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DOANE ROAD ENVIRONMENTAL ASSESSMENT STUDY UPDATE YONGE STREET TO WOODBINE AVENUE TOWN OF EAST GWILLIMBURY

The Transportation Services Committee recommends:

- 1. Receipt of the communication from Maureen Farr, resident, dated January 9, 2012;**
- 2. Receipt of the communication from Virginia Hackson, Mayor, East Gwillimbury, dated January 10, 2012; and**
- 3. Deferral of the presentation by Stephen Collins, Manager, Engineering and the following report dated December 20, 2011, from the Commissioner of Transportation and Community Planning, to the February 1, 2012 Transportation Services Committee meeting.**

1. RECOMMENDATION

It is recommended that this report be received for information.

2. PURPOSE

To inform Council that the preferred alternative identified through the Doane Road Improvements Schedule C Municipal Class Environmental Assessment (Class EA) is to reconstruct/widen Doane Road along the existing alignment between Old Yonge Street and Woodbine Avenue, in the Town of East Gwillimbury.

3. BACKGROUND

Growth in East Gwillimbury is being accommodated through community plans, including the Queensville Community Plan (OPA 115 and 89)

The Growth Plan for the Greater Golden Horseshoe (June 2006) (The Growth Plan) indicates that the Region will experience significant growth in population and employment in the coming decades. A significant component of this growth is planned to occur in the Town of East Gwillimbury and specifically within the community of Queensville.

Prior to the release of The Growth Plan in June 2006, the Queensville Community Plan (OPA 89, 115) was developed as a means of planning for future population and employment growth in this area. The Queensville Community Plan is depicted in *Attachment 1*.

Doane Road will be a major arterial road in the Town of East Gwillimbury and in the 1998 Queensville Community Plan had been shown to be re-aligned on a new southerly alignment

Existing Doane Road is a two-lane road located north of Mount Albert Road and south of Queensville Sideroad, and extends from Yonge Street easterly to McCowan Road. A context plan is provided (*See Attachment 2*) and a location plan is provided (*See Attachment 3*).

Doane Road is under the jurisdiction of the Region between Yonge Street and Woodbine Avenue, and under the jurisdiction of the Town of East Gwillimbury east of Woodbine Avenue. Doane Road has not been improved since being transferred from the Town of East Gwillimbury to the Region in 2000.

The future Doane Road will be a critical component of the Queensville Community Plan serving east-west travel to and from the community of Queensville.

Within the Queensville Community Plan, Doane Road was envisioned to be realigned to a southerly alignment, as indicated in *Attachment 1*, subject to the completion of an Environmental Assessment Study.

The Doane Road Improvements Class EA began in March 2009

In March 2009, York Region initiated a Class EA and preliminary design study to identify potential improvements to Doane Road between Yonge Street and Woodbine Avenue in the Town of East Gwillimbury.

The Class EA involved confirming the need for improvements to Doane Road through a traffic analysis, assessing and evaluating “Alternative Solutions”, and generating, assessing and evaluating various alternative designs based on the potential impacts to all aspects of the environment, as well as transportation and cost considerations.

A broad range of alternative solutions were developed and assessed during the Class EA, including widening along the existing alignment, northerly and southerly shift in the alignment and non-widening alternatives such as transit improvement, and travel demand management

The primary objective of the Class EA was to investigate the need for improvements to Doane Road, to assess and evaluate various alternative solutions (e.g. improve existing Doane Road, realign Doane Road, transit improvements, improve other municipal roads,

etc.), to assess and evaluate various alternative designs corresponding to the alternative solutions that were carried forward, and to complete the preliminary design of the preferred alternative design.

The Class EA confirmed that widening Doane Road to four lanes between 2nd Concession and Woodbine Avenue is necessary to accommodate the planned growth in the Queensville Community Plan

Traffic analysis indicated a need to widen Doane Road to four lanes between 2nd Concession and Woodbine Avenue, while maintaining the existing two lanes between Yonge Street and 2nd Concession. This information was presented at the second Public Consultation Centre (PCC) held in June 2009. As a realigned Doane Road was indicated in the Queensville Community Plan, the project team was obligated to include this realignment as an option to be investigated as part of the next stage of analysis. The range of options that were to be considered during the subsequent stages of work is provided (*See Attachment 4*).

Through the work undertaken during the Class EA, widening Doane Road along the existing alignment was determined to be the preferred solution

Following an extensive analysis and evaluation of realignment options to the south including the OPA 89/115 option, options along the existing alignment, and options to the north, the preferred solution to widen Doane Road along the existing alignment was identified.

The preferred solution was presented at the second Public Consultation Centre in April 2010, and consisted of widening Doane Road along the existing alignment

The recommendation for improving existing Doane Road was presented for review and comment at the second Public Consultation Centre held on April 14, 2010. At that meeting, valuable feedback from residents along Doane Road as well as other stakeholders was provided.

The recommended solution included widening Doane Road along the existing alignment to four lanes between 2nd Concession Road and Woodbine Avenue, with a minor realignment to the south at Leslie Street to accommodate an at-grade intersection. The recommended solution included eliminating the jogs at Woodbine Avenue and 2nd Concession Road, and addressing alignment issues along the two lane section of Doane Road between Yonge Street and 2nd Concession.

Some stakeholders voiced their objection to the recommended solution to the Town of East Gwillimbury Council in April 2010

On April 19, 2010, a delegation of local residents addressed the Town of East Gwillimbury's Council and expressed their concern regarding the recommended solution to widen Doane Road along the existing alignment between 2nd Concession and Woodbine Avenue. Objections included impacts to the natural environment and to existing residents.

In May 2010, East Gwillimbury Council expressed that they do not support the recommended solution to widen Doane Road along the existing alignment between 2nd Concession and Woodbine Avenue

On May 3, 2010, East Gwillimbury Council passed a resolution (CWC2010-156) stating that "Council supports the need for the Doane Road improvements from Yonge Street to Woodbine Avenue including a Highway 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". The resolution further stated "that council does not support the preferred alignment that York Region has chosen through the EA process and that Council notify the Region and residents concerned with their issue of this decision".

4. ANALYSIS AND OPTIONS

In response to stakeholder and Town comments, two alternative solutions, one along the existing alignment and one along a southerly realignment, were developed to a preliminary design level of detail

Before, during and after the second Public Consultation Centre (PCC), the project team received valuable feedback from residents along Doane Road as well as other stakeholders, both in support and opposition to the recommended plan. A number of key concerns were raised during the second PCC and subsequently submitted to the project team involved the potential impacts associated with widening Doane Road to four lanes between 2nd Concession Road and the Highway 404 Extension.

Further consultation with residents and Town of East Gwillimbury staff took place to ensure our project team had a complete understanding of the existing and future conditions in this area

In an effort to address these concerns, York Region invited the stakeholders between 2nd Concession and the Highway 404 Extension that were impacted by the recommended solution to attend a Focus Group Workshop which took place on June 29, 2010. All stakeholders were welcome to attend, however, the workshop focused only on the section of Doane Road between 2nd Concession Road and the Highway 404 Extension. The

Focus Group Workshop provided details on the selection of the recommended plan, and allowed those who would be potentially impacted to have their questions answered and concerns addressed.

Following the Focus Group Workshop and in an effort to respond to the concerns raised regarding the impacts of improving existing Doane Road, the project team decided to develop both the recommended Existing Doane Road Alternative and the most preferred Southerly Realignment Alternative (2A) to a preliminary design level of detail to verify the results of the evaluation. A letter notifying of the commencement of the preliminary design stage was mailed to all stakeholders on the project team's mailing list on August 18, 2010.

The additional consultation and analysis reconfirmed the recommended alternative of widening Doane Road along the existing alignment and this was presented at the third Public Consultation Centre in April 2011, and consisted of widening Doane Road along the existing alignment

The third Public Consultation Centre was held on April 5, 2011 to present the findings of the work to date. Approximately 90 stakeholders attended. The recommended solution remained widening Doane Road along the existing alignment. Additional information was presented in terms of impacts and mitigation.

Feedback on the recommended design presented in April, 2011 has been generally positive, however some objections remain

Prior to the public meeting, members of the project team met with stakeholders whose properties would be directly impacted as a result of the recommended plan. These one-on-one meetings provided valuable input to the study process, and in some instances have resulted in refinements to plan as presented to the public in April (*See Attachment 5*).

Response letters have been provided to all stakeholders who provided comments to the Region. As well, many one-on-one meetings including site meetings and telephone conversations have taken place to obtain feedback and discuss concerns.

The Town of East Gwillimbury was advised of the Region's intent to file the Environmental Study Report for the Doane Road EA Study in late June 2011

A presentation to the Town of East Gwillimbury's Committee of the Whole occurred on June 6, 2011. The purpose of the presentation was to provide an update to the Town following the third public open house meeting held on April 5, 2011, and to advise in advance of the Region's intent to file the Environmental Study Report at the end of June.

