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**ROPA 58 - DESIGNATION AND ALIGNMENT UPDATE FOR HIGHWAY 404 AND
BRADFORD BYPASS
STATUTORY PUBLIC MEETING AND INFORMATION REPORT
FILE D05.102.58**

(Regional Council at its meeting on September 27, 2007, adopted this report with a request that the Commissioner of Planning and Development Services and the General Manager, Roads provide a report within two months on the recognition of Green Lane as a critical bypass in the context of the identification of Highway 404 for development and the proposed Bradford By-pass.)

Pursuant to Section 17(15) of the Planning Act, as amended, the Regional Planning and Economic Development Committee held a Public Meeting on September 5, 2007 to inform the Public and receive comments regarding:

Proposed Regional Official Plan Amendment No. 58 – Designation and Alignment Update for Highway 404 and Bradford Bypass

The Planning and Economic Development Committee recommends the following:

1. The presentation by Barbara Jeffrey, Manager, Land Use Policy & Environment, Long Range & Strategic Planning, be received;
2. The following deputations be received and referred to staff:
 - (a) R.J. Martin, resident, King Township;
 - (b) Janet May, Network Director, Ontario Smart Growth Network, and communication dated September 5, 2007;
3. The following communications be received and referred to staff:
 - (a) Sylvia Bowman, President and Laura Bowman, Public Consultation Coordinator, York-Simcoe Naturalists, August 15, 2007; and
 - (b) Paul Jafine and C.W.D. Foster, on behalf of F.R.O.G.S., September 3, 2007; and
4. The recommendation contained in the following report dated July 19, 2007, from the Commissioner of Planning and Development Services be adopted:

1. RECOMMENDATION

It is recommended that this report and *Attachment 1*, public submissions received at the Statutory Meeting on September 5, 2007 and circulation comments, be referred to staff for consideration and report back to Committee and Council at a future meeting.

2. PURPOSE

This report:

- Introduces proposed Amendment 58 to the Official Plan for the Region of York to update the status of the Highway 404 extension north of Green Lane and the Bradford Bypass in the Official Plan to satisfy the June 13, 2007 Planning and Economic Development Committee resolution that “the approved alignment for the Highway 404 Extension north from Green Lane and the Bradford Bypass be shown on Map 9 through modification”.
- Provides context for the Statutory Public meeting for this amendment.
- Identifies the Next Steps in the consideration of the Amendment.

3. BACKGROUND

Regional Planning and Economic Development Committee at its meeting of June 13, 2007, during discussion on Proposed Regional Amendment 54 - the technical update amendment, resolved that “the approved alignment for the Highway 404 Extension north from Green Lane and the Bradford Bypass be shown on Map 9 through modification”.

This report and the Proposed Amendment attached, responds to that direction by introducing a new Regional Official Plan Amendment dealing specifically with these highway facilities.

4. ANALYSIS AND OPTIONS

When the Regional Official Plan was approved in 1994, the Highway 404 extension and the Highway 404 - Highway 404 Extension Link (Bradford Bypass) were under discussion and the alignments had not been identified to a detailed extent. Map 5 - Regional Structure and Map 9 - Future Arterial and Highway Network, showed a broad schematic swath through the Township of King and The Town of East Gwillimbury where the highway right-of-way was anticipated.

Since 2002, the routes for both these transportation facilities have been approved through Provincial Environmental Assessments and can now be reflected in the Regional Official Plan.

4.1 Role of the Provincial Highway Network

The Province for many years has advocated a system of 400 series highways within the GTA and wider area of the Province to provide for inter-regional transportation. Highway 404 and the Highway 400- Highway 404 Extension Link (Bradford Bypass) are part of this larger system.

The overall road system functions properly only if there is a complimentary network of provincial highways, regional Arterial Roads and local collector or minor arterial roads.

Each class of road serves a different segment of distance travel, so that when one class is missing or inadequate, the next lower class of roads become congested, leading to traffic capacity issues. The reverse can also be true. Thus the 400 series highways play a critical role in serving longer distance travel as well as carrying much of the road based goods movement in York Region.

4.2 Status of the Highway 404 and the Highway 400- Highway 404 Extension Link (Bradford Bypass)

In the mid 1990's the Province of Ontario initiated a provincial route planning and environmental assessment study for the Highway 404 extension from Davis Drive to Highways 12/48 in the Region of Durham and the Highway 400 to Highway 404 Extension Link (Bradford Bypass). These environmental assessments were approved in August 2002 subject to a number of conditions.

In May 2004, the Province designated these routes as Controlled Access Corridors to protect the right-of-way for future construction.

