

TOWN OF GEORGINA

REPORT DPW-98-35

FOR CONSIDERATION OF
COUNCIL
JULY 13, 1998

SUBJECT: HIGHWAY 404 EXTENSION INFORMATION REPORT

RECOMMENDATION:

THAT REPORT DPW-98-35 BE RECEIVED FOR INFORMATION.

REPORT:

Council passed the following motion at its meeting of June 1, 1998.

THAT CORRESPONDENCE FROM DR. A. FRIESNER RESPECTING THE RECONSIDERATION MOTION REGARDING THE PROPOSED HIGHWAY 404 EXTENSION BE RECEIVED AND REFERRED TO THE CHIEF ADMINISTRATIVE OFFICER TO CONVERSE WITH THE MINISTRIES INVOLVED, REGION OF YORK AND TOWN STAFF TO SOLICIT THEIR COMMENTS IN REFERENCE TO THE PUBLIC SUBMISSIONS MADE AT THE TWO PUBLIC MEETINGS, AS WELL AS, A LISTING OF THE FORMER RESOLUTIONS PASSED BY COUNCIL ON THIS MATTER, IN ORDER TO PREPARE AN INFORMATION REPORT FOR COUNCIL ON JULY 13, 1998.

The following information is appended for Council's information:

Appendix I - Minutes of the Council Meeting of April 21 and May 25, 1998 wherein Mr. Jacobs, Project Manager for the Ministry of Transportation, has inserted the Ministry's response to the issues raised. The responses are shown in a different font and also have been highlighted by a bar in the right-hand margin. Also included are written comments received from the public arising out of these two meetings.

Appendix II - Response from the Regional Municipality of York to pertinent issues arising from the Council minutes and written submissions as they apply to Regional jurisdiction.

Appendix III - Responses dated May 29, 1998 and June 29, 1998 from the Director of Development Services to issues that apply to the Town.

Appendix IV - Staff Reports TE-89-10, TE-90-09, DPW-95-80, DPW-97-17, DPW-97-72 and DS96-26 which discuss Highway 404 related matters and the resulting Council resolutions.

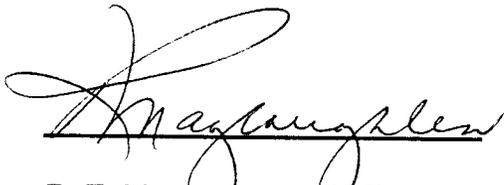
Appendix V - copies of all previous Council resolutions regarding the Highway 404 extension.

We have obtained clarification from the mover of the above resolution and have been advised that the "conversing" referred to in the resolution should occur if the Ministry's responses did not adequately address the issues. It is the writer's opinion that the Ministry's responses address the issues fully, particularly the Ravenshoe corridor issue.

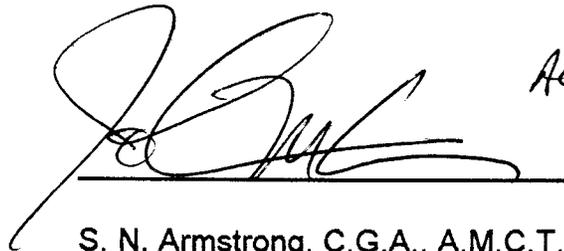
Respectfully submitted,

Recommended by:

Approved by:



R. T. Magloughlen, P. Eng.
Town Engineer



S. N. Armstrong, C.G.A., A.M.C.T.
Chief Administrative Officer

ACTING CAO

RTM/sed
1998.07.06
Attachments

TOWN OF GEORGINA

SPECIAL COUNCIL MINUTES

April 29, 1998
(7:40 p.m.)

A Special Council meeting was held to deal with the following matter:

i) Proposed Highway 404 Extension through Georgina

1. MOMENT OF MEDITATION:

A moment of meditation was observed.

2. ROLL CALL:

The Clerk gave the roll call and the following members of Council were present:

Mayor Grossi

Councillor Jamieson

Councillor Hackenbrook

Regional
Councillor Wheeler

Councillor

McClatchie

Councillor Hastings

3. DISCLOSURE OF PECUNIARY INTEREST:

None.

4. PRESENTATIONS:

4.1 Paul May, Director, Planning and Approvals, Transportation and Works Department, Regional Municipality of York, regarding status of the regional Road system within the area of the proposed highway.

Mr. Paul May of the Region of York Transportation and Works Department was in attendance and using an overhead projector, showed the audience a map of York Region and the proposed extension of Highway 404 and noted that both Leslie Street and Woodbine Avenue have direct impacts on the extension. He stated that the extension would assist the existing and developing communities.

Mr. May stated that Leslie Street and Woodbine Avenue are both operating at close to their capacity. He noted that the volumes of traffic over the past five years have remained stable with 1800 vehicles per hour travelling south out of Georgina in the morning hours and the amount increasing to 2600 vehicles south of Davis Drive.

4. PRESENTATIONS cont'd:

He noted that the majority of Georgina residents travel south to their places of employment.

Mr. May indicated that north of Davis Drive, there were 19,000 vehicles travelling in 1986, compared to 37,000 in 1997, a ninety percent increase in traffic volume in eleven years. He stated that Georgina is projected to grow from its current 35,000 population to 65,000 by 2021, and East Gwillimbury from its current 20,000 population to 60,000 in 2021. Likewise, the traffic volume is expected to increase seventy percent within the next fifteen years and three times its current volume in twenty-five years.

Mr. May stated that the Region of York's solutions to the expected traffic problem included widening Leslie Street and Woodbine Avenue to four lanes for the short term, but Highway 404 would still be required to be extended and once extended, the traffic using Leslie and Woodbine would divert to Highway 404, creating excess capacity on Leslie and Woodbine.

Mr. May stated that the Region suggests extending Highway 404 first as a two-lane arterial road for the short term and widening it to four lanes in the long term by phases. Improvements are planned for Woodbine Avenue and Leslie Street at the same time.

Mr. May stated that the Region of York supports the early Highway 404 construction north to Ravenshoe Road and the shared implementation of the extension with the Province.

4.2 Julia Munro, M.P.P., Durham-York, presenting the Provincial Government's position, background, status and future actions for the Highway 404 project.

Ms. Julia Munro, local M.P.P., stated that the Ministry of Transportation has concluded its studies and has requested and recommended that the extension of Highway 404 go through Georgina to accommodate commuters and recreational traffic throughout the Region of York..

Ms. Munro reviewed the process at this time, stating that the process commenced in 1993 to extend Highway 404 north, beyond Davis Drive. The proposal was reviewed with the public in 1996 and a final review was

conducted in 1997. The Ministry submitted its final Environmental Assessment study to the Ministry of the Environment in 1997 and the final decision could take ten to twelve months from the Ministry. Property acquisition will only be commenced following final approval of the extension.

4. PRESENTATIONS cont'd:

Ms. Munro stated that under the Environmental Assessment Act, the Ministry of Transportation must demonstrate the purpose for the proposal, any and all alternatives to the proposal, and any impacts to the environment, properties, etc.

Mrs. Munro indicated that Mr. Steve Jacobs of the Ministry of Transportation was in attendance to answer any questions regarding a technically preferred route.

5. DEPUTATIONS:

5.1 Paul Nicholls, Pefferlaw Association of Ratepayers

Mr. Paul Nicholls, President of the Pefferlaw Association of Ratepayers, stated that the association has been against the northern route from the outset and noted that the majority of the Pefferlaw residents are also opposed to the proposal.

Mr. Nicholls stated that PAR believes the outcome of the Ministry of Transportation study was predetermined. He noted that the historical, environmental, social and economic impacts on the area are great and have not been considered. He also noted that there has been a lack of full and proper public meetings and the Ministry is mistaken if they think the public is in agreement with the proposal.

The process was not predetermined, nor did it lack public participation.

The numerous opportunities for consultation resulted in a number of changes and refinements. These changes were primarily focused on improvements to the location of corridors and routes.

Study Area

The study area presented at the first series of public consultation sessions was developed to address the problem of a road transportation inefficiency brought about by the absence of a direct and efficient route across northern York and Durham Regions. In addition to updated traffic forecasts which indicated changes to the proposed study area limits were necessary to address future travel needs, comments on the proposed study area were also received at the consultation sessions. The study area was revised to allow generation of alternative methods which would better address transportation problems in this area.

Corridor Opportunities

The corridors were first presented at the second series of public consultation sessions and at the first set of workshops. As a result of comments received at these consultation events, and the gathering of additional study area information, a total of 13 corridor refinements were suggested. These refinements generally expanded the areas identified as being suitable for route generation. All of these refinements were implemented.

Route Alternatives

Route alternatives were presented to the public at the third set of public consultation sessions and the second set of workshops. A few individuals noted concerns with the level of detail proposed to assess the natural environment impacts for route alternatives. The Project Team had a similar concern, primarily related to the lack of consistent level of detail provided by secondary sources on natural environment features throughout the study area. A more detailed field investigation program was developed to address this consistency concern and improve the level of detail of data collected.

In total, 13 route refinements were suggested to reduce the impacts associated with the route alternatives. Following these consultation events the project team assessed the merits of each of these refinements. The refinements were assessed based on the design objectives used to generate alternatives. Eleven of the suggested refinements were implemented.

Route Analysis and Evaluation

The evaluation criteria proposed by the Project Team was available for public review at the first, second and third public consultation sessions. Evaluation criteria were also presented at the second set of workshops.

Refinements to the Technically Preferred Route

The technically preferred route was presented to the public at the fourth series of Public Consultation Sessions. A total of three refinements were implemented as a result of comments received at these sessions.

Mr. Nicholls stated that the best route for the extension would be along Ravenshoe Road, rather than through Georgina and specifically Pefferlaw.

Mr. Nicholls indicated that since Ravenshoe Road already exists, the environmental impact would be far less if the extension was to follow Ravenshoe Road rather than following a path through the town and since bridges must be built and rock blasted during construction, they would have to do less of each along Ravenshoe Road.

Mr. Nicholls stated that the proposed location will not serve Udora and he does not believe the highway is necessary for economic development. He stated that four-lane urban roads are needed rather than a highway. He noted that he and the association are not against the highway, just the proposed location for it.

Mr. Nicholls requested that Council and the Ministry of Transportation

review the study and seriously consider the Ravenshoe alternative.

Ravenshoe Road

Such a corridor was not considered in this study because it did not meet the corridor generation criteria. Specifically, a corridor along Ravenshoe Road would sever the large Black River and Zephyr-Egypt Wetland complexes. While Ravenshoe Road represents an existing disturbance of these nature features, the increased disturbance associated with a four-lane controlled access highway along with service roads required to maintain local access, would result in severe impact to the core areas of these features.

The following is a description and rationale for the corridor generation criteria. Once the significant natural, social and agricultural features were identified, it was apparent that there were no opportunities to locate route alternatives where all impacts could be avoided. Possible crossing locations of the study area natural features were identified to focus corridor and route generation in areas where impacts to the natural environment would be reduced (i.e. across narrow sections or along edges of large natural features).

In addition to the proposed crossing locations, the following generation criteria were developed to identify corridor opportunities in the study area:

NATURAL FEATURES

- Minimize the severing of core natural areas,
- Reduce the extent of crossing impacts,
- Locate corridors in areas where natural features have been disturbed or disrupted by a previous (existing) crossing.

COMMUNITY FEATURES

- Minimize impacts to densely populated communities,

AGRICULTURAL FEATURES

The areas of agricultural development are continuous and homogeneous throughout the study area and therefore could not be used as a means to identify corridor opportunities. It was determined that route alternatives would have to be generated so as to reduce impacts on individual farm operations by respecting property and field lines.

Corridor opportunities were identified by essentially connecting the possible crossing locations previously identified, in a continuous and direct manner for the length of the study area. The corridor opportunities were of sufficient width to reduce impacts to key study area features and allow flexibility in route generation. These corridor opportunities were presented to the public at the second set of Consultation Sessions (June 1994).

Previous studies carried out to address the transportation problems in northern York and Durham Regions identified a corridor along Ravenshoe Road. Such a corridor was not considered in this study because it did not meet the corridor generation criteria. Specifically, a corridor along Ravenshoe Road would sever the large Black River and Zephyr-Egypt Wetland complexes. While Ravenshoe Road represents an existing disturbance of these nature features, the increased disturbance associated with a four-lane controlled access highway along with

service roads required to maintain local access, would result in severe impact to the core areas of these features.

5.2 Felice Marcantonio and brother, owners of 30237 Highway 48, Roll No. 060-805.

Neither Felice Marcantonio nor her brother were in attendance.

5. DEPUTATIONS cont'd:

5.3 Mr. and Mrs. Ed Jewel, tenants of 30237 Highway 48

Mr. Ed Jewel stated that Mr. Nicholls had covered all of his own concerns and had nothing to add.

5.4 Elizabeth Pesek on behalf of Lakeview House Golf Course

Ms. Pesek stated that she lives in Jackson's Point and supports the proposed extension north to Keswick and as north as feasible to Lake Simcoe for several reasons. She indicated that the highway would provide a safe highway for commuters if it was close to the Keswick area and would provide easy access into Georgina for people in Toronto interested in visiting Georgina. It would also provide a simpler way to access cottage country and would bring tourist money into the Town by opening the area up to a larger population.

5.5 Gerry Brouwer

Mr. Brouwer stated that he supports the extension of Highway 404 but has the same concerns as when Highway 48 and Woodbine Avenue were widened.

