 dated July 25, 2011, regarding filing of Second Concession Environmental Study Report, be received.
2. THAT Council confirm support for the Region of York to proceed with the detailed design and construction of the works associated with the reconstruction of the Second Concession as outlined in the Environmental Study Report and to align the schedule with the linear sewer works of the YDSS and watermains, as well as the scheduled completion of the current Highway 404 works, in order to reduce public impact.
3. THAT staff work in consultation with the Region of York and LSRCA to review alternatives for public parking opportunities to service the Nokiidaa Trail System.
4. THAT the Region of York consult with the Town and LSRCA to determine the aesthetic features of the Roger's Reservoir bridge and area.
5. THAT a copy of this report and the Town's comments on the ESR document be forwarded to the Clerk of the Region of York by the Town's Municipal Clerk.

PURPOSE

The purpose of the report is to formally advise Council of the filing of the Environmental Study Report (ESR) for the environmental assessment study for the reconstruction of the Second Concession from Green Lane to Queensville Sideroad, (see attached map) prepared by the Region of York. The ESR was filed on June 1, 2011 and closed on June 30, 2011 after proceeding through the required 30 day review period.

BACKGROUND

In November 2008 the Region filed the notice of study commencement for the class environmental assessment study in accordance with schedule 'C' of the Municipal Class Environmental Assessment (2007) process.

The Region has held numerous stakeholder meetings with approval agencies, including Town staff, to ensure that all of the objectives of the various agencies were considered in the process.

Two public information centres (PICs) were held (PIC#1 May 2009 and PIC#2 February 2011) to solicit comments and/or concerns directly from the public. All public and agency issues were reviewed and considered in determining the final preferred solution. The project is scheduled for construction/completion between 2014 and 2016.

ANALYSIS

The final preferred solution included social, economic, engineering and environmental aspects weighed within the EA process. The preferred solution is sectioned in the following components

A. 2nd Concession – Green Lane to South of Rail Track

Widening of 2nd Concession from a 2 lane rural road to a 4 lane urban road generally following the existing centreline of the road. A 1.5 m bike lane be provided on both sides of the road. This section of 2nd Concession is planned to be a high density urban area; a part of the major local centre. The 7 m boulevard would allow opportunities for potential on-street parking and implementation of urban design features to create a pedestrian friendly environment.

B. 2nd Concession – South of Rail Track to East Holland River Crossing

The preferred alternative through this section of 2nd Concession is a widening from a 2 lane rural road to a 4 lane urban road along the centre line. A 1.5 m bike lane would be provided on both sides of the road. A 3.0 m multi-use path would be provided on the east side of the road, while a 1.5 m sidewalk would be provided on the west side of the road. York Region will coordinate with Town of East Gwillimbury and Lake Simcoe Region Conservation Authority (LSRCA) regarding the implementation of multi-use path and sidewalk connection to the Roger's Reservoir Trail/Nokiidaa Trail.

The road grade of 2nd Concession would be raised up to approximately 10m from existing to eliminate the existing steep grade approaching the rail track. The rail track would be grade separated from 2nd Concession (road over rail track), and a separate (new) structure would be provided over the East Holland River. The historic canal would be preserved and would not be impacted by the new East Holland River structure. In addition, the aesthetics of the Roger's Reservoir structure is of significant importance to the Town, taking into consideration the historical and environmental significance of the area. Access would be provided from 2nd Concession to the future pumping station located in the northwest quadrant of 2nd Concession and the rail track.

C. **Existing Parking Lot at Roger's Reservoir**

Due to the existing road grade being raised to accommodate the railway crossing overpass, the current parking lot located east of the 2nd Concession and adjacent to the tracks will be decommissioned. However, a trail service access road to the Roger's Reservoir Trail/Nokiidaa Trail will be provided through an underpass beneath the 2nd Concession and parallel to the tracks entering from the west service road constructed for the proposed pumping station. Staff will be working closely with the Region and LSRCA to review opportunities for the provision of public parking on the Nokiidaa Trail system to compensate for the loss of the existing parking lot at Roger's Reservoir.

D. **2nd Concession – East Holland River Crossing to Doane Road**

This section of 2nd Concession would be widened from a 2 lane rural road to a 4 lane urban road generally along the centre line with minor shifts to the east/west as required to accommodate constraints/features adjacent to the road. A 1.5 m bike lane would be provided on both sides of the road. A 3.0 m multi-use path would be provided on the east side of the road, while a 1.5 m sidewalk would be provided on the west side of the road. The improvements of the 2nd Concession / Doane Road intersection would be finalized as part of a separate EA (Doane Road Class EA – Yonge Street to Woodbine Avenue) being carried out by York Region.