In response to continued concerns raised by the Council of the Town of East Gwillimbury, filing the Environmental Study Report was deferred until after further consultation with residents, stakeholders and Town of East Gwillimbury staff.

Following additional consultation, the Region's preferred design was presented again to the Town of East Gwillimbury's Committee of the Whole in August, 2011

At the Town of East Gwillimbury's request, the Region presented its preferred design to the Town of East Gwillimbury's Committee of the Whole on August 29, 2011. Following the presentation, issues pertaining to increased property costs, increased impacts to tributaries of the Holland River, and less efficient community planning associated with the realignment alternative were discussed. At the conclusion of the presentation, the Committee of the Whole recommended that the Town of East Gwillimbury's Council accept the Region's preferred alternative for improvements to Doane Road along the existing alignment.

The Town of East Gwillimbury's Council did not adopt the Committee of the Whole recommendation

At its September 19, 2011 Council meeting, the Town of East Gwillimbury's Council considered the recommendation by the Committee of the Whole to accept the Region's preferred design. Six deputations were received: One in support and five not in support of the Region's preferred design. Council did not adopt the Committee of the Whole recommendation to accept the Region's preferred design along the existing Doane Road.

Issues identified in the five deputations not in support of the Region's preferred design have been addressed during the course of the Class EA

The main issues identified during the deputations not in support of the Region's preferred design have been addressed during the Class EA. These issues generally pertain to:

- Validity of the process followed
- Impacts to the natural environment
- Impacts to drinking water and septic beds
- Support by local residents

Both the Region's legal counsel and Ministry of the Environment staff have confirmed that the process being followed is correct and required.

Regarding impacts to the natural environment, extensive consultation with Lake Simcoe Conservation Authority has taken place, resulting in their support for the preferred alternative.

The preferred alternative was reviewed with local residents including a site visit on April 18, 2011 to identify concerns to septic beds and property specific features. This resulted in a revision to the design to avoid impacts to septic beds, vegetations, etc.

Future municipal services have been proposed by the Town of East Gwillimbury along Doane Road within the study area. While the size and precise location of these utilities have not been confirmed, utilities will likely include a municipal trunk watermain and trunk gravity sewer. The Town of East Gwillimbury's Water and Wastewater Master Plan identifies a 300 mm diameter watermain along Doane Road between Anchor Court and Woodbine Avenue. Based on discussions with the Town of East Gwillimbury, it is envisioned that the watermain along Doane Road will be installed at the time of constructing the Doane Road improvements, and that the watermain will be active and available to residents subsequent to construction.

The study team has received comments both in support and opposition to the Region's preferred alternative by local residents.

A number of options have been considered in response to East Gwillimbury Council's decision to reject the Region's preferred alternative

The following options have been considered in response to East Gwillimbury Council's decision to not support the Region's preferred alternative:

- File the Environmental Study Report in February 2012
- Conduct an additional study
- Adopt the "Do Nothing" alternative
- Transfer ownership of Doane Road back to the Town of East Gwillimbury

The Environmental Study Report is in the process of being finalized and could be available for filing as early as February 2012. As the study began in March 2009 and has lasted almost three years, recent comments from stakeholders include a desire to complete the Class EA. Some residents in the area have experienced difficulty in selling their properties due to uncertainty. The filing of the Environmental Study Report and its resolution would result in "closure" allowing land owners to resume their interests.

The Class EA has undergone extensive study. Three Public Consultation Centre meetings have been held including numerous meetings with stakeholders and agencies. In response to comments received, the Region has gone beyond the normal requirements for this type of Class EA by developing two preliminary designs in an effort to fully understand their impacts. Additional study is not warranted.

The Growth Plan for the Greater Golden Horseshoe (June 2006) indicates that significant growth is planned to occur in the Town of East Gwillimbury and specifically within the community of Queensville. Traffic analysis indicates a need to widen Doane Road to four lanes between 2nd Concession and Woodbine Avenue, while maintaining the existing two

lanes between Yonge Street and 2nd Concession. The “Do-Nothing” alternative is not preferred.

Transferring ownership of Doane Road back to the Town would result in the Town, as proponent, to undertake a new Class EA, resulting in additional costs to both the Town and Region.

Regional staff are planning to file the Environmental Study Report on the public record in February 2012, recommending the preferred alternative of reconstructing and widening Doane Road along the existing alignment

A Notice of Study Completion will be placed on the public record in February 2012 for review in accordance with the requirements of the *Environmental Assessment Act*. The Environmental Study Report will recommend reconstructing and widening Doane Road along the existing alignment between 2nd Concession and east of Leslie Street.

Notification letters will be mailed to all individuals on the project team’s mailing list. The letters and the newspaper notice will provide information about the locations where the Environmental Study Report can be viewed, as well as contact information for individuals wishing to comment on the Environmental Study Report.

Improvements to Doane Road between Yonge Street and Woodbine Avenue are necessary to accommodate the planned and legislated growth within the Town of East Gwillimbury

The future Doane Road will be a critical component of the Queensville Community Plan serving east-west travel to and from the community of Queensville. Transportation planning and traffic analysis has identified the need to improve Doane Road to Regional standards and provide additional capacity between 2nd Concessions and east of Leslie Street. This need is further supported by a resolution from the Council of Town of East Gwillimbury, which was passed at their meeting on May 3, 2010.

Following extensive analysis and consultation the preferred alternative is to widen along the existing alignment between 2nd Concession and east of Leslie Street. This alternative is preferred because of the lower property cost, lower impacts to the natural environment and an enhanced community layout.

Objections to the Region’s preferred design can be made through a Part II Order request to the Ministry of the Environment

The filing of the Environmental Study Report does not preclude individuals from objecting to the study results. If concerns cannot be resolved through discussions with the Region, a person may request the Minister of the Environment issue a Part II Order. The Part II Order is an order that the project be subject to a full individual environmental

assessment with formal governmental review and approval under the *Environmental Assessment Act*.

Link to Key Council – approved Plans

The recommendation of this report has a direct linkage to *Vision 2026 - Towards a Sustainable Region*. Specifically, Developing an Integrated Transportation Network, Quality Communities, and Being a Region that involves its Citizens. The project team conducted meaningful and extensive consultation with stakeholders in the study area, including citizens, members of the development community, farm and business owners, and the local social service provider: New Leaf Living and Learning Together Inc.

The recommendation of this report has a direct linkage to the 2011 to 2015 Strategic Plan, specifically continue to deliver and sustain critical infrastructure.

5. FINANCIAL IMPLICATIONS

There are sufficient funds in the approved capital 2011 budget for the subsequent stages of this work, including detailed design and construction.

6. LOCAL MUNICIPAL IMPACT

Road improvements to Doane Road between Yonge Street and Woodbine Avenue will address anticipated future transportation servicing deficiencies in York Region, specifically in the Town of East Gwillimbury.

The Region's preferred design includes provision for sidewalks and on-street bike lanes between 2nd Concession and Woodbine Avenue. The preferred design also includes future municipal services which have been proposed by the Town of East Gwillimbury along Doane Road within the study area. While the size and precise location of these utilities have not been confirmed, utilities will likely include a municipal trunk watermain and trunk gravity sewer. It is envisioned that the watermain along Doane Road will be installed at the time of constructing the Doane Road improvements, and that the watermain will be active and available to residents subsequent to construction. Additional consultation between York Region and the Town will be required during the detailed design stage to ensure coordination of the watermain and other Town services with construction of the Doane Road improvements.

The recommended solution to widen Doane Road along its existing alignment is not reflected in the Queensville Community Plan (OPA 115).

In June 2010 the Town of East Gwillimbury adopted a new Official Plan. Schedule B-2 of the new Official Plan states that "Doane Road Alignment Under Review Through the

EA Process”. The Town’s new Official Plan is not yet approved and has been appealed to the Ontario Municipal Board. The Town’s new Official Plan will need to reflect the conclusions of the “approved” EA.

Upgrading this road to the Regional standards will provide a strong backbone to support the current and planned developments along this corridor, and the anticipated increase in level of traffic that will be generated.

Regional staff will continue to work closely and cooperatively with staff from the Town of East Gwillimbury to accommodate local municipal requirements.

7. CONCLUSION

The Town of East Gwillimbury has stated its support for the reconstruction of Doane Road between Yonge Street and Woodbine Avenue, including the Highway 404 interchange. However, the Town has indicated to date that they do not support an alignment along the existing right-of-way between Leslie Street and 2nd Concession.

The Class Environmental Assessment for improvements to Doane Road began in March 2009. Three Public Consultation Centre meetings have been held including numerous meetings with stakeholders and agencies. In response to comments received, the Region has gone beyond the normal requirements for this type of study by developing two preliminary designs in an effort to fully understand their impacts.

The recommended solution resulting from the work done to date indicates that improvements to Doane Road should occur along the existing alignment, with a widening to four lanes between 2nd Concession and Woodbine Avenue.

For more information on this report, please contact Stephen Collins, Manager Engineering Roads at extension 5949.

The Senior Management Group has reviewed this report.