Mr. Brouwer stated that the human, economic and environmental sides must be considered. He noted that on the human side, Woodbine Avenue is overloaded and possibly deadly and knows personally that it takes at least an hour to travel from Newmarket to Keswick in bad winter weather. On the environmental side, improvements to provincial legislation and government regulations protect 99 percent of the environment during construction.

Mr. Brouwer stated that economically speaking, Georgina's tax structure is imbalanced, with residential properties covering 89 percent of the tax base, while commercial/industrial only covers 11 percent. When compared to Newmarket, where the commercial/industrial component contributes 35 percent to the tax base, ours seems grossly imbalanced.

Mr. Brouwer stated that without the close highway proximity, Georgina must accept less for rent. He noted that there are no new factories, or businesses and therefore no new jobs within Georgina, but due to all the new residential development, the traffic volume will only get worse.

Mr. Brouwer stated that Highway 404 is necessary and will attract the commercial and industrial component to the Town, which will in turn lower residential taxes.

5. DEPUTATIONS cont'd:

5.6 Jack Smallwood

Mr. Smallwood stated that the advertisement in the newspaper respecting the proposed Highway 404 extension requested assistance for Council to establish a position. He stated that he is opposed to the proposed route.

Mr. Smallwood indicated that the main reason for his opposition is the limited use to the residents of Georgina that the extension will be, although it will most likely disrupt the social and environmental fabric of the area.

Purpose of the Undertaking

The purpose of the undertaking is to resolve a deficiency in the capacity of the transportation network in northern York and Durham Regions to accommodate forecasted commuter and recreational travel needs. The study also addresses the opportunity to identify a plan which resolves this problem and allows for the protection of the Ministry of Transportation's long-term strategic goals for the movement of people and goods through northern York and Durham Regions, given the diminishing opportunity to protect for the long-term transportation needs in a cost-effective, non-disruptive manner

Mr. Smallwood stated that the price is high for the limited convenience the highway will provide. He suggested that a less expensive route be established with less human sacrifice, perhaps southerly along Ravenshoe Road. This would also keep the extra pollution further away from Lake Simcoe.

Lake Simcoe and Watercourse Impact Mitigation

A detailed stormwater management plan will be prepared as part of the design phase of the project. Consultation with the Ministry of Environment, Ministry of Natural Resources and the Lake Simcoe Regional Conservation Authority will be required regarding the terms of reference for a stormwater management plan study before the initiation of the design phase.

The stormwater management plan will give consideration to the MOEE 1994 Stormwater Management Guidelines. The standards, policies, regulations and

approval requirements in place at the time of design will govern the stormwater management provisions and approval requirements incorporated in the plan. The objectives pertaining to stormwater management include:

- the proponent will strive to design stormwater management ponds to detain the appropriate storm event to address water quality and erosion concerns. Detention times or additional quantity sizing requirements will be considered during the design phase in consultation with stakeholders,
- when designing mitigation using Best Management Practices, (BMPs), consideration will be given to measures for reducing adverse environmental impacts to surface and groundwater, including those related to temperature and salt,
- bridge runoff should be discharged to stormwater management facilities (preferably a pond or swale) prior to discharge to watercourses where this reasonably can be achieved and will not cause unacceptable environmental, highway design, safety or operational problems, and
- where feasible, opportunities for providing ease of containment of accidental spills will be provided during the design of stormwater management facilities.

5.7 Duff Chadwick

Mr. Chadwick stated that he is opposed to the proposed route and stated that he would be directly impacted by the proposed overpass. He noted that there would be a great impact to the community.

Mr. Chadwick indicated that major highways have notoriously been either east-west or north-south routes and wondered why this proposed extension travels in all directions and suggested that this may be a back-door route to the Casino in Rama.

Routing of Highway 404

The Highway 404 extension is a north-south roadway but must travel east-west to go around Lake Simcoe. The route is not perfectly straight as the design respects sensitive natural areas, farm lot lines, and existing communities. The need for the extension is not related to Casino Rama traffic, since Casino Rama traffic adds very little to the peak hour volume, and most of the Casino Rama traffic uses Highway 400.

Mr. Chadwick stated that the extension would be detrimental to the Keswick area if it is not stopped at Ravenshoe. He stated that the Town is built upon tourism but those travelling the 404 would be able to travel faster towards the northern regions and would no longer stop in Georgina, and if all drive through traffic was diverted by the Highway, all the major businesses located along Woodbine Avenue, Baseline Road and Highway 48 would suffer.

Mr. Chadwick noted that increased costs will result from the highway extension, as traffic will not be totally diverted from the regional roads, and therefore tax money will still have to be allocated to the maintenance of these roads.

One of the purposes of the new provincial facility is to reroute longer distance traffic from regional roads. There are problems associated with having too much long-distance traffic on the local or regional road systems such as:

- Regional roads are not generally designed and maintained to standards required for high-speed, long-distance traffic. This creates operational, safety and maintenance concerns.
- Regional roads serve as local access roads. The mix of slower-moving and turning traffic with high-speed through traffic also creates safety concerns.
- The regional road network is discontinuous for east-west through travel across northern York and Durham Regions. This reduces transportation efficiency for long-distance movements.

The Region of York will still need to operate and maintain the regional road network to accommodate the local and regional traffic, and provide direct land access, if Highway 404 was extended.

5. DEPUTATIONS cont'd:

5.8 Lawrence Ritchie

Mr. Ritchie stated he is not here to indicate whether he is in support of or in opposition to the proposal. However, he would like to know the ultimate purpose of the proposal.

Mr. Ritchie stated that he wonders how the Ministry can deal with an issue without all the details to consider. He stated that he is impressed with the residents' turnout at this meeting and that they all have serious concerns with the proposal. He indicated that the Town should not permit people's enjoyment of the area and the environment to be jeopardized by a highway.

Mayor Grossi requested Steve Jacobs of the Ministry of Transportation to answer Mr. Ritchie's questions regarding the purpose of the proposal.

Mr. Jacobs stated that the existing network of roads will be unable to accommodate the anticipated growth and traffic volumes for the area and the Ministry therefore needed to consider ways to improve the service. The proposal of extending Highway 404 through Georgina arose and the Ministry felt that this option would deal with the problems. He noted that there is a fair amount of traffic generated inside and outside of York

Region that would be accommodated by the extension.

5.9 James Huntley

Mr. Huntley stated that the highway extension is needed, but there must be a better route than through Georgina.

Mr. Huntley indicated that Queensville will profit from the extension to a much greater extent than Georgina and that all traffic travelling along Highway 404 would bypass Georgina. He noted that he has spoken in the past with residents of the Township of King who say that the noise and fumes created by traffic travelling 2 1/2 concessions away are noticed and impact their properties.

Mr. Huntley indicated that the proposed route for the extension is the 'easy way out' for the Ministry. It would go through the best farm land and gravel pits in the area and too much farm land is being developed as it is.

Agricultural Impacts

A major route generation criteria was to follow lot/concession/field lines to avoid dividing viable farm fields with the highway right-of-way. The preferred alternative has very low agricultural impacts regarding displacement of existing farm operations.

Aggregate Impacts

The preferred route does not displace any aggregate operations.

5. DEPUTATIONS cont'd:

5.10 Hessell Pape

Mr. Pape stated that he believes the extension will service truck traffic, but not the people travelling south to work or those travelling for tourism reasons. He stated that the noise of the traffic will be heard for miles and the extension will cut the community in half.

See earlier comment on purpose of undertaking.

Mr. Pape stated that at a previous public meeting, some residents made their concerns known and as a result, the extension was moved further north. He believes the extension should travel along Ravenshoe Road. He noted that no one travelling the highway will stop in Georgina.

See earlier comment on Ravenshoe Road

Use of Highway 404 through Georgina

The traffic modelling done as part of the Environmental Assessment indicated that a large percentage of origins and destinations of trips are in York Region. For example, in the am peak period in 2021, the estimated number of southbound trips that begin in Georgina is 9565 trips.

5.11 Sibbald Brown

Sibbald Brown was not in attendance.

5.12 Barbara Buck

Ms. Buck stated that due to all the new housing developments in the Keswick area, an extension to Highway 404 is necessary to Ravenshoe Road, but no further north. She stated that the preferred route will take 1/4 of her farmland away and leave non-functional farmland, taking away her source of livelihood.

Agricultural Impacts

In cases where the remaining farm lands are no longer viable for farming the Ministry will offer to buy the entire farm and operations or otherwise compensate the owner for their loss.

Ms. Buck stated that she cannot see how extending the highway would bring business into the community. She believes it will hurt business and sees no advantages to the extension going through Georgina.

5.13 John Sibbald

Mr. Sibbald stated that he has been following the extension of Highway 404 for years and believes that the outcome was predetermined and that it will have a heavy social/economic impact on the Town of Georgina and that it is a shame to bypass an area that is just coming into its own.

Mr. Sibbald indicated that the public meetings in connection with this proposal were not well conducted. He stated that the impacts the extension will have on Lake Simcoe are serious and the Ministry is not listening to the resident's concerns.

See earlier comments on public participation, and Lake Simcoe/watercourse impact mitigation

5. DEPUTATIONS cont'd:

Mr. Sibbald stated that the Ministry needs to develop a proper transit system and it is not a good idea to run the extension through the best land in Georgina. He stated that the downloading from the province means that the taxpayers will be paying approximately \$15.00 per mile for an extension of a highway that will damage the land and the environment in which they live.

Transit Option

Transit and other alternatives to a new road were considered during the Environmental Assessment Proposal stage of this project. The vast majority of trips in York and Durham Regions are made using the automobile. The scattered distribution of origins and destinations throughout York and Durham Regions and Metro Toronto, and the modal transfer requirements likely to be necessary are not conducive to developing and sustaining large transit ridership.

Construction Cost

The Highway 404 Extension as proposed from Davis Drive to Highway 12, is a provincial undertaking and therefore is funded by the province. Although the above comment regarding "downloading" is unclear, the Ministry has not approached the Town seeking funding for the Highway 404 extension.

Mr. Sibbald stated that the cost to the Town would be very high. There is a high risk of serious pollution being created by the extension and that there has already been a great change in the quality of the Lake water over the last thirty-five years.

See earlier comment regarding Lake Simcoe and Watercourse Impact Mitigation

Mr. Sibbald stated that the better way to go would be to widen the existing roadways to serve the Town of Georgina as originally proposed and urged Council to oppose the extension as proposed.

5.14 Ernie Henn

Mr. Henn stated that all the graphs shown to the public indicated the traffic travelling south from Keswick, and did not mention any traffic north of Keswick.

Mr. Henn stated that he had attended a public meeting two years ago at which everyone opposed the extension through Georgina, some of whom owned businesses in the area, but it did not seem to do any good, because nothing has changed and everyone is back again at this meeting.

Mr. Henn named nineteen businesses operating within a three kilometre stretch of Highway 48 at the north end of Pefferlaw and stated that they will all be either severely affected or put out of business by the highway extension, due to the diversion of business away from the area. He noted that progress has its costs and the Ministry should have a second look at this proposal, as it will cause displacement of jobs and people.

Economic Impacts of Highway 404 Extension

To address economic impacts to the Pefferlaw area, the Ministry is providing a interchange at Pefferlaw Road. The Town of Georgina Council noted that an interchange in the Pefferlaw area would "service the residents and businesses of Pefferlaw" and reduce potential economic impacts to the community. Overall, it is anticipated that the building of new highways has a positive affect on the growth of the economy.

Mr. Henn stated that he is not against the extension of the highway, just that it is being proposed to be built in the wrong place.

5.15 John Hicks

Mr. Hicks stated that he would like to speak about mid-concession wood lots and Highway 7 and 12 linkage opportunities.

Mr. Hicks outlined the classifications of wetlands through Georgina and stated a highway should not be built through the wetland maze in Georgina.

5. **DEPUTATIONS cont'd:**

Mr. Hicks indicated that the extension of the highway along the proposed route will force a bisection of wetland/wood lands that have a natural northeast/southwest pattern. He noted that a bisection of forests, as well as the fish and wildlife habitat that is guarded by the Ministry of Natural Resources will also occur, ultimately destroying them.

Natural Environmental Impacts

The objective of the corridor generation process was to avoid severe impacts on the natural environment. (see earlier comments on corridor generation). Some impacts to the natural environment, however, could not be avoided. Where avoidance is not possible, the impact could be minimized through the route location process. Where possible, where impacts are found, the impact is mitigated. Destruction of fish habitat requires a federal permit.

Mr. Hicks also indicated that if the highway was extended along Ravenshoe Road, it could link up with Highway 7. An easterly lot would

assist the residents and businesses of the Town. He noted that the York Region Official Plan had originally supported a linkage to Highways 12 and 7 but that provision was taken out for some unknown reason and requested Council investigate why this provision of support was removed from the Official Plan document.

Connection to Highway 12 and Highway 7.

Earlier studies suggested that Highway 12/7 may be a "convenient" terminus for Highway 404 extension, but an early finding in this study indicated that the primary orientation of demand is north south, and therefore Highway 12/48 is preferred over Highway 7.

5.16 Glenn Ulrich representing the Georgina Board of Trade

Mr. Ulrich stated that seventy percent of Georgina residents commute south and that extending Highway 404 would be more economical than widening Leslie Street and Woodbine Avenue. He noted that the extension would attract tourists and relieve the burden on the taxpayers of the area.

5.17 Daniel Hammond

Mr. Hammond stated that he is Vice-President of Transport 2000 Ontario and a resident of Cannington. He stated that Transport 2000 Ontario is an advocacy group for improved transport.