The Southern Ontario Highways Program 2006 to 2010 includes the Highway 404 extension northwards from its current terminus at Green Lane in the Town of East Gwillimbury to Ravenshoe Road in the Town of Georgina for a 2007 construction start and 2012 completion. In accordance with the conditions of approval of the 2002 route planning Environmental Assessments MTO, is now proceeding with detailed design of the proposed roadway between Green Lane and Ravenshoe Road under the Class Environmental Assessment for Provincial Transportation Facilities in three phases:

- Phase one involved work dealing with the Northbound bridge at Green Lane. The comment period for this section expired in July, 2006 and the project was tendered for construction.
- In March 2007, MTO was given approval to proceed with further Class EA's and detailed design work for the section from Green Lane to north of Mount Albert Road to facilitate bridge construction and ancillary works at Mount Albert Road.
- The comment period for the preliminary design of the final phase, from north of Mount Albert Road to Woodbine/Ravenshoe Road ended on August 13, 2007. It is not known whether bump-up requests have been received.

While the Green Lane to Ravenshoe Road portion of the Highway 404 Extension is to be completed by 2012, other portions of the system - the Highway 404 Extension beyond Ravenshoe Road as well as the Highway 400-Highway 404 Extension Link (Bradford Bypass) are not currently scheduled for construction, nor are they shown in the Province's Places to Grow Plan, with its horizon of 2031. In May 2007, the Minister of Transportation, the Honourable Donna Cansfield, advised the Region that the Ministry was not currently proceeding with any further work on the balance of the Highway 404 Extension beyond Ravenshoe Road or the Bradford Bypass.

4.3 Current Identification of Highways in Local Official Plans

The proposed Highway sections travel through the Township of King and the Towns of East Gwillimbury and Georgina.

The Township of King Official Plan pre-dates the Provincial Environmental Assessment approvals and as such, contains no references to the Highway 400-Highway 404 Extension Link (Bradford Bypass)

East Gwillimbury Official Plan and Community Plans Reflect Conceptual Routes

In the Town of East Gwillimbury, the proposed highway routes are reflected in the Official Plan for the Town of East Gwillimbury (OPA 95) and well as the Sharon Community Plan (OPA122) and the Queensville Community Plan (OPA89/115)

Both Highway 404 and the Highway 400-Highway 404 Extension Link (Bradford Bypass) are shown on Schedule A- Land Use and on Schedule C - Transportation as "Proposed Provincial Freeway Corridor (as identified by the Ministry of Transportation)". Interchange locations are also shown along the Bradford Bypass at Leslie Street, at the intersection with Highway 404 and on Highway 404 at Green Lane/Herald Road (already constructed) at Queensville Side Road and at Woodbine Avenue. Policies within Section 8.3 of the Plan indicate the Town will not permit buildings or structures within the potential locations of these transportation corridors and will work with the Province and the Region to expedite construction of these roads.

Schedule A to the Sharon Community Plan identifies the conceptual route of Highway 404 within the Community boundary. Section 6.3 of the Plan identifies the same restrictions as the parent document and prohibits direct access to Highway 404.

Schedule A Land Use and Section 10.3 of the Queensville Community Plan also reflect the conceptual route for Highway 404. Policies are similar to the parent Official Plan however, the Queensville Plan also identifies proposed interchanges at Queensville Side Road and Doane Road. The Plan acknowledges that latter interchange is not currently part of the Ministry's plans for the roadway.

Town of Georgina Official Plan and Secondary Plans Reflect Planned Routes

The Town of Georgina Official Plan and the Keswick Secondary Plan reflect a "Proposed Highway 404 Alignment" on all Schedules without concomitant policies.

The Keswick Business Park Secondary Plan shows a “Planned Highway 404 Extension” and Policy 9.4.4.1 b) states that “it is recognized that the construction of Highway 404 is not recognized past Ravenshoe Road and is presently not anticipated within the 30-year timeframe of the Growth Plan for the Greater Golden Horseshoe.” Further clause c) of the same policy recognizes that Highway 404 may only proceed north of Ravenshoe Road subject to an amendment to the Growth Plan in accordance with the Places to Grow Act.

4.4 Proposed Updated Designation of the Highways in the Regional Official Plan

The proposed alignments of both the Highway 404 extension and the Highway 400-4004 Extension Link (Bradford By-pass) have been shown as a broad schematic swath on both Maps 5 and 9 of the Regional Official Plan since 1994. Since the routes have now been identified through Provincial Environmental Assessments, a more detailed identification can replace the schematic alignment.