(The five attachments referred to in this clause were included in the agenda for the January 11, 2012 Committee meeting.)

January 9, 2012

Denis Kelly, Regional Clerk
Corporate Services Department
York Region Administration Building
17250 Yonge Street, 4th Floor
Newmarket, ON L3Y 6Z1

Sent via email
Regionalclerk@york.ca

I writing you to request that the report regarding the Doane Road be pulled from the January 11th agenda.

The public was not notified of the upcoming report, we were not given the opportunity to make a deputation, none of our recent letters outlining our concerns are attached. The Region should have notified all concerned parties to the upcoming report and meeting.

The Report has an number of items of concern that I don't believe that are accurately reflected ;

Within the Queensville Community Plan, Doane Road was envisioned to be realigned to a southerly alignment, as indicated in Attachment 1, subject to the completion of an Environmental Assessment Study.

During the EA Process the Region followed the wrong Official Plan, the Town's Official Plan states;

The Town's and Region's long term Master Plans for water, wastewater and transportation infrastructure completed in support of this Plan, have been undertaken through an integrated process that coordinated the Planning Act exercise of developing this Plan with the Municipal Class Environmental Assessment (EA) process. As such, all roads, water and wastewater infrastructure contemplated and identified in this Plan shall be deemed to have satisfied phases 1 and 2 of the Class EA process.

The EA study didn't recognize the Town's Official Plan even though Region Planning Staff and Transportation staff were involved with the Town's Master Transportation Study and the Town's Official Plan.

I would like to draw Council's attention to Ministry of Municipal affairs and Housing
"Citizen's Guide to Official Plans"

Page 2 - Why do you need an official plan?

- helps all members of your community understand how their land may be used now and in the future*
- helps decide where roads, watermains, sewers, garbage dumps, parks and other services will be built*

It further states on page 4

What happens next?

Once an official plan is in effect, it guides all of the municipality's planning decisions. It means that:

- the local council and municipal officials must follow the plan*
- all new services, sewer or watermains, for example, must conform to the plan*

The first key consideration when conducting an EA study for a road is Land Use Planning Objectives;

Once adopted by the local municipal council. Official Plans are formally approved by the Ontario Minister of Housing and Municipal Affairs and, where applicable, are required to be in conformity with provincial objectives. Once in place. Official Plans are legal documents, and therefore, provide the specific municipal policies and objectives that need to be considered including, but not limited to, those for: urban areas, growth areas/corridors, rural areas,

neighbourhoods and residential areas, employment areas, transit and transit-supportive development, commercial, institutional, recreational, natural, open space, agricultural, and special policy areas.

It further states;

An Official Plan is a legal document, developed through a public and legislative process in accordance with the Ontario Planning Act that contains "goals, objectives and policies established primarily to manage and direct physical change and the effects on the social, economic and natural environment of the municipality". While Official Plans are approved under the Ontario Planning Act, typically they are developed through a process which applies the principles of EA planning. As such, Official Plans provide a planning and technical basis for undertaking infrastructure environmental assessment studies.

The EA documents state that the Transportation Master Plan which is completed in support of the Official Plan must address Phases 1 and 2 of the Municipal Class EA process, yet this study conducted by the Region doesn't recognize this.

The second key component of the Class EA process is Natural Heritage Features which the documents states;

Significant natural heritage features should be avoided where possible.

The area at the Doane Road and Leslie Street is a natural core area and should be protected.

I believe this is why the Doane Road was realigned in the Official Plan;

- Avoids Natural core area (realignment does not cross any significant natural features)
- Avoids well head protection area for the Queensville Drinking Water supply
- Less stream crossings
- Fewer trees to be removed
- Less impact to existing residents

Section 6 of the report "Local Municipal Impact" fails to report that the Master Transportation, Development Charges , Natural Heritage Study, OMB decisions and the Official Plan are all effected by this. I suggest this will cost a large amount of tax payer dollars.

Town of east Gwillimbury Council reviewed the matter and supported their Official Plan; I request that Regional Council do the same.

When doing so bear in mind the following

OMB approved the Queensville Plan and subsequent hearings

The December 18,2008 Regional report to select the consultant, the report stated

Key considerations include the following:

Coordination with recent and current EA Studies in the area (Doane Road /Highway 404 Interchange EA, 2nd Concession EA).

Physical features of importance (kettle lakes, steep grades, and woodlands in the vicinity of Doane Road and Leslie Street, Doane Road Forest at Doane Road and 2nd Concession, tributaries of the East Holland River).

Land Use Planning (Proposed Queensville Community as depicted in OPA 115 which identifies a realignment of Doane Road between the Hwy 404 interchange 2nd Concession.

Regional Council Highlights of June 24 2010 states *"Doane Road - Proposed road re-alignment (Construction to begin in 2015)"*

In June 2010 Regional Planning and Transportation staff approve documents that show the Doane Road realignment.

Due to time constraints and lack of notice I cannot express all my concerns.

The Public should be able to review approved documents with confidence. Every approved document up to the beginning of this process showed the Doane Road being realigned as per the Official Plan.

Land Owners in the area have made decisions to stay, buy or leave based on these documents.

Our family made a decision to buy and build a home on a local road, our future plans to develop the property will be severely impact should the Region not realign the Doane Road.

If we fast forward 10 years from now, the Doane Road is built in the current alignment and the Town is developing the lands to the south in the location where the Region determined a road should not be built. What did we accomplish? What environmental lands were protected? This is certainly not a logical approach.

Maureen Farr
Doane Road



2.0 ELEMENTS OF THE CLASS EA MASTER PLAN

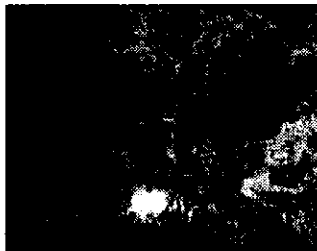
The East Gwillimbury TMP recognizes the Planning and Design Process of the Municipal Class EA requirements, incorporating the key principles of successful environmental planning under the *Ontario Environmental Assessment Act*.

2.1 What is a Class EA?

The Municipal Class EA, October 2000 as amended in 2007, provides a process in accordance with the EA Act for municipal infrastructure projects. Once approved, the Class EA establishes a process whereby projects defined in the Municipal Class EA and any subsequent modifications can be planned, designed, constructed, operated, maintained, rehabilitated and retired without having to obtain project specific approval under the EA Act, provided the approved EA planning process is followed.

The Municipal Class EA process is to be completed following a five phase process:

- Phase 1 – Identify the Problem (deficiency) or opportunity.
- Phase 2 – Identify alternative solutions to address the problem or opportunity by considering the existing environment, and establishing the preferred solution.
- Phase 3 – Examine alternative methods of implementing the preferred solution.
- Phase 4 – Complete an Environmental Study Report that documents the rationale, plus the planning, design and consultation process of the project.
- Phase 5 – Complete contract drawings and documents and proceed to construction and operation.



As per the EA requirements, this Master Plan addresses Phase 1 and 2 of the Municipal Class EA Process.

The EA process addresses projects by classifying them into different "schedules" according to their environmental significance (Schedule A, A+, B or C). The level of complexity and the potential impacts of a project will determine the schedule of the project that in turn will determine which phases will need to be addressed.



7 SUSTAINABLE INFRASTRUCTURE

The policies of this Plan were developed on the basis of infrastructure Master Plans that were conducted based on the long term build-out of the community. These plans have been coordinated with the similar master plan work undertaken by the Region of York. The long term vision and requirements for infrastructure planning are consistent with the policies of the Provincial Policy Statement and the Region of York Official Plan and support the objective to provide cost-effective planning and design for all forms of infrastructure.

The Town's and Region's long term Master Plans for water, wastewater and transportation infrastructure completed in support of this Plan, have been undertaken through an integrated process that coordinated the Planning Act exercise of developing this Plan with the Municipal Class Environmental Assessment (EA) process. As such, all roads, water and wastewater infrastructure contemplated and identified in this Plan shall be deemed to have satisfied phases 1 and 2 of the Class EA process.