Mr. Hammond indicated that a lot of environmental issues are created by the proposed extension and the residents of Georgina have been lead to believe that the extension will bring more jobs and visitors to the area and it will take half the time to travel to work. But he does not believe any employer has come forward and offered employment opportunities to anyone in Georgina if the highway is built in the proposed location.

Mr. Hammond stated that the travelling is faster north of Davis Drive than it is south of Davis Drive. He stated that no toll charges to Toronto would be more beneficial to residents than the extension of the highway.

5. **DEPUTATIONS cont'd:**

5.18 Bill Foster

Mr. Bill Foster stated that he lives in East Gwillimbury and has been involved in the proposal for five years. He stated that the Ministry of Transportation had indicated that its mandate was to build highways for inter-regional transportation but the Ministry's representative talked about extending the highway due to growth which is a regional issue.

See earlier comment on Purpose of the Undertaking

Mr. Foster stated that Council should encourage the Ravenshoe Road solution and noted that all land in this area is precious and should not be expropriated for a highway extension.

Mr. Jacobs of the Ministry of Transportation stated that this is a timing issue. The extension will not be constructed in the near future. He stated that the Environmental Assessment Study has only just been submitted for approval, which will take up to one year to process, then construction north of Davis Drive will be considered.

Mr. Jacobs stated that Ravenshoe Road was considered as a possible extension route, but due to the number of major wetlands that would be effected along this route, it was abandoned.

6. **COUNCIL DEBATE:**

Ms. Munro stated that the Ministry of Transportation goes to the Ministry of Environment and Energy with a proposal based on the research conducted over the last few years. If the Ministry of Transportation was requested to make adjustments at this point, the process would have to begin all over again.

Mr. Jacobs stated that there is no corridor sufficient along Ravenshoe Road to accommodate the highway extension.

7. **COUNCIL RESOLUTION TO ESTABLISH FORMAL POSITION:**

Moved by Councillor Hastings

Seconded by Councillor Hackenbrook

RESOLUTION NO. SC-98-247

THAT THE COUNCIL OF THE TOWN OF GEORGINA IS OPPOSED TO THE PROPOSED ROUTE OF HIGHWAY 404 NORTH OF RAVENSHOE ROAD AND THAT IT RESPECTFULLY REQUESTS THE MINISTRY OF TRANSPORTATION AND THE MINISTRY OF ENVIRONMENT TO RESTUDY AND ALTER THE PROPOSED ROUTE TO A CORRIDOR EASTERLY ALONG RAVENSHOE ROAD, OR IMMEDIATELY SOUTH OF RAVENSHOE ROAD.

A recorded vote was requested.

The Deputy Clerk recorded the vote as follows:

	<u>YEA</u>	<u>NAY</u>
Mayor		Grossi
		x
Regional Councillor Wheeler	x	
Councillor Hackenbrook		x
Councillor		
	Hastings	
	x	
Councillor Jamieson		x
Councillor McClatchie		x
YEA	- 5	
NAY	- 1	

carried.....

8. BY-LAW TO CONFIRM PROCEEDINGS:

Moved by Councillor Hastings

Seconded by Councillor Hackenbrook

That the following by-law be given three readings:

By-law Number 98-063 (COU-2)

Being a by-law to confirm
the proceedings of Special
Council.

carried.....

9. ADJOURNMENT:

Moved by Councillor McClatchie

Seconded by Councillor Jamieson

That the Meeting adjourn at this time (9:45 p.m.).

carried.....

Robert A. Grossi, Mayor

Larry Simpson, Town Clerk

TOWN OF GEORGINA

COUNCIL MINUTES

May 25, 1998
(7:38 p.m.)

1. MOMENT OF MEDITATION:

A moment of meditation was observed.

2. ROLL CALL:

The Clerk gave the roll call and the following members of Council were present:

Mayor Grossi	Regional Councillor Wheeler
Councillor Jordan	Councillor Jamieson
Councillor McClatchie	Councillor Hackenbrook
Councillor Hastings	

3. COMMUNITY SERVICE ANNOUNCEMENTS:

The Council Members were made aware of a number of community events taking place.

4. INTRODUCTION OF ADDENDUM ITEMS AND DEPUTATIONS:

- 4.1 Mayor Grossi indicated that nineteen members of the public had advised the Clerk's Office that they wish to address Council as deputations concerning Item No. 18.1.

5. APPROVAL OF AGENDA:

Councillor Hastings requested that Item No. 18.1 of the agenda be removed and voted on separately.

Moved by Councillor Jordan

Seconded by Councillor Jamieson

That the agenda, excluding Item No. 18.1, be approved.

carried.....

5. APPROVAL OF AGENDA cont'd:

Moved by Councillor Hackenbrook

Seconded by Councillor Jamieson

That Item No. 18.1 of the agenda be approved.

carried.....

6. DISCLOSURE OF PECUNIARY INTEREST:

Councillor Jordan declared an interest in Item No. 18.1 because she rents property within the proposed Highway 404 extension route.

7. MINUTES OF THE PREVIOUS MEETING:

Moved by Councillor Jamieson

Seconded by Councillor Jordan

That the following sets of minutes be adopted as presented:

7.1 Minutes of the Special Council Meeting held on April 29, 1998.

7.2 Minutes of the Special Council Meeting held on May 4, 1998.

7.3 Minutes of the Council Meeting held on May 11, 1998.

7.4 Minutes of the Special Council Meeting held on May 19, 1998.

carried.....

8. BUSINESS ARISING FROM THE MINUTES:

Councillor Hastings requested that the following portion of the Special Council Minutes of April 29, 1998, be referred to the Director of Development Services for investigation: "... (John Hicks) noted that the York Region Official Plan had originally supported a linkage to Highways 12 and 7 but that provision was taken out for some unknown reason and requested Council investigate why this provision of support was removed from the Official Plan document."

9. DEPUTATIONS:

- 9.1 Shaeron Aldridge, Peacemakers Club, to update Council on progress made to date on the Georgina Peace Garden and to discuss details respecting signs to be posted in and around the Garden.

Ms. Aldridge stated that half of the shrubs have been pledged for the garden and all the perennials have been donated from resident's gardens. She noted that a 'Peace Garden Digging Day' will be held on June 6 from 9:00 a.m. to 4:00 p.m. to plant the bushes, shrubs and flowers.

Ms. Aldridge requested that Council approve the installation of a sign advertising the existence and location of the Peace Garden. The design of the sign and the location of the sign on the Civic Centre grounds is entirely up to Council.

Ms. Aldridge submitted a coloured copy of what the garden will look like once completed and suggested that a two foot square digital photo sign be erected within the garden boundaries. This sign would look like a photo of the garden from far away, but once up close, the plants, leaves, bushes, etc would actually be made of the names of individuals associated with the establishment of the garden.

Moved by Councillor Jordan

Seconded by Councillor Hackenbrook

RESOLUTION NO. C-98-283

THAT THE DEPUTATION MADE BY SHAERON ALDRIDGE UPDATING COUNCIL ON PROGRESS MADE TO DATE ON THE GEORGINA PEACE GARDEN AND REQUESTING THE ERECTION OF TWO SIGNS TO BE POSTED IN AND AROUND THE GARDEN, BE RECEIVED AND THAT MS. ALDRIDGE CONTINUE TO DIALOGUE WITH THE DIRECTOR OF LEISURE SERVICES ON THE PROJECT.

carried.....

18. OTHER BUSINESS:

18.1 Proposed Highway 404 Extension

Councillor Jordan declared an interest in Item No. 18.1 because she rents property within the proposed Highway 404 extension route; she did not participate in any discussion or vote.

Mr. Paul Nicholls stated that he is in attendance as President of the Pefferlaw Association of Ratepayers.

18. OTHER BUSINESS cont'd:

Note that only new concerns are being responded here by MTO. Please see April 29/98 Minutes for responses to issues that were raised then and again on May 25.

Mr. Nicholls stated that as he had indicated at the Special Council Meeting held on April 29, 1998, the association conducted a telephone survey to determine the number of residents in opposition to the proposed route for the extension of Highway 404 through the Town of Georgina and the results indicated an overwhelming number of residents in opposition to the proposed route.

Mr. Nicholls reiterated the association's concerns that the outcome of the Ministry of Transportation's survey was predetermined, that public input was either not sought or ignored, that the Ministry did not determine the true impact the proposal will have on Pepperlaw and that the route should follow Ravenshoe Road.

Mr. Nicholls indicated that the further north the highway extension is located, the fewer people it will serve. He noted that the highway will have a negative impact on Lake Simcoe and the environment and upset the local economy and requested Council continue to support its resolution made on April 29, 1998. He indicated no one wants to travel north to go south.

North vs South Location of Highway 404

The York Region Official Plan indicates the future population growth will be concentrated in the vicinity of Lake Simcoe. Hence the route evaluation process ranked routes further north as better for transportation, in the long term, than routes further south. A route closer to the population would better serve commuters, since it will not overload the local road system that acts as a collector-distributor system for Highway 404.

Mr. Glenn Ulrich of the Board of Trade stated that the Board endorses the Ministry of Transportation's proposed route for Highway 404 and that the highway is needed at least as north as Ravenshoe Road. The highway extension is a long term goal and will benefit the Town.

Mr. Ulrich requested that Council make a decision that will benefit the Town and take the tax burden off of the residential taxpayers by bringing in more business due to the close proximity of the highway to Georgina.

Mr. John Sibbald of 55 Hedge Rd, Jackson's Point, endorsed Mr. Nicholls' deputation. He indicated that \$50 Million dollars is to be invested in a water system for Georgina and will be started this fall to serve the residents for the next thirty years, but no one considered that Lake Simcoe may be an unsatisfactory

source of water in thirty years time.

Mr. Sibbald stated that in 1890, the City of Toronto considered Lake Simcoe as a source of water but the lake was too small to supply the quantities required and its quality was not acceptable due to a high level of vegetable matter and the fragile nature of the Lake. In 1970, it was discovered that through the fisheries, the lake was beginning to deteriorate noticeably and in 1985, a report was produced that stated the lake had to be properly managed, or it would be lost.

Mr. Sibbald made reference to an article he had read in the local newspaper respecting the damaging effects of roads and motor vehicles on the environment and landscape, how roads begin to introduce pollution to an area at the time construction begins. It was noted in the article that road run-off carries more spilled oil in one year than the Exxon Valdez oil spill created.

Roadway Run-off

See earlier comment "Lake Simcoe And Watercourse Impact Mitigation"

18. OTHER BUSINESS cont'd:

Mr. Sibbald suggested that the Highway extension run east-west and connect to Highways 7 and 12 as originally proposed and requested that a focus group be established to review the transportation and recreational needs of the community and develop a proposal for transportation.

Mr. Ernie Henn, 112 Riverbank Drive, Pefferlaw, stated that he has been to every meeting concerning the extension of highway 404, including meetings hosted by the Ministry of Transportation and workshops and the results are always the same, with the majority of residents and businessmen opposed to a northern route through Georgina.

Mr. Henn stated that the previous Council made a motion that the extension go no further north than Ravenshoe Road and then travel east. He inquired how many times Council has to vote on this matter before it realizes the majority of people do not want a northern route of the highway?

Mr. Henn suggested that all development be put on hold until a proper infrastructure is established to solve the traffic problems that we currently have.

Mr. Daniel Hammond, 31490 Lake Ridge Rd, Cannington, Vice President of Transport 2000, an advocacy group for transportation, stated that a bus service could be implemented within three months and the abandoned rail lines could be rerailed to improve the transportation concerns, as opposed to constructing an extension of a high-speed highway.

Mr. Hammond wondered why the Province is offering money to extend Highway 404 but is offering nothing to improve the transportation system in Georgina.

Improvements to Transportation System in Georgina

The municipalities are responsible for the local and regional road system within their respective boundaries. The province is responsible for the long-distance movement of people and goods. The traffic modelling exercise that was done as part of the Highway 404 extension EA, found that the municipal roads would benefit from the Highway 404 extension because they will be relieved of the long-distance through traffic, allowing such roads to better serve local and regional traffic.

Mr. Jim Reeves, 27359 Highway 48, Sutton West, stated that there are three concerns that he would like to discuss at this time being the need for a highway, the pressure to extend the highway and the 'not in my back yard' syndrome.

Mr. Reeves noted that if a motion is made to reconsider a motion, the motion to reconsider has to be made by someone on the affirmative side of the first vote.

Mr. Reeves stated that he lives on Highway 48 and that most vehicles travel at, or above, the speed limit, that it is by no means overloaded. He stated that there is no current need for another highway in the northern/eastern area of the Region. He advised that he does not believe the projections of the 1970's and 1980's are valid any longer.

No current need for Highway 404 extension

The EA for the Highway 404 extension included a traffic modelling exercise, as an earlier phase. The modelling indicates that an extension of Highway 404 is required to accommodate future growth in traffic volumes. There is already an existing traffic problem, as can be verified by the Region of York, on both Leslie Street and Woodbine Avenue between Davis Drive and Ravenshoe Road. Highway 48 does not have any current major capacity deficiencies but can be expected to experience some congestion during the morning peak periods as the development of the York Official Plan is implemented. Many sections of Highway 48 currently do experience major congestion during recreation periods such as Sunday summer evenings. The peak volume of recreational traffic currently on Highway 48 can be expected to be equalled or exceeded during weekday peak periods in the future, if no extension of Highway 404 is built.

Mr. Reeves indicated that the Ministry and the Town should work on a solution that would be conducive to Georgina, that Georgina should not be pressured by the Ministry to either accept the proposal as proposed or nothing will happen at all. Georgina should not have to sacrifice the eastern area of the community to accept an extension of Highway 404.