E. **2nd Concession – North of Doane Road**

North of Doane Road, 2nd Concession would remain as a 2 lane rural road. Taking into consideration of projected future growth the traffic analysis did not identify a need to widen this section of 2nd Concession to 4 lanes based on planning horizon to year 2031.

The only improvement through this section of 2nd Concession is the implementation of a centre turn lane in the proximity of Algonquin Forest Drive. The provision of a centre turn lane would provide a safer refuge area to allow for turning movements.

NEED FOR PUBLIC CONSULTATION

Public consultation has followed the statutory requirements of the class environment assessment process. The complete ESR document is available in the Clerk's office for review by the general public.

FINANCIAL IMPLICATIONS

There are no direct financial implications to the Town as a result of the EA. The Region will budget for the works through their capital program and/or development charges as the project proceeds.

CONCLUSION

Town Council has continued to support the efforts of the Region of York to complete the reconstruction of the Second Concession to accommodate existing and future growth traffic volumes on this section of road. The Town supports all efforts to coordinate construction of the Second Concession and YDSS works within the right-of-way to reduce the impact to the traveling public as well as local residents and to align the works with the anticipated opening of the Highway 404 extension currently scheduled for December 2012.

ALIGNMENT WITH STRATEGIC PLAN

The contents of this report supports the Strategic Pillars as follows:

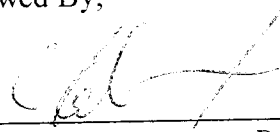
- 1. Protecting & Enhancing the Environment**
- 2. Investing in Municipal Infrastructure**
- 3. Managing Growth to Ensure a Sustainable Community**

Prepared By,



Don Allan, CET, CST
Manager of Development Engineering

Reviewed By,



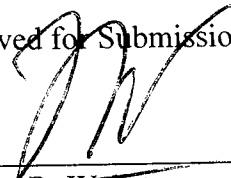
Christopher Kalimootoo, P. Eng., BA, Director
Engineering & Environmental Services

Approved and Recommended By,



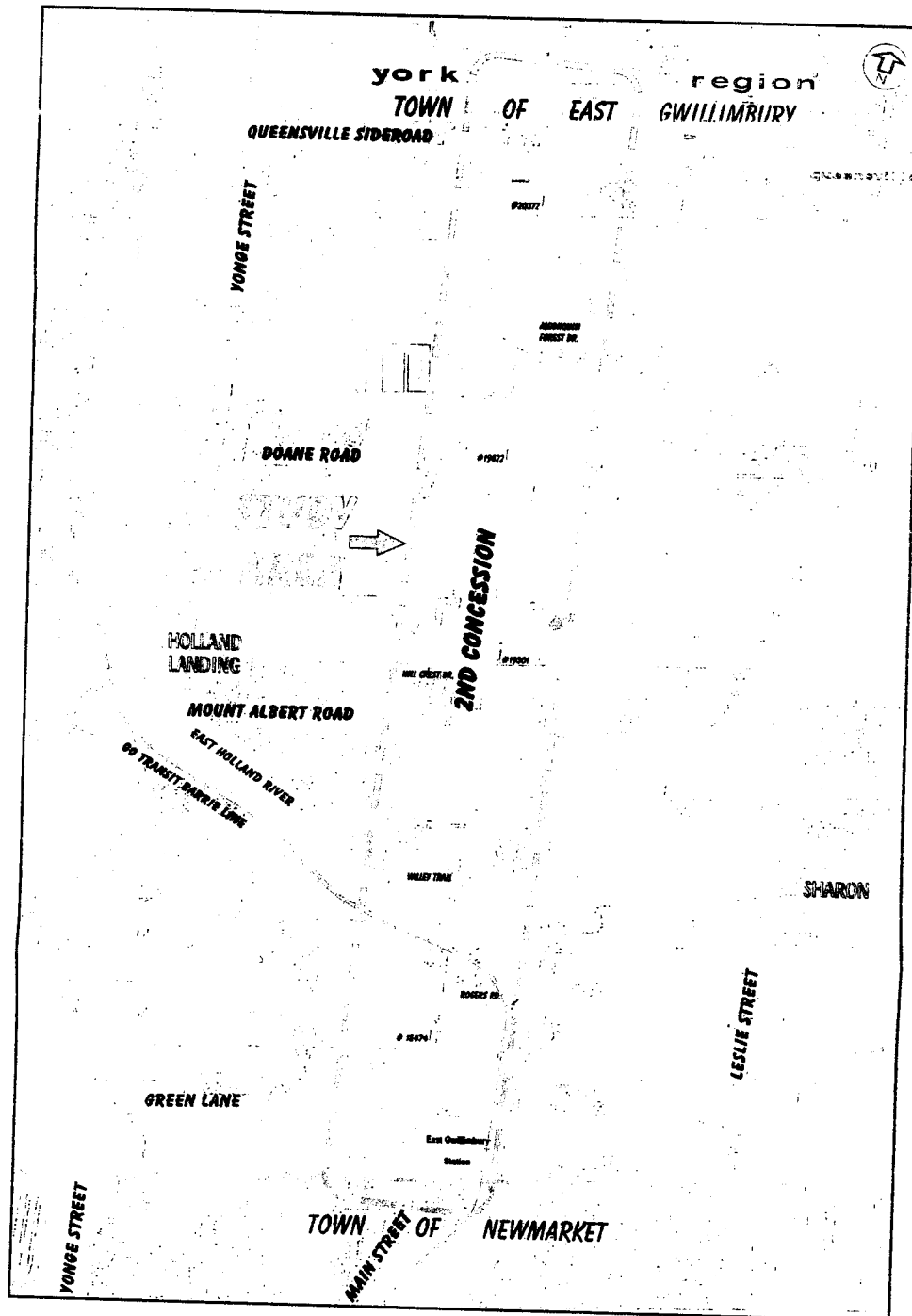
B. W. Hunt, P. Eng., General Manager
Community Programs & Infrastructure