In this Section:

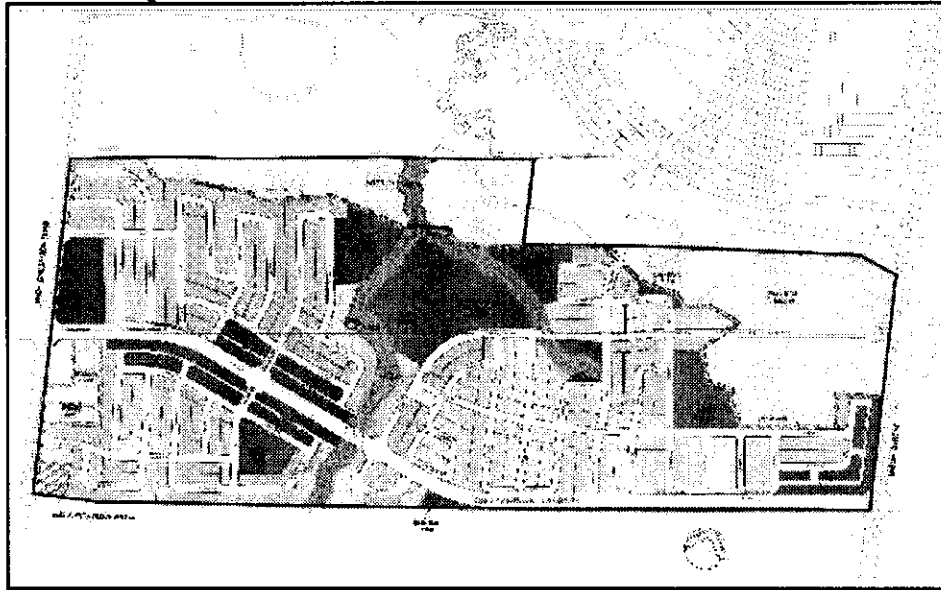
- 7.1 General Policies for Infrastructure
- 7.2 Transportation
- 7.3 Water and Wastewater Servicing
- 7.4 Stormwater Management
- 7.5 Groundwater Recharge Areas and Areas of High Aquifer Vulnerability
- 7.6 Wellhead Protection
- 7.7 Energy Production and Related Infrastructure
- 7.8 Telecommunications, Utility and Technology Infrastructure
- 7.9 Waste Management and Diversion

7.1 GENERAL POLICIES FOR INFRASTRUCTURE

- 7.1.1 The planning, design, and delivery of all forms of infrastructure shall be coordinated with all levels of government.
- 7.1.2 The Provincial government and Region of York shall undertake necessary Environmental Assessment processes in a timely manner for water, wastewater, transportation, transit and energy projects.
- 7.1.3 The planning, design and construction of all forms of infrastructure shall incorporate techniques and design elements that support and advance the environmental sustainability and energy efficiency objectives of this Plan, including the use of green building materials and recycled resources, and minimizing the disruption to natural heritage features.
- 7.1.4 Public works, such as transportation and utility facilities, shall avoid the Natural Heritage System, unless it has been demonstrated that there is no reasonable alternative. Alternative methods and measures for minimizing impacts shall be considered when reviewing proposals to construct such facilities.
- 7.1.5 Public works, such as transportation and utility facilities, shall not be permitted within Provincially Significant Wetlands and Significant Habitat of Threatened or Endangered Species.

APPENDIX 3

PROPOSED QUEENSVILLE SOUTH-WEST NEIGHBOURHOOD PLAN



CITIZENS' GUIDE



OFFICIAL PLANS



IN A SERIES
Updated 2010

Introduction

Land use planning affects almost every aspect of life in Ontario. It helps decide where in our communities homes and factories should be built; where parks and schools should be located; and where roads, sewers and other essential services should be provided.

Land use planning means managing our land and resources. It helps each community to set goals about how it will grow and develop and to work out ways of reaching those goals while keeping important social, economic and environmental concerns in mind. It balances the interests of individual property owners with the wider interests and objectives of the whole community.

Good planning leads to orderly growth and the efficient provision of services. It touches all of us and helps us to have the kind of community we want.

But often we don't see how it affects our lives and property each day. And it often seems confusing. A series of Citizens' Guides has been prepared to help you understand how the land use planning process works in Ontario. They are intended to give general information only and are not an interpretation of the Planning Act or any other act. You should refer to the legislation for specific requirements and procedures.

The titles of the guides are:

- 1. The Planning Act**
- 2. Official Plans**
- 3. Zoning By-laws**
- 4. Subdivisions**
- 5. Land Severances**
- 6. Ontario Municipal Board**
- 7. Northern Ontario**
- 8. Building Permits**
- 9. The Plan Review and Approval Process**

What is an official plan?

An official plan describes your upper, lower or single-tier municipal council's policies on how land in your community should be used. It is prepared with input from you and others in your community and helps to ensure that future planning and development will meet the specific needs of your community.

An official plan deals mainly with issues such as:

- where new housing, industry, offices and shops will be located
- what services like roads, watermains, sewers, parks and schools will be needed
- when, and in what order, parts of your community will grow
- community improvement initiatives.

Why do you need an official plan?

Your municipality's official plan:

- lets the public know what the municipality's general land use planning policies are
- makes sure that growth is coordinated and meets your community's needs
- helps all members of your community understand how their land may be used now and in the future
- helps decide where roads, watermains, sewers, garbage dumps, parks and other services will be built
- provides a framework for establishing municipal zoning by-laws to set local regulations and standards, like the size of lots and height of buildings
- provides a way to evaluate and settle conflicting land uses while meeting local, regional and provincial interests
- shows council's commitment to the future growth of your community.

What is the official plan process?

Pre-consultation, public meeting and input

When considering an official plan, your local council, planning board or municipal planning authority must ensure that:

- at least one public meeting is held, notice of which must be given at least 20 days ahead of time, usually through local newspapers or by mail
- the approval authority is consulted and given the opportunity to review all supporting information and material
- for the statutory five year official plan review, a special meeting of council that is open to the public, as well as an open house information session and at least one public meeting are held
- adequate information, including a copy of the proposed plan, is made available to the public in advance of the public meeting.

Any person or public body may provide written comments and/or speak at the public meeting about the proposed plan.

The council may consult with agencies, boards, authorities or commissions before making a decision.

When council prepares an official plan, it shall be consistent with the Provincial Policy Statement issued under the Planning Act and conform to, or not conflict, with any applicable provincial plans. The Provincial Policy Statement contains clear, overall policy directions on matters of provincial interest related to land use planning and development. The "shall be consistent with" rule means that a council is obliged to ensure that policies under the Provincial Policy Statement are applied as an essential part of the land use planning decision-making process. It is expected that the council will implement the Provincial Policy Statement in the context of other planning objectives and local circumstances. (See The Planning Act, No. 1 in the series, and the Provincial Policy Statement. Both may be obtained by visiting the Ministry website at: ontario.ca/mah or through the government offices listed at the end of this guide.)

It is also expected that council will update the official plan at least every five years to ensure that the plan implements any changes to the Provincial Policy Statement or provincial plans. The five-year review is also an opportunity to ensure the official plan continues to address local priorities and changing community needs.

An official plan may come into effect in one of two ways:

1. **Plans exempt from approval** - under this process, the Minister of Municipal Affairs and Housing may exempt the official plan and all or some of its proposed amendments from the requirement for approval. The Minister may also authorize upper-tier approval authorities (such as a regional municipality) to exempt any or all lower-tier proposed official plans and amendments from the requirement for approval. Under the exempt system, after the council adopts the plan and/or amendment and gives a notice of adoption, a person or a public body that made an oral submission at the public meeting or made a written submission to council before a decision was made, may appeal the council's decision to adopt to the Ontario Municipal Board within the 20-day appeal period. If there is no appeal, the official plan comes into effect on the day after the appeal period expires.

The Ontario Municipal Board is an independent administrative tribunal responsible for hearing appeals and deciding on a variety of contentious municipal matters. (See the Ontario Municipal Board, No. 6 in the series.)

2. **Plans not exempt from approval** - under this process, after the council adopts an official plan, it is submitted to the appropriate approval authority to review and make a decision.

Many upper-tier municipalities are the approval authority for lower-tier official plans and amendments. In all other cases, the Minister of Municipal Affairs and Housing is the approval authority. As more upper-tier municipalities have new official plans coming into effect, they become the approval authority for local official

plans and amendments. To find out about the approval authority in your area, contact your municipal or planning board office.

When it submits a proposed official plan to the approval authority to review and make a decision, the municipality is required to provide all the information prescribed by Minister's regulation as well as other additional information which the approval authority may require. The more information provided, the less likely delays will occur in the review.

If the municipality does not provide all the information prescribed by Minister's regulation, the approval authority may refuse to accept or to further consider the official plan. A 180-day time frame for making a decision does not begin until all the information is received by the approval authority. The approval process may take longer than this time frame but if no decision is made within 180 days, the matter could be appealed to the Ontario Municipal Board.

The approval authority makes sure that comments, concerns or suggestions from anyone interested in the plan are considered. This means that there may have to be negotiations with other parties, ministries, local authorities and with members of municipal council and staff.

The approval authority may approve, approve as modified, or refuse to approve all or parts of the official plan and give a notice of decision. A person or a public body that made an oral submission at the public meeting, or made a written submission to council before its decision to adopt the official plan, may appeal the approval authority's decision to the Ontario Municipal Board within the 20-day appeal period. If there is no appeal, the official plan comes into effect on the day after the appeal period expires.

What happens next?

Once an official plan is in effect, it guides all of the municipality's planning decisions. It means that:

- the local council and municipal officials must follow the plan
- all new services, sewer or watermains, for example, must conform to the plan
- all by-laws, including zoning and related by-laws, must conform with the official plan.

Official plans for upper-tier municipalities deal with broad planning issues that affect more than one municipality. All lower-tier official plans and zoning by-laws must conform to the upper-tier plan.