18. OTHER BUSINESS cont'd:

Mr. Reeves stated that there are better environmental solutions in the world, that raised highways have been built over the everglades and wetlands in other parts of the world at a higher cost, but the runoff of these highways are much better managed. There are solutions. Georgina should not be blackmailed by the Ministry at the expense of their community.

Need for raised highway

The construction of very long structures to cross through the core area of large natural areas would be cost-prohibitive. Through the corridor generation process, natural area crossing locations that result in low wetland impacts were identified. See earlier comments on the Ravenshoe Road issue as it describes route generation criteria used for this project.

Mr. John Hicks, 291 Metro Road North, Keswick, submitted a route map, an impact map, an outline of York Region Transportation Department's desire to link Highway 404 with Highways 7 and 12 in 1994 and America's Environmental Protection Agency criteria for placing roads over wetlands.

Mr. Hicks stated that at the last meeting in April, he had advised Council on the glaciation in a north-south/east-west pattern that the proposed highway would essentially cut through at right angles. He indicated that the landscape and natural systems will be severely effected if altered in any way and this will affect the Lake eventually.

Mr. Hicks indicated that a route along Ravenshoe Road has its own problems, but if the highway extension route was easterly along Ravenshoe Road, it could make an important link with Peterborough and Lindsay and wondered why this linkage possibility was not investigated by the Ministry at the time it was developing a route.

Mr. Hessel Pape, 556 Catering Road, Sutton West, stated that he has heard many arguments why the extension should not go through Georgina. He stated that there is no doubt that a major highway is necessary and inevitable, but its route should not be through Georgina. He stated that Council listened to the concerns and acted accordingly by passing a resolution opposing the extension of Highway 404 north of Ravenshoe Road.

Mr. Pape indicated that Council's position was forwarded to the Ministry of Transportation on May 8, 1998 and then a reconsideration motion was put forward at the Special Council Meeting of May 19th with no public input. He stated that if a motion has been acted upon, then it cannot be reconsidered.

Mr. Duff Chadwick, 24727 Warden Avenue, Keswick, stated that he was happy

with Council's motion of April 29th and stated that the extension of Highway 404 through Georgina would have negative impacts on the environment, trade and economy and tourism. He stated that he had been under the impression that Council had put a lot of thought into their motion of April 29th, and cannot believe that Members of Council have now changed their minds.

Mrs. Mary Pape, 556 Catering Road, Sutton West, stated that the Special Council Meeting of April 29th was well publicized and both objections to, and support of, the extension of Highway 404 through Georgina were heard. She stated that she was elated with Council's decision and that Council had actually listened to the resident's concerns.

18. OTHER BUSINESS cont'd:

Mrs. Pape stated that Council had months and years to attend meetings, to study the Ministry proposals and listen to the resident's concerns. Council had committed itself on April 29th by making a formal motion of its position and forwarded that position to the Ministry. Council was not swayed or bullied into anything by the Ministry and she is proud of Council.

Mrs. Pape noted that the Ministry of Transportation's mandate is to serve the best interests of the taxpayers and the environment.

Ms. Lynn Fairweather-Leinster, 4 Station Road, Pefferlaw, stated that the extension of Highway 404 through Georgina will split the community and negatively affect the environment.

Mr. Jamie Huntley, R.R. #3, Sutton West, asked why Council changed its mind. He noted that most of the speakers at the Special Council Meeting on April 29th did not live in Pefferlaw as indicated in the newspaper. He stated that the highway extension would produce salt runoff, fumes and noise, destroy choice farmland and produce welfare ghettos in Georgina. He noted that by the year 2020, there will be food shortages around the world due to farmland being taken over by roads and development.

Mr. Gary Sedore, Willow Beach, stated that he is proud of Council for making a wise decision at the previous meeting on April 29th to stop the extension of Highway 404 through Georgina.

Mr. Sedore stated that farmland is ignored when it comes to development of any kind. He noted that Georgina should not be destroyed for the benefit of the southern areas of the Region. He suggested that anyone owning property on the expropriation list hire a lawyer to be involved in the negotiations.

Mr. Joe Klesitz, 24198 Highway #48, Baldwin, stated that he represents the individual businessman. He lives on Highway #48 and has noticed that the truck

traffic is bumper to bumper and that the trucks need another highway on which to travel. He requested Council to approve the extension of Highway 404 through Georgina.

Mr. Jack Smallwood, 354 Catering Road, Sutton West, stated that the highway extension may be environmentally and technically sound, but it should be amended if it does not take the resident's best interests into account.

Mr. Tom Davies, 261 Lakeview Blvd., Keswick, stated that he has an engineering background and is in favour of the extension of Highway 404, even through Georgina. He stated that the more lanes are available on a highway, the less accidents occur, due to less congestion. He noted that there are various types of expressways, and that the proposed highway would be a controlled access divided highway with a grass median down the centre approximately 20 metres in width which is the safety type.

18. OTHER BUSINESS cont'd:

Mr. Davies noted that there are alternatives to using salt on roadways. He stated that if sand was used, motorists would not have the false sense of security they seem to have when salt is on the road, and they would not drive as fast, therefore eliminating some of the accidents that occur.

Mr. Davies stated that less carbon monoxide would be released into the atmosphere from vehicle emissions if vehicles did not have to constantly stop and start at traffic signals, but rather were travelling on expressways without traffic signals.

Mr. Davies indicated that controlled access highways limit development and in the long run protects the environment somewhat.

Mr. Cliff Perry, 55 Pinecrest Road, Pefferlaw, stated that he is opposed to the extension of Highway 404 through Georgina. He suggested that a significant community reinvestment fund be given to the community in compensation for all that they will lose as a result of the extension.

Ms. Betty Guttormson, 39 Highfield Crescent, Keswick, representing the Uptown Keswick Business Association, stated that businesses have suffered and will continue to suffer as a result of the lack of transportation within, and surrounding, the community. She stated that the Town needs to grow and progress.

Ms. Guttormson stated that the Keswick businesses have a vested interest in the community and that the Association members are in favour of the extension of Highway 404.

Moved by Councillor Jamieson

Seconded by Councillor Hastings

That the Rules of Procedure be waived in order to permit other members of the public to address Council on this matter.

carried.....

Moved by Councillor Jamieson

Seconded by Councillor Hackenbrook

That the meeting recess at this time (9:17 p.m.).

carried.....

The meeting resumed at this time (9:30 p.m.).

18. OTHER BUSINESS cont'd:

Mr. Gerry Brouwer, 26905 Civic Centre Road, Keswick, stated that Georgina desperately needs a new road system, especially in the Keswick area. He noted that Woodbine Avenue is highly overloaded and if the extension of Highway 404 is supported, nothing will happen for the next few years anyway.

Mr. Brouwer indicated that commuters and business people have no choice but to accept a better road system. He noted that the tax base in Georgina consists of 89% residential and 11% commercial/industrial and this will not change without a new road system.

Mr. Brouwer stated that he agrees with the suggestion of forming a committee to review the problems and assist in resolving the transportation problem.

Melody Smith, 162 Frederick Street, Keswick, stated that she is opposed to a major road being extended through a small town such as Georgina. She stated that she commutes to Pickering and uses alternative routes. She stated that she travels Ravenshoe Road, Concession 4, Highway 47 and Brock Road and that this is an enjoyable route.

Ms. Smith suggested that funds be put towards educating the public in the use of the existing roadways in better ways, car pooling and using the GO bus system. If more people used the alternative roads, another major highway would perhaps not be required at this time.

Ms. Smith advised that the extension of Highway 404 would not help the businesses in the area and that the Keswick area is not built to accommodate

the northern businesses.

Christine Ristich, 93 Church Street, Keswick, stated that she lives, shops and pays taxes in the Town of Georgina, but works in the City. She stated that it used to take her 50 minutes to reach work from home, while it now takes 1 hour and 20 minutes and sees accidents almost every day. She believes the accidents are caused by the amount of people using the roads.

Mrs. Ristich indicated that the simple answers to the problems are not so simple. The minute you advise your insurance company that you intend to car pool, your insurance rates jump too high to be able to afford them, and alternative routes are just too far out of the way to consider.

Mrs. Ristich stated that if an alternative route was chosen other than through Georgina, there would be just as many people opposed to that route as there are opposed to the current route. She noted that the Mayor and Council can only do so much and have only certain options to choose from.

18. OTHER BUSINESS cont'd:

Mr. Hugh Sibbald, 55 Hedge Road, Jackson's Point, stated that the road transportation systems in England eventually ran out of land on which to extend their roads and had to educate their residents to use public transportation. He added that Lake Simcoe is very important and must be considered by promoting public transportation.

Mr. Paul Harpley, 6045 Frog Street, Pefferlaw, South Lake Simcoe Naturalists, stated that he has been involved in this process since 1993 and that this discourse is about four or five years too late and that these concerns should have been voiced and dealt with long before now. He noted that he attended some open houses in June of 1993 and he does not remember a lot of opposition to the proposal at that time.

Mr. Harpley indicated that the main reason that another road is required is due to increased development in Georgina but sees no way the extension of Highway 404 can be justified through Georgina. He stated that the road would only be for Friday afternoon and Sunday night traffic to and from cottages.

See earlier comment "No current need for Highway 404 extension"

Mr. Harpley stated that he has a copy of a letter from Steve Jacobs of the Ministry of Transportation includes reference to a road across an east-west corridor, subject to municipal planning analysis. He noted that the traffic using Highway 48 has been slowed down by traffic signals.

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Mr. Harpley suggested that the Region of York provide a clear and definite plan for improvements to the existing roads.

Ms. Mary Margaret Thorburn, 4 Sherie Lane, Keswick, stated that she has lived in Keswick for eight years and has noticed that a large number of people do not travel to certain destination points in Toronto every day. She stated that her job entails travelling to and from different locations and for that reason, she cannot participate in a car pool or use public transit, as was suggested earlier.

Ms. Thorburn indicated that she does not believe roads divide people, that attitudes do and that she grew up in Montreal, through which a Trans Canada Highway was constructed, but it did not divide Montreal.

Ms. Thorburn stated that a lot of people assumed that the Highway 404 extension was coming and did not bother to attend any meetings. She suggested that a referendum may be in order asking residents if they believe there is a need for Highway 404 to be extended north of Davis Drive.

18. OTHER BUSINESS cont'd:

Mr. John Stevens stated that he was born and raised in Georgina and is the fourth generation of his family to live in Georgina. He stated that he has been fortunate to be able to work within Georgina in Real Estate for twenty years and was told that Highway 404 was coming north. He noted that it will take at least twenty years for the extension to reach Ravenshoe Road and that some of the residents in attendance and other members of the public will no longer be alive by that time.

Mr. Ron McCracken, 32 The Queensway North, Keswick, stated that there have been valid alternatives presented at this meeting to the extension of Highway 404. He stated that the Lake is a precious resource and any highways should be kept as far away from it as possible, adding that industry follows highways and pollution will soon follow, pollution that will find its way to the lake sooner or later.

Mr. McCracken stated that the Region of York should improve Woodbine Avenue and that the piecemeal approach to roads has to stop. He inquired why a road would be widened to four lanes and then the speed reduced on that road. He stated that Council should insist that the Region of York focus its money on improving Woodbine Avenue, which should have been done years ago, that relief is needed now, not in the year 2004.

A member of the public explained that the sewage treatment system is such that

the sewage flows through filters, slag, limestone and sawdust, with the nitrogen coming off of the sewage in gas form. The end product is almost drinkable. He also noted that oil-eating bacteria has been discovered.

Mayor Grossi left the chair and Regional Councillor Wheeler assumed the chair at this time.

Moved by Councillor Hastings

Seconded by Councillor Hackenbrook

That the Council of the Town of Georgina is opposed to the proposed route of Highway 404 north of Ravenshoe Road and that it respectfully requests the Ministry of Transportation and the Ministry of Environment to restudy and alter the proposed route to a corridor easterly along Ravenshoe Road, or immediately south of Ravenshoe Road.

A recorded vote was requested.

18. OTHER BUSINESS cont'd:

The Clerk recorded the vote as follows:

	<u>YEA</u>	<u>NAY</u>
Mayor Grossi		x
Regional Councillor Wheeler		x
Councillor Hackenbrook	x	
Councillor Hastings	x	
Councillor Jamieson		x
Councillor McClatchie		x
YEA -	2	
NAY -		4

defeated.....

Moved by Mayor Grossi

Seconded by Councillor Jamieson

The Council of the Town of Georgina supports the extension of Highway 404 from its current point of termination at Davis Drive in the Town of Newmarket to its proposed link with Highway 12 in Durham, provided that the most environmentally acceptable route is used and that the Ministries of Environment and Transportation work with the Town of Georgina so that any impact on surrounding residences continue to be of the highest priority.

And be it further resolved that the Ministry of Transportation is urged to obtain approvals and proceed with construction as soon as possible.

A recorded vote was requested.

The Clerk recorded the vote as follows:

	<u>YEA</u>	<u>NAY</u>
Mayor Grossi	x	
Regional Councillor Wheeler		x
Councillor Hackenbrook		x
Councillor Hastings		x
Councillor Jamieson	x	
Councillor McClatchie		x

18. OTHER BUSINESS cont'd:

YEA - 3
NAY - 3

lost.....

Moved by Councillor Hastings

Seconded by Councillor Hackenbrook

That the above motion be amended by inserting the words 'other than the present proposed northern route through Georgina' after the words 'acceptable route', and inserting the words 'on a proposed new route' after the words 'surrounding residences' so that it now reads; "...most environmentally acceptable route other than the present proposed northern route through Georgina is used and that the Ministries...any impact on surrounding residences on a proposed new route continue to be of the highest priority."

defeated.....