Approved for Submission,



Thomas R. Webster
Chief Administrative Officer

Study Area



Lamanna, Fernando

From: Kalimootoo, Christopher
Sent: Wednesday, August 10, 2011 11:39 AM
To: Lamanna, Fernando
Subject: FW: 2nd Concession EA

Christopher Kalimootoo BA, P. Eng.
Director of Engineering and Environmental Services
Community Programs & Infrastructure Department
Town of East Gwillimbury
19000 Leslie St.
Sharon, Ontario
L0G 1V0
Tel: (905) 478-4283 Ext. 3815
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From: Kalimootoo, Christopher
Sent: July 11, 2011 4:26 PM
To: 'Nykoluk, Mark'
Subject: 2nd Concession EA

Mark,

Please see below some comments from our planning department.

Thanks

Chris.

Christopher Kalimootoo BA, P. Eng.
Director of Engineering and Environmental Services
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From: Prentice, Robin
Sent: July 6, 2011 10:35 AM
To: Kalimootoo, Christopher; Allan, Don
Cc: Shuttleworth, Val; Kellington, Carolyn; Cannon, Chris
Subject: 2nd Concession ESR

Chris, further to our discussion re providing a consolidated response to YR in response to the 2nd Concession ESR, here are some of my comments:

- Pg. 11, Section 2.2 - The growth forecasts are too low (ESR only outlines a 2031 population of 55,000 in the Town's 3 communities)
 - Within the central growth area (including Green Lane corridor) – approximately 74,500 residents and 28,000 jobs anticipated by 2031
 - Pg. 25 – Holland Landing should = 20,000 residents (not 16,000) and Sharon should = 12,000 residents (not 9,600)

- At a 2nd concession advisory committee meeting I attended, we had discussed the disconnect in the numbers, but they claimed those were the traffic zone numbers provided by YR.
 - As outlined in the ESR, not only are they using outdated numbers for the communities of Holland Landing and Sharon, they are only looking at growth in the 3 communities, not on Green Lane.
 - A disconnect of almost 20,000 people should be dealt with and the report should refer to growth within the Town's central growth area (including Green Lane), not limited to the 3 communities.
- Pg. 79, Section 3.4.3.0 – travel demand model assumes Doane Rd extension over to Holland Landing Rd – EG's TMP did not recommend this extension
 - Also, assumed north/south collector road through Sharon would be up to Doane Rd by 2016 – I believe the EA was only done up to Mount Albert Rd
 - Exhibit 6-10 & pg. 165 – would like some more details/figures of the proposed retaining wall treatment proposed for the bridge structure

Let me know if you have any questions and others in Planning may have additional comments to add.
Robin

*Robin Prentice, MCIP, RPP
Environmental Planner
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