However, an official plan is not set forever. The plan can be changed or amended as the community's needs change.

How can you get involved?

You can take part in planning the future of your community by:

- finding out as much as you can about the proposed official plan
- thinking about how the plan might affect you, your property and your community
- going to any information sessions, including open houses and public meetings that are held to discuss the plan
- giving your opinions at the public meetings or making written submissions to council, one of which you must do in order to qualify for the right to appeal
- working with council and the municipal staff to resolve your concerns.

If you have any concerns, you should make sure that you let council know about them early in the process. Council will then have time to think about what you said and may make changes before the plan is adopted.

You should be aware that you do not have the right of appeal to the Ontario Municipal Board on most planning applications if you have not made oral submissions at a public meeting or provided council with written submissions before the plan is adopted. (See the Ontario Municipal Board, No. 6 in the series.)

What rights of appeal do you have?

Appeals to the Ontario Municipal Board can be made in four different ways:

1. **An applicant** requesting an official plan amendment, **the Minister** and the appropriate **approval authority** may appeal to the Ontario Municipal Board if the council refuses or fails to act on a request to amend within 180 days of the receipt of a complete application by the municipality. **The notice of appeal should be filed with the municipality.**
2. **Any person or public body** may appeal to the Ontario Municipal Board, if the approval authority fails to give notice of its decision regarding part(s) or all of the plan/amendment within 180 days of the receipt of the prescribed information by the approval authority. **The notice of appeal should be filed with the approval authority.**
3. **Plans and amendments exempt from approval:** **An applicant** requesting an official plan amendment, **the Minister, the appropriate approval authority and any person or public body** who made oral submissions at a public meeting or written submissions prior to adoption may appeal the council's adoption within 20 days from the date the notice of adoption is given. **The notice of appeal should be filed with the municipality.**
4. **Plans and amendments not exempt from approval:** **An applicant** requesting an official plan amendment, **the Minister and any person or public body** who made oral submissions at a public meeting or written submissions prior to adoption may appeal the

approval authority's decision within 20 days from the date the notice of decision is given. **The notice of appeal should be filed with the approval authority.**

In your notice of appeal, you must specify if you are appealing all or part(s) of the official plan or amendment. The appeal must be accompanied by written reasons and the fee required by the Ontario Municipal Board. Generally, appeals are not permitted in the following three circumstances:

1. proposed amendments that would alter the boundary of an "area of settlement" or establish a new "area of settlement"
2. proposed amendments that would remove land from an "area of employment"
3. adopted or approved plans and plan amendments that permit second unit residential dwellings, as well as proposed amendments that would revoke or replace policies that permit second unit residential dwellings.

What are the Ontario Municipal Board's powers relating to appeals?

In cases of appeal, the Ontario Municipal Board will hold a hearing. You will be given the chance to present your case. The Ontario Municipal Board can allow or dismiss your appeal and approve, approve as modified or refuse to approve all or part of the plan or amendment.

The Ontario Municipal Board also has the power to dismiss an appeal without holding a hearing. (See the Ontario Municipal Board, No. 6 in the series.)

Appealing a planning decision to the Ontario Municipal Board is a serious matter. It can take considerable time and effort and in some cases, money, for everyone involved. A hearing may last only a few hours if the matter is quite simple, but for more complicated matters, a hearing can last for several days or even weeks.

The Ontario Municipal Board must have regard to the local decision and make its decision based on the facts presented at a hearing. These should generally

be limited to the information and material that were before the municipal council. New information and material can be introduced at a hearing. However, the Ontario Municipal Board may, on its own initiative, or by motion of the municipality or any of the parties, give the council 60 days to reconsider its decision and make a written submission to the Board, if the new information could have materially affected the council's decision.

At least 30 days before a hearing is held, the Minister of Municipal Affairs and Housing can declare that an official plan matter before the Ontario Municipal Board may adversely affect a provincial interest. When such action occurs, after the hearing is held and the Board renders a decision, the Lieutenant Governor in Council (the Cabinet) may confirm, vary or rescind the Board's decision on the matter.

The Ontario Municipal Board also has the discretion to dismiss an appeal if it constitutes an abuse of process, such as repeating the submission of an application that has recently been dealt with by the municipality and/or the Ontario Municipal Board. An appeal can also be dismissed by the Ontario Municipal Board if the application before it is substantially different from that which was before council at the time of council's decision.

What is an official plan amendment?

An official plan amendment is a formal document that changes a municipality's official plan. Changes may be needed because of new circumstances in the community or because of requests made by property owners. Most municipalities now charge a fee for processing changes requested by members of the public.

An approved official plan can be reviewed at any time, but each local council is required to revise its official plan not less than every five years from the date the plan came into effect. This ensures the plan is consistent with the Provincial Policy Statement and that it conforms and/or does not conflict with provincial plans, as required. If the plan is not consistent with the Provincial Policy Statement, or does not conform

with provincial plans or conflicts with provincial plans, then the plan is expected to be updated. The five-year review is also an opportunity to ensure the official plan continues to address local priorities and changing community needs. In the case of a five-year review, a special meeting of council must be held that is open to the public, as well as an open house information session and at least one public meeting.

By submitting an application to council, a person or public body may request that an official plan be amended. Council may refuse to accept an application that fails to provide sufficient information or material as prescribed by Minister's regulation and/or set down in the municipal official plan. If a council confirms that an application is incomplete, the applicant should provide the needed information. In case of disagreement, the applicant has 30 days to make a motion to the Ontario Municipal Board for a determination on the matter. The Board's decision is final.

A person or public body that makes oral submissions at a public meeting, or makes written submissions prior to the adoption of an official plan amendment, may appeal a council's decision. However, there are limitations on appeal rights as noted above in the "What rights of appeal do you have?" section. To determine what appeal rights are available to you in respect of a particular official plan amendment, contact your municipal staff or secretary-treasurer of your planning board.

All amendments are proposed, discussed and processed in the same way as the original plan. As discussed earlier, when a council considers an official plan/amendment, it needs to ensure the official plan/amendment is consistent with the Provincial Policy Statement issued under the Planning Act. (See the section – "What is an official plan?" on page 2.)

How do you request an official plan amendment?

If you want to use your property or develop it in a way that conflicts with the municipal official plan, an

amendment to the plan would be needed. You should talk first to the municipal staff. They can let you know if the change is possible, what problems you might encounter and how you should apply.

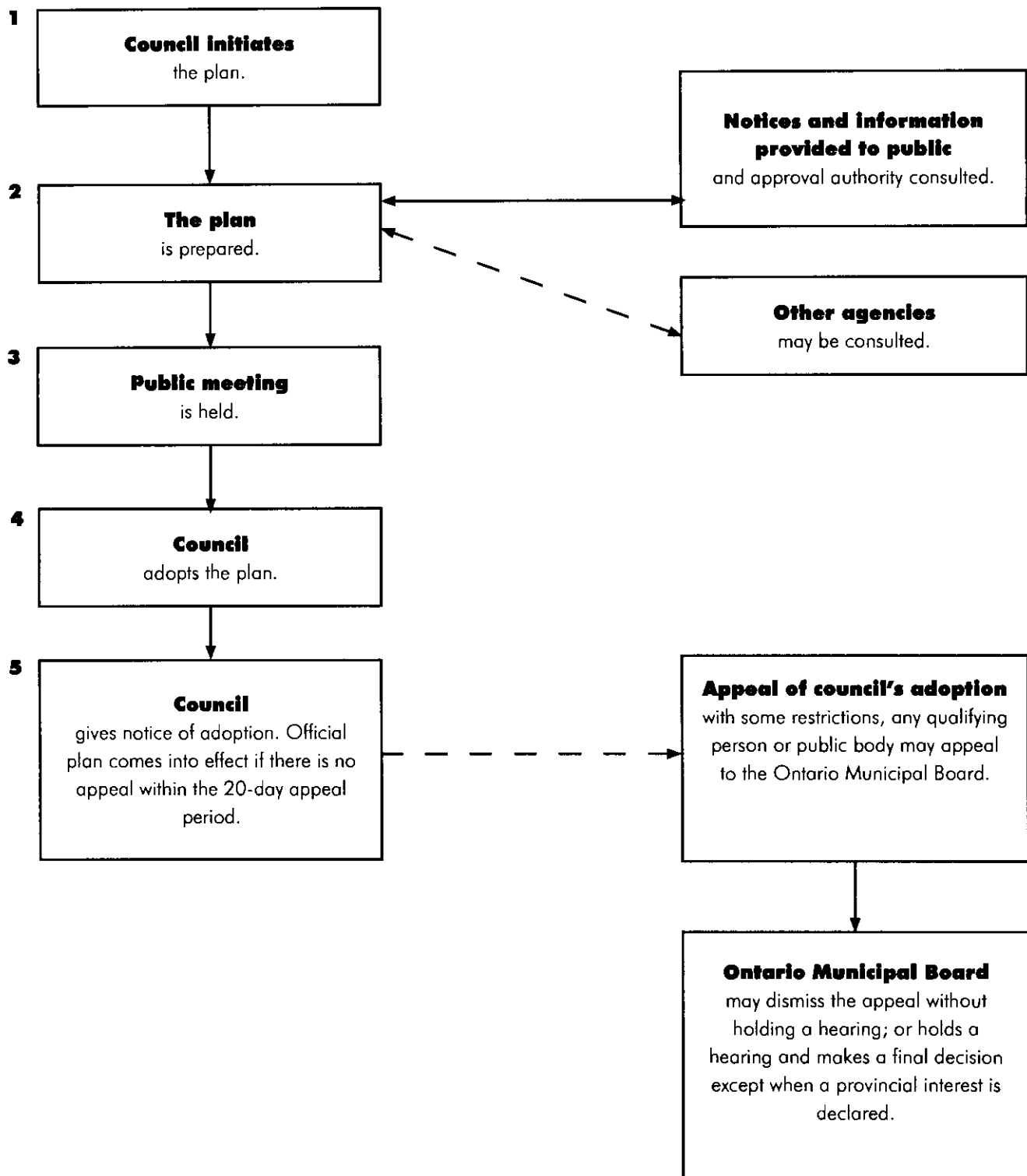
When you apply to amend an official plan, you are required to submit information which is prescribed by Minister's regulation as well as other additional information if set out in the municipal official plan. The more information provided, the less likely delays will occur in the review. Council must review your application within 30 days of its receipt to determine if you have filed a complete application. If council fails to do so, you can make a motion to the Ontario Municipal Board for a determination if the application is complete and if any additional information requested is reasonable. Council may refuse to accept an application that fails to provide sufficient information or material.