Mayor Grossi resumed the chair at this time.

10. PUBLIC MEETINGS:

None.

11. COMMUNICATIONS:

11.1 Matters for Routine:

Moved by Councillor Hastings

Seconded by Councillor Jordan

That the following Routine Matters be received:

RESOLUTION NO. C-98-284

11.1.1 Correspondence from Dennis Hearse, Regional Clerk, Region of York, respecting report entitled 'Long Term Water Project - Water Use Efficiency Program'.

11. COMMUNICATIONS cont'd:

RESOLUTION NO. C-98-285

11.1.2 Correspondence from Dennis Hearse, Regional Clerk, Region of York, respecting report entitled 'Temporary Speed Zones 1998 Construction Projects'

RESOLUTION NO. C-98-286

11.1.3 Lake Simcoe Region Conservation Authority minutes of May 8, 1998.

RESOLUTION NO. C-98-287

11.1.4 Region of York Release; 'York Region Opens New Depot for Household Hazardous Wastes'.

carried.....

11.2 Matters For Disposition:

11.2.1 Arcangelo Morea, Marifranco Footwear Int., requesting permission to conduct a shoe and clothing sale on July 2 and 3, 1998 at the Georgina Ice Palace.

Moved by Regional Councillor Wheeler

Seconded by Councillor Hastings

That Council deny the request made by Arcangelo Morea of Marifranco Footwear Int., to conduct a shoe and clothing sale on July 2 and 3, 1998 at the Georgina Ice Palace.

defeated.....

Moved by Councillor Jordan

Seconded by Councillor Jamieson

RESOLUTION NO. C-98-288

THAT COUNCIL GRANT PERMISSION TO ARCANGELO MOREA OF MARIFRANCO FOOTWEAR INT., TO CONDUCT A SHOE AND CLOTHING SALE ON JULY 2 AND 3, 1998 AT THE GEORGINA ICE PALACE.

carried.....

11. COMMUNICATIONS cont'd:

11.2.2 Ms. Susan Kennedy, Georgina Family Life Centre, requesting permission to conduct a 5 km walk/run within the town on Sunday, June 28, 1998 from 10:00 a.m. to 12:00 p.m. and to temporarily close the roads along the proposed route for this event.

Moved by Councillor Jordan

Seconded by Councillor Jamieson

RESOLUTION NO. C-98-289

THAT COUNCIL GRANT APPROVAL TO THE GEORGINA FAMILY LIFE CENTRE TO CONDUCT A 5 KM WALK/RUN WITHIN THE TOWN ON SUNDAY, JUNE 28, 1998 FROM 10:00 A.M. TO 12:00 P.M. ALONG THE PROPOSED ROUTE AND THAT THE REGION OF YORK BE ADVISED OF THE EVENT.

carried.....

12. PETITIONS:

None.

13. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS:

13.1 Recommendations of the Committee of the Whole Meeting held on May 19, 1998:

Moved by Councillor Jamieson

Seconded by Councillor Jordan

That the following recommendations of the Committee of the Whole Meeting held on May 19, 1998, be approved:

RESOLUTION NO. C-98-290

13.1.1 WHEREAS THERE ARE OVER 55,000 MOTOR VEHICLE COLLISIONS AT INTERSECTIONS THROUGHOUT ONTARIO EVERY YEAR, AND

WHEREAS RED LIGHT CAMERAS CAN DRAMATICALLY ASSIST IN REDUCING THE NUMBER OF INJURIES AND DEATHS RESULTING FROM RED LIGHT RUNNERS, AND

13. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS cont'd:

WHEREAS THE INSTALLATION OF RED LIGHT CAMERAS AT DANGEROUS INTERSECTIONS HAS PROVEN TO BE SUCCESSFUL IN AUSTRALIA, GERMANY, NETHERLANDS, NORWAY, SWEDEN, SWITZERLAND, SINGAPORE AND THE U.K.; AND

WHEREAS THERE IS A SHORTAGE OF POLICE OFFICERS, AND

WHEREAS THE COLLISIONS AT THESE INTERSECTIONS ARE RESULTING IN SERIOUS INJURY TO PEDESTRIANS, CYCLISTS AND MOTORISTS, AND

WHEREAS THE PROVINCIAL GOVERNMENT HAS ENDORSED THE USE OF A SIMILAR CAMERA SYSTEM TO COLLECT TOLLS ON HIGHWAY 407, AND

WHEREAS MAYORS AND CONCERNED CITIZENS ACROSS ONTARIO HAVE BEEN SEEKING PERMISSION TO UTILIZE RED LIGHT CAMERAS,

THEREFORE BE IT RESOLVED THAT THE GOVERNMENT OF ONTARIO BE URGED TO SUPPORT THE INSTALLATION OF RED LIGHT CAMERAS AT HIGH COLLISION INTERSECTIONS TO MONITOR AND PROSECUTE MOTORISTS WHO RUN RED LIGHTS.

RESOLUTION NO. C-98-291

13.1.2 1. THAT THE APPLICATION SUBMITTED BY OXFORD HOMES, BEING AN APPLICATION FOR RELIEF FROM THE PROVISIONS OF SECTION 8.1(C) OF TOWN OF GEORGINA SIGN BY-LAW, 97-075 (PUT-1), WITH RESPECT OF A REAL ESTATE DEVELOPMENT SIGN LOCATED AT 130 METRO ROAD NORTH BE DENIED.

2. THAT THE APPLICATION SUBMITTED BY OXFORD HOMES, BEING AN APPLICATION FOR RELIEF FROM THE PROVISIONS OF SECTION 8.1(C) OF TOWN OF GEORGINA SIGN BY-LAW, 97-075 (PUT-1), WITH RESPECT OF A REAL ESTATE DEVELOPMENT SIGN LOCATED AT 24239 WOODBINE AVENUE BE DENIED

3. THAT THE MUNICIPAL LAW ENFORCEMENT DIVISION IS HEREBY DIRECTED:

A) TO CARRY OUT THE NECESSARY ENFORCEMENT ACTIONS AGAINST OXFORD HOMES FOR ILLEGALLY ERECTING SIGNS IN CONTRAVENTION OF THE TOWN'S SIGN BY-LAW.

13. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS cont'd:

B) NOT TO SEEK ANY ORDER FOR THE REMOVAL OF THESE SIGNS PROVIDING OXFORD HOMES SUBMITS TO THE TOWN AN UNDERTAKING AGREEING TO REMOVE BOTH SIGNS WHEN BUILDING PERMITS HAVE BEEN ISSUED FOR 75% OF THE LOTS IN THE SUBDIVISION OR NO LATER THAN ONE YEAR FROM THE DATE OF COUNCIL'S DECISION, WHICHEVER OCCURS FIRST.

4. THAT THE TOWN CLERK ADVISE OXFORD HOMES THAT ANY FUTURE VIOLATIONS OF THE TOWN'S BY-LAWS WILL BE DEALT WITH TO THE FULL EXTENT OF THE LAW SO THAT THE

INTEGRITY OF THE TOWN'S BY-LAWS IS
MAINTAINED.

RESOLUTION NO. C-98-292

13.1.3 THAT THE CORPORATION OF THE TOWN OF GEORGINA AUTHORIZE
TRANSFERS FROM THE FOLLOWING RESERVES:

DEVELOPMENT CHARGE RESERVE

-ADMINISTRATIVE FACILITY COMPONENT \$20,000.00
-RECREATIONAL COMPONENT \$25,000.00

PARK RESERVE

-DE LA SALLE BUILDING RETROFIT \$ 7,500.00
-WEST PARK FILL \$ 3,500.00

RESOLUTION NO. C-98-293

13.1.4 THAT THE STATEMENT OF DEVELOPMENT CHARGES COLLECTED AS OF
DECEMBER 31, 1997 AND AS OF DECEMBER 31, 1996,
UNDER THE DEVELOPMENT CHARGES ACT, 1998, BE
RECEIVED FOR INFORMATION.

carried.....

14. UNFINISHED BUSINESS:

None.

15. REGIONAL BUSINESS:

None.

16. BY-LAWS:

Moved by Councillor Jamieson

Seconded by Councillor Jordan

That the following by-laws be given three readings:

16.1 By-law Number 98-073 (PL-1) Being a By-law to deem lots not to be
lots on a registered plan of
subdivision, Edith and
John Page, Lots 12,14 &

- 16.2 By-law Number 500-98-018 Being a By-law to Amend Zoning By-law 500, 803288 Ont. Ltd. (LaRue), Part Lot 4, Concession 2 (NG), Block 60.
- 16.3 By-law Number 500-98-019 Being a By-law to Amend Zoning By-law 500, 803288 Ont. Ltd. (Incorporated Synod of the Diocese of Toronto), Part Lot 4, Concession 2 (NG), Block 57.
- 16.4 By-law Number 500-98-020 Being a By-law to Amend Zoning By-law 500, 1236059 Ontario Incorporated, Part of Lot 7, Concession 3 (NG).

carried.....

17. NOTICES OF MOTION:

None.

18. OTHER BUSINESS:

None.

19. BY-LAW TO CONFIRM PROCEEDINGS:

Moved by Councillor McClatchie

Seconded by Regional Councillor Wheeler

That the following by-law be given three readings:

By-law Number 98-074 (COU-2) Being a by-law to confirm the proceedings of Council.

carried.....

20. ADJOURNMENT:

Moved by Councillor Jamieson

Seconded by Councillor McClatchie

That the meeting adjourn at this time (10:58 p.m.).

carried.....

Robert A. Grossi, Mayor

Larry Simpson, Town Clerk

Comments on attachments

1. Letter from Lakewatch Society

Their concerns have been addressed in comments contained in these minutes and April 29 minutes.

2. Dan Hammond letter

See earlier comment on Lake Simcoe and Watercourse Impact Mitigation

3. Letter to Editor of Georgina Advocate from John Sibbald

The Ministry is committed to conducting a fair and open process. Each of the local newspapers, was paid to carry notices of upcoming Public Information Centers. Based on this notification, newspapers could decide to send a reporter. In addition, Mr. Slykhuis, editor of the Georgina Advocate recently indicated to MTO that the allegations contained in the letter to the editor suggesting the study team restricted media access to their information sessions are false.

4. Paul Rothfels deputation to council dated 95-05-23

A letter was sent to Mr. Rothfels dated June 13, 1994 and is enclosed

here:

Ministry of
Transportation
Planning Office

3rd Floor, Atrium

Avenue

5522

4382

1201 Wilson

Downsview, Ontario
M3M 1J8

Telephone: 235-

Facsimile: 235-

June 29, 1998

Mr. Paul Rothfels
R.R. #1
Prefferlaw, Ontario
L0E 1N0

Dear Mr. Rothfels:

**RE: Highway 404 Extension
Critique Submitted by South Lake Simcoe Wilderness Coalition and
South Lake Simcoe Naturalist Club**

This letter is further to my last letter to you dated November 17, 1993. This letter should provide you with a more detailed response to your letter of August 26, 1993.

I would like to thank you again for your contribution to this project, and look forward to your continued participation.

Since late 1993, the study team has undertaken a considerable amount of work to refine the issue of need and justification and study area, to address public and agency comments. A comprehensive traffic study was undertaken to determine traffic origin and destination patterns in the general area, the trips generated by existing and future population and employment, and finally, what type of facility and general location (study area) would be most appropriate to address existing and future deficiencies. Full consideration was given to all other study area alternatives, such as Highway 407/Highway 12, or the possibility of making an east-west connection between the Highway 404 corridor and Highway 12 at a corridor south of Davis Drive. To determine the appropriate study area, each alternative was compared to the overall transportation need.

Our analysis has, in part, included municipal planning aspirations as contained in the York Region Official Plan which became available in draft form in late 1993, and was recently approved by York Region Council, following a public consultation process.

The Official Plan provides a future vision of York Region. Development in the south of York Region will increase to levels that result in double today's employment levels.. Residential development will increase the population of Sharon, Keswick, Sutton and Pefferlaw. Much of this population will be employed in the developing areas of south York Region (as opposed to Metro Toronto).

Based on this level and type of development, commuter traffic volumes can only be safely, and efficiently accommodated by the use of a separate freeway-type facility on a new right-of-way. The provision of a freeway type facility will allow for an efficient division of long distance and local traffic thereby allowing the regional road network to maintain its primary function of serving local traffic demands at an acceptable level of service.

The study area has been extended northerly to include all of the Town of Georgina since our traffic analysis has shown that the facility must be located close to the proposed development, or else the regional roads connecting to the freeway will become over capacity during peak periods.

The relationship between the proposed development and the required road facility considers the following:

- ? There are already significant capacity deficiencies on Woodbine Avenue, and Leslie Street, between Ravenshoe Road and Davis Drive, and widening to four lanes is required just to accommodate today's volumes. (This finding has been confirmed by the Region of York Transportation Department, and by many members of the public who travel these routes

during peak periods.) (Refer to Exhibit 3 of the EAP).