While the Green Lane to Ravenshoe Road portion of the Highway 404 Extension construction is to be completed by 2012, other portions of the system -the Highway 404 extension beyond Ravenshoe Road as well as the Highway 400-Highway 404 Extension Link (Bradford Bypass) are not currently scheduled for construction, nor are they shown within the Province’s Places to Grow Plan, with its horizon of 2031.

In an effort to see these facilities more accurately depicted in the Regional Plan and understanding the Province’s issues, Regional staff recommend that the rights-of-way should be identified on Maps 5 and Map 9, with two designations, relating to their current Growth Plan status and construction timing and that policy 6.1.13 c) in Section 6.1 -The Road Network, be amended to clarify the status of these facilities.

Regional staff has discussed the proposed approach and policy wording shown in *Attachment 1* with staff of the Ministry of Transportation and they are satisfied. Other Provincial Ministries have indicated that additional comments will be forthcoming during the circulation of the Amendment.

Proposed Amendment 58, as appended to this report as *Attachment 1* is the subject of this Statutory Meeting under section 17(15) of the *Planning Act*.

4.5 Next Steps

Following direction of the Planning and Economic Development Committee in June, proposed Amendment 58 was drafted and circulated for comment to those agencies, boards and commissions, First Nations and municipalities as directed by the *Planning Act*. Comments on Proposed Amendment 58 have been requested by September 15, 2007.

Notice of the Statutory Public Meeting has been given in the Toronto Star and local newspapers (copies of advertisements appended as *Attachment 2*) as well as posting on the Region's website along with the proposed amendment and this report. Submissions received at this statutory meeting as well as circulation comments will be considered by Regional staff and a recommendation on disposition of the Proposed Amendment will be brought to a future Planning and Economic Development Committee.

4.6 Relationship to Vision 2026

The Highway 404 Extension and Highway 400-Highway 404 Extension Link supports Goal 7: Infrastructure for a Growing Region, and Goal 6: Managed and Balanced Growth, including the action area around co-ordinating the timing of infrastructure and service development with the development of new growth areas.

5. FINANCIAL IMPLICATIONS

There are no identifiable financial implications associated with the introduction of Regional Amendment 58 unless the Amendment is appealed to the Ontario Municipal Board. In that case Regional staff will report back to Committee and Council. Preparation of the Amendment was provided within existing Planning and Development Services Department staffing and budget allocations.

6. LOCAL MUNICIPAL IMPACT

Staff of the Township of King and the Towns of East Gwillimbury and Georgina as well as the Ministry of Municipal Affairs and Housing and Ministry of Transportation have been consulted during the preparation of this amendment and additional Ministries are currently being circulated the Proposed Amendment. Additional comments are likely. The highway routes are approved in the Town of East Gwillimbury Official Plan (OPA 95) and Secondary Plans as well as in the Town of Georgina Official Plan and Keswick Business Park Secondary Plan (under appeal to the OMB). Inclusion of the updated status of these rights-of-way in the Regional Official Plan will assist local municipalities in their local growth management exercises and assist in clarifying confusion associated with the future locations of these transportation rights-of-way.

7. CONCLUSION

The Highway 404 Extension and Highway 400-Highway 404 Extension Link (Bradford Bypass) have been shown as a broad schematic swath in the Regional Official Plan since its approval in 1994. Provincial Environmental Assessments for the highway routes were approved in 2002. Further the rights-of-way were designated as *Controlled Access Highways* in 2004.

Construction of the Highway 404 Extension from Green Lane to Ravenshoe Road is scheduled for completion in 2012, and the preliminary design study for the portion of this road from Green Lane to north of Mount Albert Road was approved in March 2007. The balance of the route, beyond Ravenshoe Road as well as the Highway 400-Highway 404 Extension Link (Bradford Bypass) has no construction timetable and is considered to be a longer term initiative by the Province.

It is therefore recommended that Proposed Regional Amendment 58 proceed on the basis of two designations for these facilities (based on Growth Plan status and construction timing) on Map 5 - Regional Structure and Map 9 - Future Arterial and Freeway Network and that policy 6.1.13 c), be amended to clarify the status of these facilities. The Proposed Amendment is appended to this report as *Attachment 1*.

Lastly it is recommended that Regional staff consider submissions received at this meeting on the proposed Amendment as well as circulation comments and a recommendation on the Proposed Amendment be brought to a future Planning and Economic Development Committee.

For more information on this report, please contact Barbara Jeffrey, M.C.I.P., R.P.P., Manager Land Use Policy and Environment, Long Range and Strategic Planning Branch, at 905-830-4444 ext 1526 or barbara.jeffrey@york.ca

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause are attached to this report.)