If a council confirms that an application is incomplete and the applicant disagrees, the applicant has 30 days to make a motion to the Ontario Municipal Board for a determination on the matter. The Board's decision is final. Contact the municipality if you need help assessing what information is required to make an application complete. If council refuses or fails to act on your request for an official plan amendment within 180 days after the prescribed and municipally requested information and material is submitted, you may appeal to the Ontario Municipal Board by filing a notice of appeal with the municipality. The municipality must send your appeal with the accompanying materials and the appropriate fee to the Ontario Municipal Board within 15 days of the receipt of your appeal.

What about Northern Ontario?

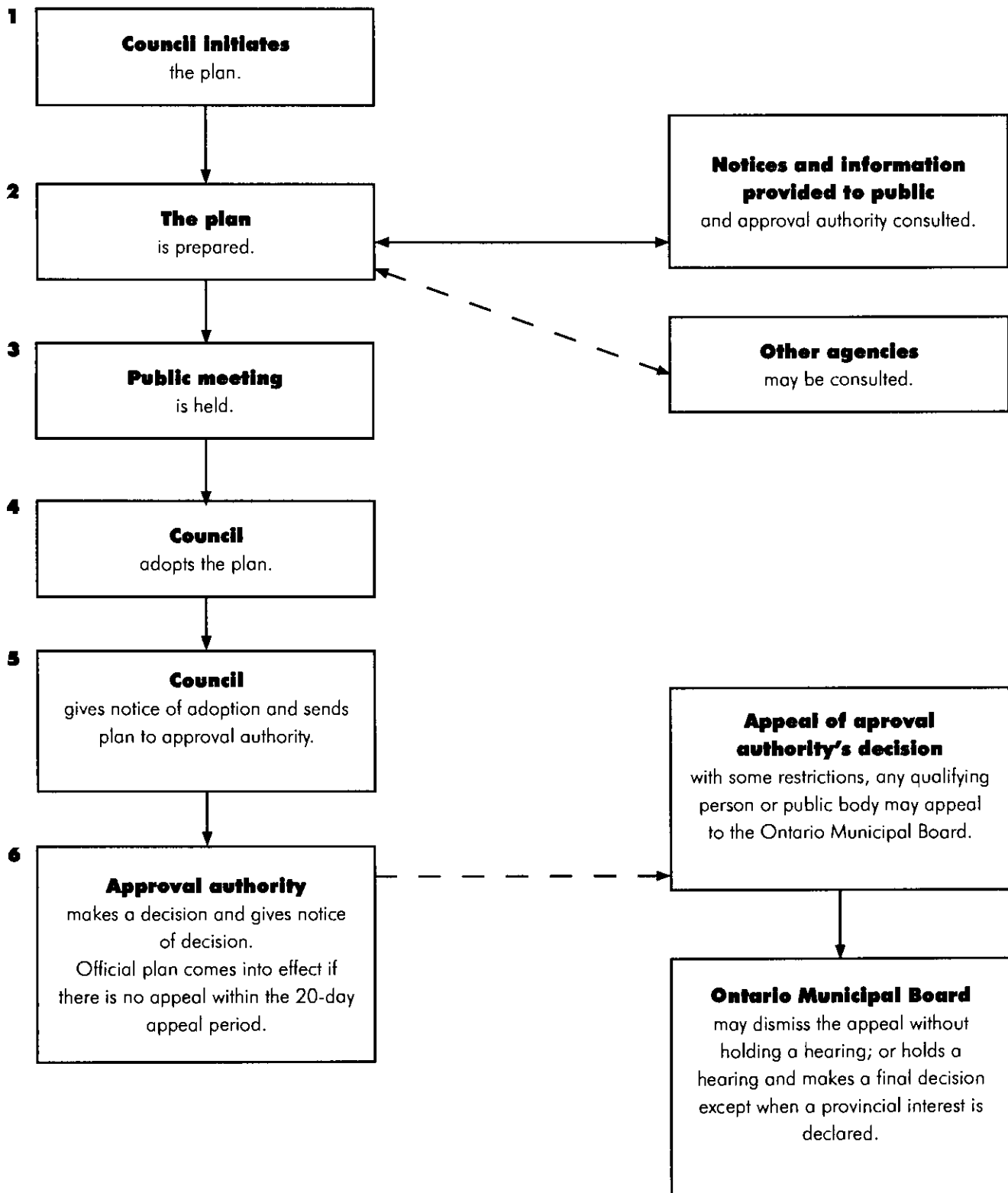
The official plan process is much the same in northern Ontario, but the responsibility for official plans and their administration outside the urban municipalities may be carried out by a planning board. (See Northern Ontario, No. 7 in the series.)

The Official Plan Process (Plans exempt from approval)



This flowchart focuses on the basic process – some steps are not shown

The Official Plan Process (Plans NOT exempt from approval)



This flowchart focuses on the basic process – some steps are not shown

How can you find out more?

For more information about land use planning in your community contact your municipal clerk or planning department. For more information about land use planning in Ontario, or how to obtain copies of Citizens' Guides visit the Ministry of Municipal Affairs and Housing website at: ontario.ca/mah or contact your nearest Municipal Services Office (MSO):

Central Municipal Services Office

777 Bay Street, 2nd Floor
Toronto ON M5G 2E5
General Inquiry: 416-585-6226
Toll Free: 800-668-0230

Western Municipal Services Office

659 Exeter Road, 2nd Floor
London ON N6E 1L3
General Inquiry: 519-873-4020
Toll Free: 800-265-4736

Northwestern Municipal Services Office

435 James Street South, Suite 223
Thunder Bay ON P7E 6S7
General Inquiry: 807-475-1651
Toll Free: 800-465-5027
(Thunder Bay, Kenora, Rainy River)

Eastern Municipal Services Office

8 Estate Lane, Rockwood House
Kingston ON K7M 9A8
General Inquiry: 613-545-2100
(Frontenac, Leeds & Grenville, Lennox & Addington)
Toll Free: 800-267-9438
(Ottawa, Prescott-Russell, Prince Edward, Stormont, Dundas/Glengarry, Kawartha Lakes, Renfrew, Peterborough, Haliburton, Hastings, Lanark, Northumberland)

Northeastern Municipal Services Office

159 Cedar Street, Suite 401
Sudbury ON P3E 6A5
General Inquiry: 705-564-0120
Toll Free: 800-461-1193
(Cochrane, Algoma, Manitoulin, Sudbury, Parry Sound, Nipissing, Timiskaming)

For More Information

MINISTRY OF MUNICIPAL AFFAIRS AND HOUSING
Provincial Planning Policy Branch (416) 585-6014
Website: ontario.ca/mah

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-----Original Message-----

From: Hackson, Virginia [mailto:vhackson@eastgwillimbury.ca]
Sent: Tuesday, January 10, 2012 1:49 PM
To: 'ablack1'; Fisch, Bill; Kelly, Denis
Cc: Council; Webster, Thomas
Subject: Re: Meeting of YRTSC January 11, 2011

Hello Amanda

On behalf of Council I am responding to your email regarding the Regional committee meeting scheduled for Jan 11 that has the Doane Road project as an agenda item.

The Town received the Agenda Friday afternoon and contacted the Region staff early Monday morning to insure that our residents had been notified.