- ? The population of Pefferlaw, Sutton, Keswick, and Sharon will almost double the existing levels by 2011 (refer to the secondary plans of these municipalities).
- ? The north-south routes of Woodbine Avenue and Leslie Street would require further widening to accommodate the traffic increase due to this development.
- ? Any widening of Leslie Street would be virtually impossible through Sharon as the right-of-way is limited by the adjacent development.
- ? The social and economic impacts of high volumes of long distance traffic passing through the centre of the communities would be far greater than planning for a freeway in a new location. Using existing roads will result in impacts to property that in many cases would be unacceptable. For safety reasons a low speed limit would likely have to be imposed resulting in greatly increased travel times for long distance traffic. This would increase driver frustration, and eventually encourage traffic to re-route to even lower design-standard facilities such as local collector roads.
- ? Even if only municipal road widening was undertaken, when all future traffic is considered, there would still be a serious capacity deficiency.
- ? This rationale holds true for the east-west movements as well, between the Keswick area and Highway 12.
- ? A transit service alone will not resolve all future deficiencies in movements of people and goods in this area. A transit service would not have high enough ridership to be feasible and does not provide for the movement of goods. This conclusion does not preclude a future expansion of the transit service for this area but such planning should be undertaken separate from the Highway 404 study. The existing CN rail line would provide a more direct route for transit than the eventual Highway 404 corridor, but because it is diagonal, it would not connect to areas such as Keswick. There is no possibility for transit in the Highway 404 corridor south of Highway 407 since there is insufficient right-of-way and development has occurred up to the limits of existing right-of-way. A more feasible solution to maximize vehicle occupancy is the implementation of high occupancy vehicle lanes. A study is underway to determine the possibility of implementing HOV lanes on existing Highway 404. The outcome of that study will indicate whether a similar study should be considered for the Highway 404 extension.

You may want to acquire the secondary plans for Sharon, Keswick, Sutton, and

Pefferlaw from the municipalities and review the chapters on population and employment projections. Please note that the Ministry of Transportation was not involved in decisions regarding land-use in the York Region Official Plan or any secondary plans, and therefore cannot comment on the justification of the planned development levels. You may wish to contact the York Region Planning Department to discuss land-use issues with them, although the Official Plan has now been approved by Regional Council following a public consultation process.

We will be showing displays at our Public Information Centres, and will have staff there to explain the information presented. I have attached a final version of the Environmental Assessment Proposal (EAP), for your information.

Impacts to the wetland areas can be minimized by consideration of the following:

- ? routes could utilize areas of existing disturbance,
- ? in very sensitive areas, the road could be built on structure,
- ? in areas where complete property buyouts are required, resulting surplus lands could be reverted to wetland function.

We are also very concerned with impacts to agricultural lands and will continue to consult both OMAF and MNR on these issues.

Our natural environment consultants will be obtaining field information for our purposes in this study. You are welcome to use this information for your own purposes. In addition, there may be the opportunity to have our consultants collect information on your behalf, during their field work this summer. We can discuss this further at your convenience.

The Ministry already is using alternative materials in both the pavement surface as well as fill. Where a cost advantage or even cost equal case exists, many materials can be considered on a site-specific basis such as fly-ash, bottom-ash, blast furnace slag, silica fume etc..

Future right-of-way is based on the ultimate facility type and can vary from 20m for a 2-lane road to 100m or more for a multi-lane freeway. In some cases, reductions can be made from the standard, but for safety and other reasons, the standard should be followed.

In summary you have very valid concerns about the impacts of transportation infrastructure improvements. Be assured that the Ministry shares your concerns. However, there are many opportunities to work together towards a solution which supports future development aspirations, while protecting what is important to you and your community.

I thank you for your letter and trust that you will remain involved in our process and feel free to discuss any issue.

Yours truly,

S. Jacobs, P.Eng.
Senior Project Manager

SJ:cb

cc. Honourable Bob Rae
MPP Larry O'Conner
MP John Cole
Honourable Bud Wildman, Minister of Environment & Energy
Honourable Gilles Pouliot, Minister of Transportation
Honourable Howard Hampton, Minister of Natural Resources
Robert Johnston, Mayor, Town of Georgina
James Mortson, Mayor, Town of East Gwillimbury
Eldred King, Chair, Region of York
Gary Herrema, Chair, Region of Durham
Alan Tonks, Chair, Metro Toronto
Walter Pitman, Chair, Interim Waste Authority
Sylvia Davis, Office of the Greater Toronto Area
Vic Girard, Ontario Hydro
Commission on Planning and Development Reform in Ontario
Waterfront Regeneration Trust
Ontario Round Table on Environment and Economy
Lake Simcoe Region Conservation Authority
The Green Door Alliance
The Pickering Rural Association
Federation of Ontario Naturalists
Durham Field Naturalists
Save the Oak Ridges Moraine
Toronto Sun
Toronto Star
Globe and Mail
Georgina Advocate
Era Banner
Stouffville Sun
Beaverton Express
Uxbridge Times Journal

Letter to Minister Clement from Raymond and Pauline Moore dated Feb 2, 1998.

A response was send and is enclosed:March 13, 1998

Raymond and Pauline Moore
418 Catering Road
Sutton West, Ontario
L0E 1R0

Dear Mr. and Mrs. Moore:

Thank you for your letter of February 2, 1998, regarding your concerns about the Highway 404 Extension Environmental Assessment (EA) study.

The ministry has recently completed an Environmental Assessment study for the extension of Highway 404, and submitted it to the Ministry of Environment for review and approval. The study considered and documented impacts to all aspects of the environment, including social, natural, cultural, and economic factors. The technically preferred route minimizes the overall impacts to the environment while maximizing the benefit to transportation.

MOE will initiate a public review of the final EA documents in the very near future. Notification of the review will be made in local newspapers, indicating where you can view and make comments on the EA documents.

Thank you for writing to express your concerns.

Yours very truly,

Tony Clement
Minister

- TO THE MAYOR AND COUNCIL OF THE TOWN OF GEORGINA
at a Council Meeting Reconsidering the 29 April 1998 Highway 404 Resolution
Keswick, Ontario, Canada, 25 MAY 1998

OUR MEMBERS OPPOSE ANY EXTENSION OF HIGHWAY 404

WE SUPPORT the 29 April 1998 Town of Georgina Resolution, only in so far as we do not advocate an extension to Highway 404 of any kind as stated in our submission to Council of 29 April 1998. In re-stating the standing *Lakewatch 6-Point Submission* here we add supplementary points 7 and 8 :

MEDICAL COMMUNITY OPPOSES HIGHWAY VEHICULAR POLLUTION

7. Immediately following the issuing of our above mentioned Submission; which in part identified the human health risks attributed to the transportation sector [see #4], The Ontario Medical Association's 26,000 doctors declared Ontario; specifically areas of the GTA as "one of the most air-polluted areas in the developed world." The *OMA Report* identified this situation as a "health crisis" and cited vehicular emissions as the prime contributor to a litany of serious health problems including 1800 deaths each year. To improve air-quality the Report focuses on halting highway construction and legislating mandatory reductions in vehicle use.

URBAN SPRAWL INCOMPATIBLE WITH THE GOLDEN REPORT

8. Any extension to Highway 404, any further rural residential development and any infrastructure supporting such remains incompatible with the planning principles of the *Golden Report*, which recommends that development proceed outward from Toronto's core rather than contribute to "urban sprawl" by devouring the countryside. The *unsustainable* development [see #5] witnessed in the Keswick area of the Town of Georgina threatens fiscal, human and environmental health and is an obvious testament to outmoded planning.

on behalf of our MEMBERSHIP

PETER SIBBALD BROWN
psb:lo

Daniel S. Hammond

1 Frimette Crescent
Toronto, Ontario
M6N 4W5
Phone +1-416-420-0212
Fax +1-905-832-8583

31490 Lakeridge Road
RR # 2
Cannington, Ontario
L0E 1E0
+1-705-437-2874

hammond@idea4u.com

Dear Fellow Residents of Georgina:

As a resident of Georgina, I have serious concerns regarding the environmental impact and long term consequences of the development of the community in which I reside that this highway will have. I also want increased economic opportunities for the residents of Georgina.

The Ministry of Transportation, Ontario, consultants, and individuals in Georgina are inferring that this costly highway extension would bring needed economic development to Georgina.

Before any support is extended to this expansion of Ontario's massive road infrastructure, the following questions should answered to the satisfaction of Georgina residents:

The full costs of this highway extension, including roads feeding into this highway and the enlargement of the highway south of Davis Drive to 6 lanes. (This would ensure the shortened traveling times that Georgina residents are expecting from this highway)

How long will the province commit to paying the cost of maintaining this highway?

What efforts has the province, region and/or the town done in regard to providing the residents of Georgina with a usable public transport system?

How will road salt, motor oil, gasoline and other noxious automotive fluids be prevented from entering the ground water?

What businesses, if any, have provided a solid commitment to providing jobs in Georgina if this highway is built?

I too, also have serious questions regarding the benefits that the extension of Highway 404 will bring to the town and residents of Georgina.

Name: _____

Address: _____

**Keswick Baldwin Virginia Pefferlaw Port Bolster
Udora (Circle One) or Other:** _____

Postal Code: - Phone _____ - _____ - _____

(and if applicable) Fax _____ - _____ - _____ **eMail:** _____ @ _____

THE BRIARS

Another world on Lake Simcoe

RECEIVED MAY 21 1998

FAX

of pages: 4
(including cover sheet)

The Briars Inn
& Country Club

TO: Mayor Rob Grossi
Council Members

TEL#: (905) 722-6516
FAX# (905) 476-8100

All-season
Lakeside Resort
& Conference
Centre

FROM: John Sibbald

TEL #: (905) 722-3271
FAX#: (905) 722-9698

Situated in
a distinctive
200 acre
setting just
an hour north
of Toronto

DATE: May 20, 1998

Please distribute among Mayor Rob Grossi and Council Members

The Briars
55 Hedge Road
R.R. #1
Jackson's Point
Ontario, Canada
L0E 1L0

Tel:
(905) 722-3271
Fax:
(905) 722-9698

Information
Canada & USA
1-800-465-2376

Four Diamond
Award
CAA/AAA

Rob!

Thought you and members
of council might like to
see this letter before it
appears in the advocate
Tried unsuccessfully to
reach the Clerk's office to do it -
Sorry to bother you -
See you soon.

John

URGENT

Date: May 20, 1998

Fax to: The Georgina Advocate
(905) 476-5785

Attention: John Slykhuis, Editor

From: John Sibbald

Dear John:

In 1993, the Ontario Government announced a series of Public Information Centers on a Highway 404 extension from Davis Drive to Highways 7/12. This was and continues to be a very important transportation link to everyone in the province including Georgina. The studies were variously described as "environmental assessment studies" and sometimes studies leading to the "technically preferred route".

Announcements in 1994 showed that the south study area (leading to the 7/12 junction) had been dropped, leaving Queensville north through the whole of Georgina and parts of Brock, to connect onto Highway 12 at Highway 48. So we were left with an entirely different situation: the government had changed direction and decided to come through Georgina regardless of the consequences.

To make matters worse, when the Study Team arrived in Georgina without any apparent knowledge of the area (they thought there was no settlement on Highway 48 east of Sutton, etc.) we ran a familiarization program for them. Then we really discovered how determined they were to put the highway through Georgina at any cost to its citizens. Their real purpose and objective was to build a road connecting to the northeastern cottage country for the people of Toronto and west, and the Brechin gravel interests for construction in the Metro area. From then on for Georgina it was a matter of choosing between neighbourhoods and neighbours and not a planning process at all!

The Study Team's process was quite undemocratic in practice. They did not want the press, so they were not invited, as the Study Team did not want "too much public attendance". When I informed the editor of the Advocate of this, he contacted The Team and obtained permission to attend meetings but was warned, they did not want any adverse publicity. From our democratic tradition we were totally unprepared for the narrowness of the process and have been shocked by the change of conclusions from "technical recommendation" to "THE FINAL WORD".

Now there are serious difficulties in the conclusions reached, as it is most likely that Lake Simcoe will now end up badly polluted. We warned the Study Team but they didn't listen. Your readers should think back only three weeks to the announcement that Georgina will spend \$50 million to build a water system to last for the next 30 years and supply up to 80,000 people in the western

parts of Georgina.

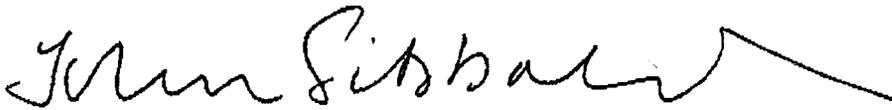
The conclusions are obvious, with Lake Simcoe declining and senior-level people in government frightened to talk out loud about just how bad it is, we are facing a future without any drinkable water and Lake Simcoe, our major resource a polluted disaster, our home town uninhabitable.

How can anyone blame a Council for deciding to stop a highway which could ruin this area in the first quarter of the next century?

For those of us who love Georgina, it is terrible to think of our children having to leave, and our grandchildren never able to return to enjoy our home as we have.

What is "the bigger picture"? Certainly an east-west highway is required, but the site should be chosen fairly and objectively. A whole new approach to controlling pollution from the highways is essential, not just for Georgina but for everywhere in the province. Let us hope that Georgina's Advocate will take a look at the bigger picture and help all of us in future. We need to be better informed so that we and our governments can find the best way through this maze of difficult problems to future success. There can only be one side, "Love the people and love the earth". THIS IS SURVIVAL.

Yours truly,

A handwritten signature in cursive script, reading "John Sibbald". The signature is written in dark ink and has a long, sweeping horizontal line extending to the right at the end.

John Sibbald

9. DEPUTATIONS (con'td.):

Ms. Hewitt requested that the Town donate some space in which to set up the business, as they are trying to maintain a low-budget working cost. Ms. Hewitt also advised they were exploring other avenues to obtain other items required (ie. computers, etc.). Ms. Hewitt also requested that she be given a letter of support from Town Council.

Moved by Councillor Gunn

Seconded by Councillor Hackenbrook

RESOLUTION NO. C-95-269

THAT THE REQUEST BY TERRI HEWITT, YOUTH SERVICES CO-ORDINATOR, GEORGINA COMMUNITY RESOURCE CENTRE, BE RECEIVED, AND THAT ROMAN MARTIUK, CHIEF ADMINISTRATIVE OFFICER, FILE A REPORT FOR COUNCIL REGARDING THE VACANT PROPERTIES/LEASING PROPERTIES AVAILABLE WITHIN THE TOWN.

Carried.....

9.6 Paul Rothfels, regarding the Highway 404 extension.

Mr. Rothfels advised Council of certain specific reasons why he is opposed to the MTO'S study. Mr. Rothfels feels the following items were not considered:

- the projected growth of the south end of Durham and lack of an efficient Durham corridor to pass the east side of Lake Simcoe;
- the integration of Highway 407;
- the possible use of the Highway 404/Bradford by-pass for traffic between Orangeville and Peterborough;
- the impact on local traffic;
- the upgrading of Woodbine Avenue which would be required to handle the increased amount of traffic;
- any infrastructure planning should include light rapid clean transit in combination with road upgrades to reduce commuting traffic.

MTO

9. DEPUTATIONS (con'td.):

Mr. Rothfels advised that the MTO ignored the study submitted by Cole Sherman and that the MTO has not responded to the inquiries as of yet.

Moved by Councillor Holborn

Seconded by Councillor Gunn

RESOLUTION NO. C-95-270

THAT THE DEPUTATION BY PAUL ROTHFELS REGARDING THE HIGHWAY 404 EXTENSION, BE RECEIVED.

Carried.....

- 9.7 George Novak, President, Royal Canadian Legion, seeking approval to hold a "Legion Week" parade on September 16, 1995, and discuss the conditions of Old Homestead Road.

Moved by Councillor Holborn

Seconded by Councillor Hackenbrook

RESOLUTION NO. C-95-271

THAT THE CORRESPONDENCE FROM MR. GEORGE NOVAK, PRESIDENT, ROYAL CANADIAN LEGION, BE RECEIVED AND DEFERRED TO THE COMMITTEE OF THE WHOLE MEETING OF JUNE 5TH, 1995.

Carried.....

10. PUBLIC HEARINGS:

None.

RUG

ETM

RESIDENTS UNITING GEORGINA TOWN WORKS DEPARTMENT

24727 Warden Avenue ~ R.R.# 2 ~ Keswick, Ontario ~ 49-350

FEB 12 1998

Engineer	<i>[Signature]</i>
Works Manager	
Engineering Mgr.	
Secretary	
File	<i>Key 404</i>

February 05, 1998

Robert Grossi
Mayor for the Town Of Georgina
26557 Civic Centre Road
Keswick, Ontario

Dear Mayor,

Please be aware that the following Government officials listed below, have been forwarded the attached letter.

- Hon. Michael Harris, Premier of Ontario
- Hon. Tony Clements, Minister of Transportation
- Hon. Norman Wilson, Minister of Environment and Energy
- Hon. John Snobelen, Minister of Natural Resources
- Hon. Al Palladini, Minister of Economic Development, Trade and Tourism
- Hon. Nobel Villeneuve, Minister of Agriculture, Food and Rural Affairs
- Hon. Al Leach, Minister of Municipal affairs

Karen Kraft-Sloan, MP York Durham
Julia Munro, MPP Durham York
Steven Jacobs, Senior Project Manager, 404 Extension

As residents of Georgina, we expect the new council for the Town of Georgina to swiftly commit to an official position to the currently proposed 404 extension route.

The current proposed route would dissect the town which our organization is in opposition of. Georgina, being the close-knit community that it has become, we would hope that our duly elected representatives would share that same belief, thus opposed to the division of our Town and appreciate concerns that have been raised in the enclosed letter.

Sincerely,

[Signature]
 Julie Andrew
 Rebecca
 Moore
 [unclear]

[Signature]
 Murphy
 Murphy
 Margaret Hamilton
 Mrs. Davidson
 J. Smallwood

Hon. Tony Clements
Ministry of Transportation
Ferguson Block, 3rd Floor
77 Wellesley Street West
Toronto, Ontario
M7A 1Z8

Raymond and Pauline Moore
418 Catering Road
Sutton West, Ontario
LOE 1RO

February 2, 1998

MTO
Dear Mr. Clements:

This is to advise you that we, the concerned citizens of Georgina are very strongly opposed to the proposed route of Highway 404 through the Town of Georgina for the following reasons:

- it splits the Elm Grove community
- it disrupts the town of Pefferlaw
- it divides one owner properties into unusable land
- it gobbles up areas of prime agricultural land

It also seems to disregard many environmental issues such as:

- stream, river and lake pollution
- destroys farm ponds and animal habitat
- natural resources (gravel interference)
- farm wood-lots
- wet-lands
- destroys recreational areas (ponds for skating and swimming, snowmobile trails, walking trails etc.)
- it dead-ends existing arteries of transport within the Town of Georgina
- it will encourage tourists to travel further east or north, diverting them and their business around Sutton and Pefferlaw
- it will encourage development along its borders creating greater, difficult to service, urban sprawl which is already rampant in the Town of Georgina

Both the town of Sutton and the town of Pefferlaw are presently well served by existing roads i.e. Woodbine/Baseline roads Hwy. 48 and Durham Road 23, and in our opinion would reap little or no benefit from the proposed highway.

We are aware that certain special interest groups have a vested interest in the current proposed route which would connect the Brechin area to the GTA. We feel this is the only reason that the Ministry of Transportation careens the highway easterly from Ravenshoe Road, and feel that such a decision is not justified to dissect the Town of Georgina.

We are requesting that proposal to extend Highway 404 east of Keswick be discontinued. In our opinion the Environmental Assessment over estimates the need for this extension and has not adequately addressed the environmental and social/cultural impacts of the extension beyond Keswick.

Please keep us informed of the progress of the Environmental Assessment regarding this project and any associated initiatives. We would like a summary of the next steps in the process and the timetable associated with them

Yours truly,

R.C. Moore
R. Moore
J. Smallwood
J.V. Smallwood
[Signature]
Julie Chell

[Signature]
[Signature]
Marian Anderson
Irvin Davidson

SIGNED CONCERNED CITIZENS COMMITTEE

cc. Hon. Michael D. Harris - Premier of Ontario
Hon. Norman Wilson - Minister of Environment and Energy
Hon. John C. Snobelen - Minister of Natural Resources
Hon. Al Paladini - Minister of Economic Development, Trade and Tourism
Hon. Nobel Villeneuve - Minister of Agriculture, Food and Rural Affairs
Hon. Al Leach - Minister of Municipal Affairs and Housing
Julia Munro - MPP Durham-York
Karen Kraft Sloan - MP York North

11. COMMUNICATIONS cont'd:

RESOLUTION NO. CW-98-187

11.1.3 Correspondence from Dr. C.D. MacInnes, Coordinator, Rabies Research, Ministry of Natural Resources, respecting Rabies Control Programs for 1998.

RESOLUTION NO. CW-98-188

11.1.4 Correspondence from Jan McCord, Chairperson, Black River Parent Council, expressing its appreciation to John McLean for his contribution in time and effort towards the planning process and completion of the playground equipment.

RESOLUTION NO. CW-98-189

11.1.5 Correspondence from Marilyn D. Carter, Liberty Lane Reg'd Boxers, expressing her appreciation to Cathy Rankin, Canine Control Supervisor, for her professional help and guidance.

carried.....

11.1.6 Dr. A. Friesner respecting the reconsideration motion regarding the proposed Highway 404 extension.

Moved by Regional Councillor Wheeler

Seconded by Councillor Jamieson

RESOLUTION NO. CW-98-190

STAN A. THAT CORRESPONDENCE FROM DR. A. FRIESNER RESPECTING THE RECONSIDERATION MOTION REGARDING THE PROPOSED HIGHWAY 404 EXTENSION BE RECEIVED AND REFERRED TO THE CHIEF ADMINISTRATIVE OFFICER TO CONVERSE WITH THE MINISTRIES INVOLVED, REGION OF YORK AND TOWN STAFF TO SOLICIT THEIR COMMENTS IN REFERENCE TO THE PUBLIC SUBMISSIONS MADE AT THE TWO PUBLIC MEETINGS, AS WELL AS A LISTING OF THE FORMER RESOLUTIONS PASSED BY COUNCIL ON THIS MATTER, IN ORDER TO PREPARE AN INFORMATION REPORT FOR CONSIDERATION BY COUNCIL ON JULY 13, 1998.

carried.....



RECEIVED MAR 12 1998

Georgina Board of Trade

165 The Queensway South, Box 133
Keswick, Georgina, ON L4P 3E1

Tel: (905) 476-7870

1-888-GEORGINA

Fax: (905) 476-6700

E-mail: georginaboardoftrade@ils.net

March 9, 1998

Mayor and Council
Town of Georgina
26557 Civic Centre Road, R.R. #2
Keswick, Georgina, ON
L4P 3G1

Re: Highway #404 Extension

The Directors of the Georgina Board of Trade, at their March 5, 1998 meeting, unanimously endorsed the proposal to extend Highway #404 beyond Ravenshoe Road through Georgina using one of the preferred routes presently designated by the Ontario Government, and at the earliest possible time.

The Board of Trade adamantly opposes the arguments put forth by the citizens' group, R.U.G., and suggests that the group does not represent a significant portion of the population.

Their sole concern is the geographical division of Georgina. Such division has not adversely affected the numerous other municipalities in the province with four lane highways through them; to wit, Sarnia, Brampton, Oshawa, North York, Windsor, Ottawa, Barrie, Newmarket, Vaughan, Markham to mention a few. In fact, the highway was the prime factor in the town's growth in most cases.

Submitted on behalf of the Board of Trade

R.J. (Ron) Brooks
Manager



RECEIVED MAY 22 1998
MAY 22 1998

970 Lawrence Avenue West, Suite 300, Toronto, Ontario. M6A 3B6

Tel: (416) 256-7500 Fax: (416) 256-7501

FAX

DATE May 22 1998 TIME

TO Mayor R. Grossi

COMPANY Tour of Georgia

FAX NUMBER 9-476-8100

FROM George Seidel - Belmont Properties Inc.

No. OF PAGES 4 ORIGINALS SENT BY MAIL - Yes No

(Including Cover) .

SUBJECT _____

COMMENTS
.....
.....
.....
.....
.....
.....
.....
.....

SENDER Joy

IF THERE ARE ANY PROBLEMS WITH THIS TRANSMISSION
PLEASE CALL THE SENDER AT - (416) 256-7500





FROM THE OFFICE OF
GEORGE SEIDEL

May 25th, 1998

Mayor Grossi and Council
TOWN OF GEORGINA
26557 Civic Centre Road
Keswick, Ontario
L4P 3G1

Dear Mayor Grossi and Members of Council:

RE: Proposed Highway 404 Route
Georgina Council Reconsideration

Unfortunately, we are unable to attend this evening's meeting. However, we are writing to express our concern for Council's decision, earlier this month, to recommend an alternative route for the proposed Highway 404 east of Keswick. Since Belmont Properties Inc. first acquired its properties in Keswick in the early 1970's we have been told that Highway 404 would eventually make it to Keswick. In the late 1980's and through the 90's we built over 800 homes in Keswick. Many is the time our sales people have been asked by prospective home purchasers about the proposed highway which would make commuting to Toronto that much faster. Finally, in 1996 the Ministry of Transportation issued its preferred route brochure, and we were able to answer their questions with some confidence.

Any reconsideration of the preferred route east of Keswick at this time, will likely delay further any construction of Highway 404, north of Green Lane. This means, that in time, the existing roads, Woodbine and Leslie Street, will be reduced in service level, to a point at which either Council puts a stop to development, or the market place decides to consider other community alternative.

...../2

970 LAWRENCE AVENUE WEST
SUITE 300
TORONTO, ONTARIO
M6A 3B6
TEL: (416) 256-7500
FAX: (416) 256-2826

Very recently, Council decided to adopt the Keswick Secondary Plan. Our company continues to act upon these decisions and to invest accordingly. We are in the process of constructing 189 homes north of Morton Sideroad and have plans for more than 300 homes south of Morton. The Secondary Plan projected growth rates for Keswick predicated on the extension of Highway 404, or alternatively expansion of the Regional Woodbine/Leslie Street Corridors. The Region has not taken any initiatives to finance the expansion of its roads, nor will it while the debate on the 404 continues.

On behalf of the thousands of people who have moved to Keswick over the past ten years, many of whom are commuters, believing that the 404 was going to be constructed to Keswick, and that its Council would do all in its power to ensure this would happen, we ask that Council reconsider its position and support the preferred route selected by the Province.