I agree that sufficient notice has not been given to residents who have shown previous interest in this project by attending the variety of meetings that have been held. The shortness of the notice makes it extremely difficult for residents to attend this meeting as well request and prepare a presentation to the committee.

By way of this email, I am respectfully requesting on behalf of East Gwillimbury residents and Council that the Transportation Committee defer report D-2 (Doane Road EA Study Update) until the February meeting date of the Transportation Committee to allow residents the opportunity to attend the meeting and if so desired, to request deputant status.

Respectfully requested,
Virginia

Mayor Virginia Hackson
Town of East Gwillimbury
19000 Leslie St.
Sharon, ON
LOG IVO
Ph) 905 478-3800
Fax) 905 478-4291

----- Original Message -----

From: Amanda Black
Sent: Monday, January 09, 2012 11:47 PM
To: Hackson, Virginia

Subject: Meeting of YRTSC January 11, 2011

Dear Mayor Hackson,

It has come to the attention of the Doane Road residents late this evening that there will be a meeting of the York Region Transportation Services Committee regarding the Doane Road Environmental Assessment Study on Wednesday January 11, 2012. Given the lack of notice, it will be next to impossible for any of the residents to review the report, prepare a deputation, and to be present at the meeting.

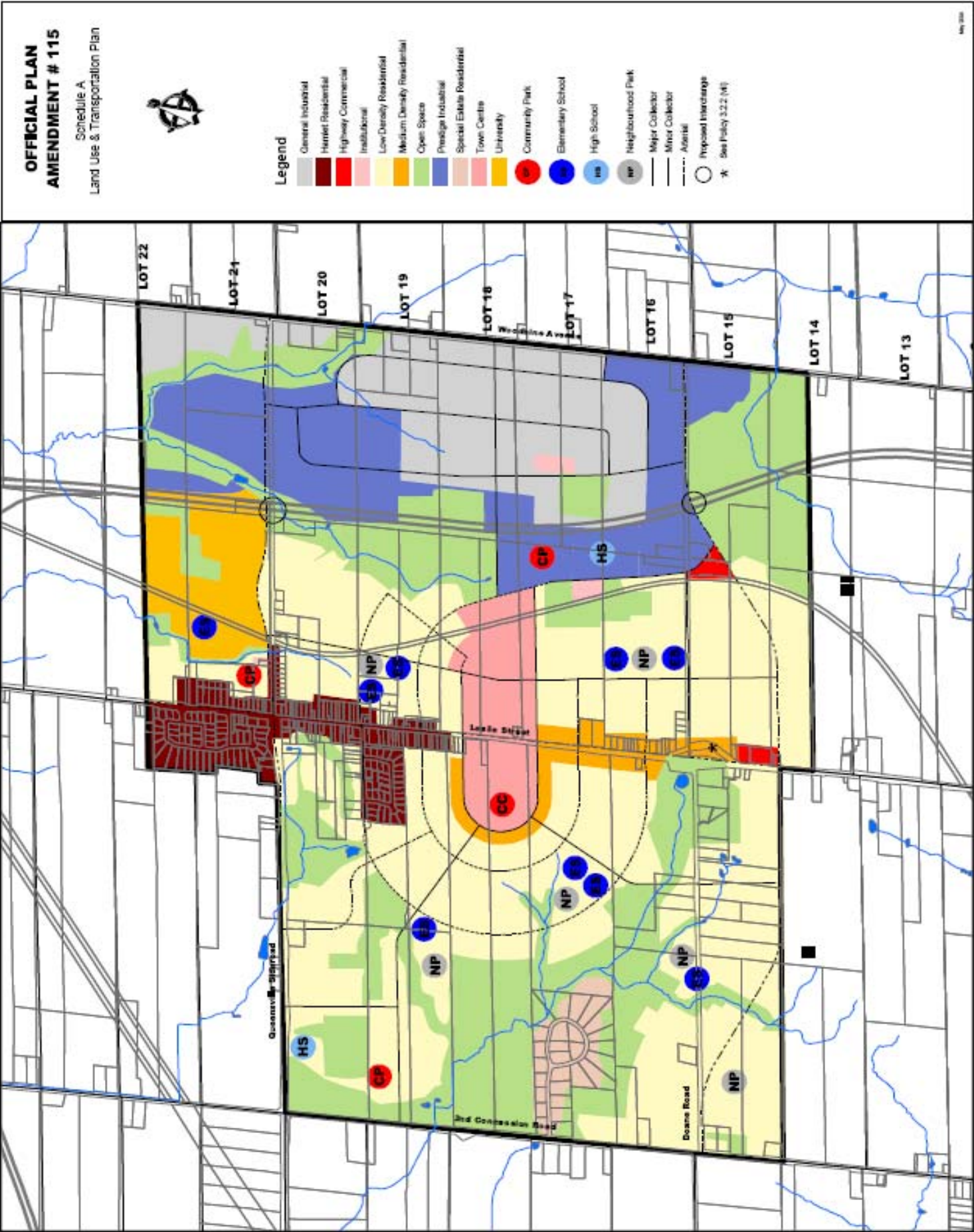
We would kindly ask that you and your staff ask to have the report pulled from the meeting agenda until residents have been given adequate notice to read and respond to the report. The report that we have obtained raises significant concerns and clearly seeks to override you and your councillors on this matter. This would raise serious

concerns about the governance model in York Region.

Thank you for your ongoing support in this matter

Sincerely,

Amanda Black
Doane Road
Queensville



REGIONAL CONTEXT MAP

DOANE ROAD IMPROVEMENTS

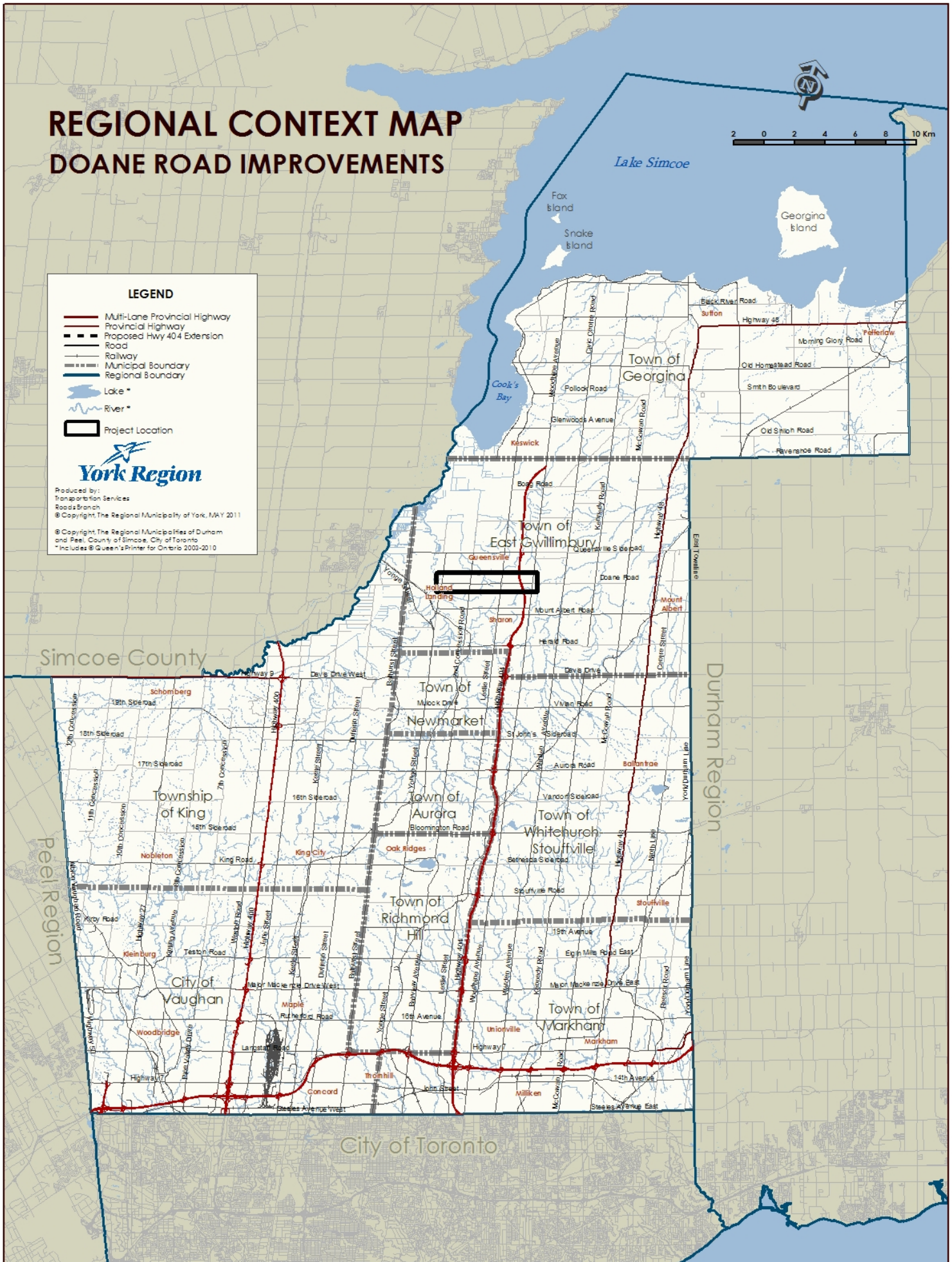
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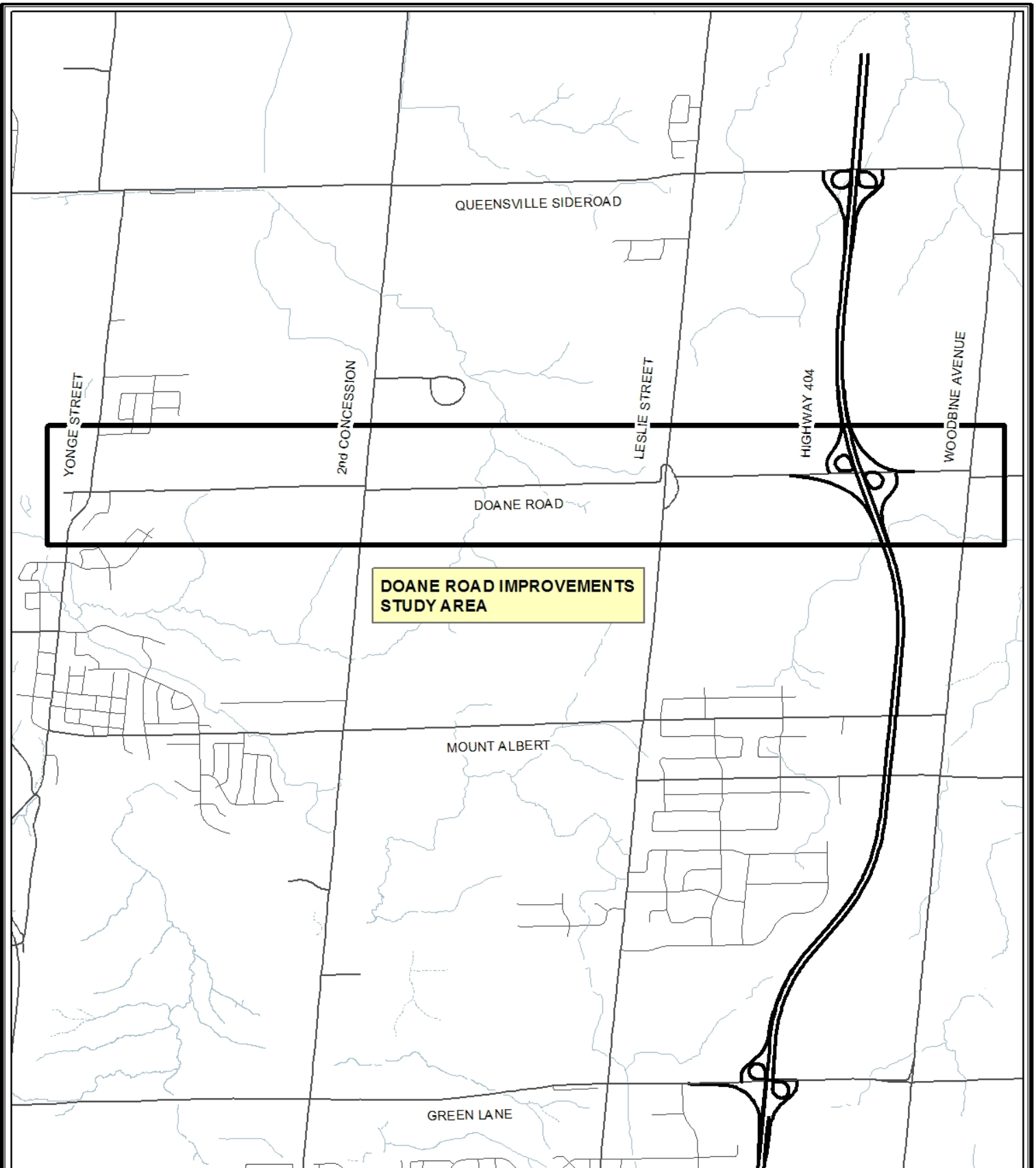
- Multi-Lane Provincial Highway
- Provincial Highway
- Proposed Hwy 404 Extension
- Road
- Railway
- Municipal Boundary
- Regional Boundary
- Lake *
- River *
- Project Location

York Region

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**DOANE ROAD IMPROVEMENTS
STUDY AREA**

DOANE ROAD IMPROVEMENTS LOCATION PLAN

DOANE ROAD
YONGE STREET to WOODBINE AVENUE
TOWN OF EAST GWILLIMBURY



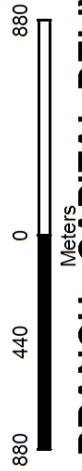
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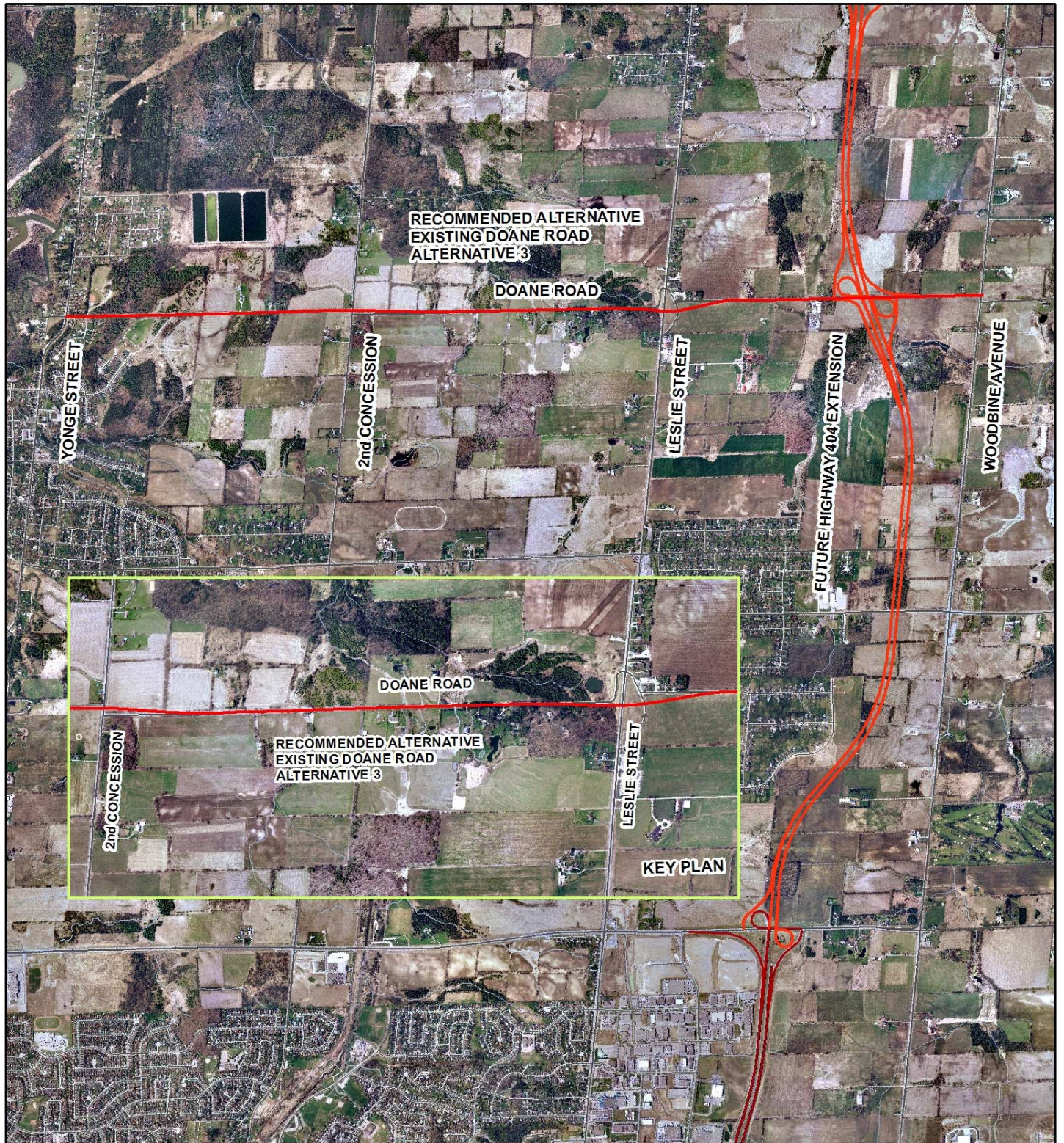




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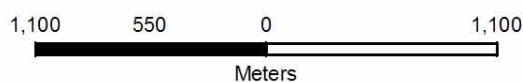
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Recommended Alternative Solution
Doane Road - Yonge Street to Woodbine Avenue
Town of East Gwillimbury

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