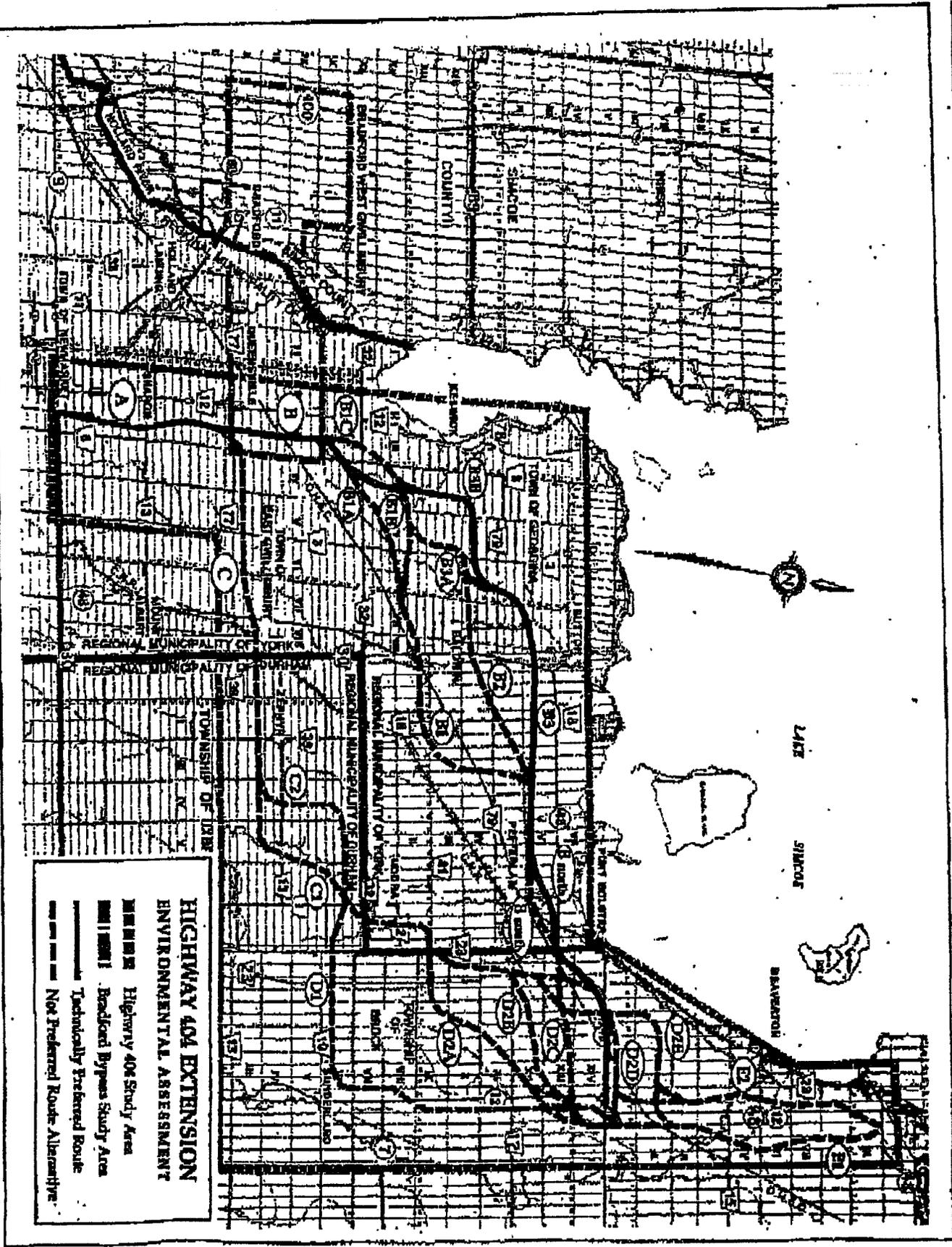
Yours truly,

BELMONT PROPERTIES INC.



George Seidel
Vice President
Chief Development Officer

GS*jh



**HIGHWAY 404 EXTENSION
ENVIRONMENTAL ASSESSMENT**

Highway 404 Study Area
 Donkford Bypass Study Area
 Technically Preferred Route
 Not Preferred Route Alternative

Fax Transmittal Cover Sheet

To: Regional Council Robert Grossi, - Regional Municipality of York

From: Communications & Information Technology Ontario

Fax Number: (416) 978-7207

Date: Fri, May 22, 1998 • 7:25 PM

(2) pages sent, including cover sheet.

To unsubscribe or receive future info by email, contact rosanna@cito.ca or faxback coverpage.

RECEIVED MAY 25 1998

May 24th, 1998



Mayor and Council
Town of Georgina
Civic Centre Road
Keswick, Ontario
L4P 1G1

Dear Mayor and Council:

Re: Council Consideration of Proposed Highway 404 Route Through Georgina

Last fall the GEM Theatre opened with a lot of fanfare and a big community applause. But, despite the fact that anyone and everyone in Keswick we spoke to, including members of Council and staff, said that what Keswick needed most was a movie theatre, we did not make the decision to invest in this venture lightly. We examined the long range planning documents of the Region and the Town as regards growth expectations for the community. While it has been slow building our movie-going customer base, we have always looked ahead to the brighter future of increased population in Keswick, particularly in the north end. The recent editions of the Georgina Advocate, in particular last week's article on a development freeze for lands north of Church Street, have given us all at the GEM cause for concern. If the GEM is truly a community facility then you too should be concerned about its viability.

Recently, the Province approved the Keswick Secondary Plan. This plan set forth population projections which we in business in Keswick have relied upon. These projections are however based on the assumption that Highway 404, or alternatively, Regional improvements to Woodbine and Leslie Street, will be constructed, in the reasonable future, to accommodate the increase in population. I appreciate the concerns of those affected by the proposed highway east of Keswick, but I want you to know that, although the GEM Theatre is not in the direct path of the highway, it is nonetheless affected by any decisions which may delay its construction, and postpone development.

In conclusion, the GEM has made its business decisions based on long term plans of the Town. We ask that you stand by your decisions of residential growth in Keswick and those of the Province with regard to the preferred Highway 404 route through Georgina.

Yours truly,

R. J. Gorman, President
GEM Theatre

EFS

Environmental Field Services

to: MAYOR R. GROSS

fax location: 476-8100

date: MAY 25-98

183 Lake Drive North

Box 20, RR#1

Keswick, Ontario

L1P 3C8

off: 905-476-9442

fax: 905-476-1894

FAX TRANSMITTAL

Dear Mr. Mayor

I know you have implemented numerous changes to this municipality, and I'll be the first to admit that I have not always agreed with your stands. However we are allowed to agree to disagree. Your persistence and support of the 404 extension should be commended and myself and my spouse support this issue 100%.

My work requires extensive travel around the GTA, and I find it amazing that I spend as much time getting to the 404 from my house as I do to get across Toronto once I am on the 400 series roads.

Woodbine (which is the most frequently used route) Ave. has become a KAMA KAZI venture every time we enter onto it, safety being paramount.

My work has been taking me away further and further from the GTA and Ontario, and I know if something is not done soon to relieve this issue (404) I will definitely be looking to move out of this area.

Our plans were to build a house in the area and I sometimes wonder why? It is becoming increasingly

more difficult to get around

The area is being deprived of some greatly needed industry (large & small). I'm sure when prospective entrepreneurs come to this area one of the first things they notice is the distance & more importantly the extra time it takes to get here.

We have seen this area grow, almost out of control, in the last 9 years. We've been here with expansion and growth in areas we can't even begin to figure out the why's? etc., however it ~~is~~ ^{is} home, for now, and we would certainly like to keep it as such.

I hope the other members of council see the merit in the 404 expansion, because if it doesn't happen, I think more and more will seriously reconsider ~~the~~ "why should we stay in Georgina, we can't even get there!"

~~Will be there~~

The best of luck tonight, unfortunately I cannot be there for support however, best of luck.

I also ~~can~~ have some other questions I would like to ask you, I would appreciate a call.

Thank you.

R. K. deV. & Annie Dupont



FRASER & BEATTY

Barristers and Solicitors

RUSH/URGENT

P. O. Box 100, 1 First Canadian Place, Toronto, Canada M5X 1B2

FAX COVER PAGE

DATE: May 25, 1998 MATTER NO.: _____

TO: Mayor and Council

Town of Georgina

ATTENTION: _____

FAX NO.: 905-476-8100

FROM: Peter Van Loan

NO. OF PAGES (INCLUDING COVER PAGE): 3

COMMENTS:

THIS TRANSMISSION IS INTENDED ONLY FOR THE ADDRESSEE. IT MAY CONTAIN PRIVILEGED OR CONFIDENTIAL INFORMATION. ANY UNAUTHORIZED DISCLOSURE IS STRICTLY PROHIBITED. IF YOU HAVE RECEIVED THIS TRANSMISSION IN ERROR, PLEASE NOTIFY US IMMEDIATELY SO THAT WE MAY CORRECT OUR TRANSMISSION. PLEASE THEN DESTROY THE ORIGINAL. THANK YOU.

IF PAGES MISSING, PLEASE CALL: (416) 863-4629 (416) 862-3450

OUR FAX NO. IS: (416) 863-4592 NAME OF OPERATOR: _____

TIME SENT: _____

May 25, 1998

VIA FAX TO 905-476-8100

Mayor and Council
Town of Georgina
26557 Civic Centre Road
Keswick, Ontario
L0E 1R0

Dear Mayor and Council:

RE: Highway 404

I am writing to ask Council to reconsider its previous position in opposition to the proposed route of Highway 404 in the Town of Georgina.

At a time when there is such a challenge of obtaining scarce public resources, and when municipalities all across the province are crying out for significant provincial investments in infrastructure, a "NIMBY" approach is certain to jeopardize the potential to achieve such investments when others have a more positive and enthusiastic attitude.

To support the concept of the Highway 404, but to pull up a drawbridge at the Town boundary looks small-minded and petty.

The Highway 404 extension is critical to the Town of Georgina for a number of reasons:

1. Any meaningful economic growth and development ready access by a 400 series highway to the balance of the Greater Toronto Area and the Lower Great Lakes region of North America.
2. The alternative to a provincially funded highway will be for the municipality to seek to provide similar infrastructure using our own tax base — eventually resulting in a significantly higher taxes for a far lower level of service for Georgina residents.
3. In the inevitable gap that will result awaiting such funds being available, traffic chaos will badly affect both the quality of life and the potential for economic development activity in the Town of Georgina.

The long term, future prosperity of the Town of Georgina is largely dependent, in my view, on the position Council takes on this critical issue. At a time when competition for limited

public resources is so great, we must be aggressively pursuing whatever investment we can achieve.

I have little doubt that a position of opposition will be successful in its goals. However, that will have jeopardized the long term future of our Town.

We look to the leadership of our Town for evidence of vision and long term thinking. I hope that you will determine to endorse and encourage the Ministry of Transportation to route Highway 404 so that it provides meaningful infrastructure to the people of Georgina and the province of Ontario.

Yours truly,

Peter Van Loan

EFS

Environmental Field Services

to: MAYOR R. GROSS

fax location: 476-8100

date: MAY 25-98

183 Lake Drive North

Box 20, RR#1

Keswick, Ontario

L4P 3C8

off: 905-476-9442

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Page of

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~~Will be there~~
The best of luck tonight, unfortunately I cannot be there for support however, best of luck.

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Thank you.

R. K. Deery & Annis Dupont



FRASER & BEATTY

Barristers and Solicitors

RUSH/URGENT

P. O. Box 100, 1 First Canadian Place, Toronto, Canada M5X 1B2

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Town of Georgina

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OUR FAX NO. IS: (416) 863-4592 NAME OF OPERATOR: _____

TIME SENT: _____

May 25, 1998

VIA FAX TO 905-476-8100

Mayor and Council
Town of Georgina
26557 Civic Centre Road
Keswick, Ontario
L0E 1R0

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We look to the leadership of our Town for evidence of vision and long term thinking. I hope that you will determine to endorse and encourage the Ministry of Transportation to route Highway 404 so that it provides meaningful infrastructure to the people of Georgina and the province of Ontario.

Yours truly,

Peter Van Loan



FROM THE OFFICE
OF
MAYOR JAMES MORTSON

TOWN OF EAST GWILLIMBURY
19000 LESLIE STREET
SHARON, ONTARIO
L0G 1V0
TEL: (905) 478-4282
FAX: (905) 478-2808

May 22, 1998

RECEIVED MAY 22 1998

Mr. Robert Grossi, Mayor
Town of Georgina
26557 Civic Centre Road
R.R. #2
Keswick, Ontario
L4P 3G1

Rel
Dear Mayor Grossi:

Re: 404 Extension

As Mayor of East Gwillimbury I would like to advise you that I support the Extension of the 404 Highway through the Town of East Gwillimbury to the connecting East - West Corridor. I feel that this will be an economic benefit for both Municipalities and will help to mitigate the transportation situation for all concerned. I remain,

Yours truly,

James Mortson
Mayor.

1 Fax to 476-8100

K. C. MARSDEN
RONKALIN FARM
R.R. #3. SUTTON WEST, ONTARIO

SUTTON 722-5680

May 25 1998

905-722-5680

Dear Mayor Grossi
and Council

My husband and I are very much opposed to the proposed northern route of 404 across Georgian. We agree with original proposal, passed by council at a meeting on April 29th, to press the Ministries of Transportation and Environment to reconsider their foolish plan to cut across Georgian in a diagonal manner. Georgian is mostly a farming and resort community. The development is going in the Keswick area which is serviced by Woodbine and Leslie St. Surely the sensible plan is the one that was proposed years ago, to continue a controlled access highway as far north as Ravenshoe Rd, then turn east to connect with highways 12 and 7 where they meet. (and where land has already been acquired for a clover leaf) Then the plan was to improve and pave alternate secondary roads north to the various resort areas on Lake Simcoe's south shore, leaving highways 12 and 7 to carry the public north of Lake Simcoe and east to other resort areas. What would leave Woodbine and Leslie to be improved to carry traffic to and from the developed area around Keswick. Really a very short stretch.

There would be far less disruption to the people of Georgian, no cutting of farms in to ~~pieces~~ pieces and no dividing of Georgian into half. From the very early days when the area was surveyed it was done ⁱⁿ a grid pattern that has served us very well since the early 1800's. Cutting across that pattern at this late date makes absolutely no sense. Just a few years ago when we proposed a sensible solution for the Government plan for a garbage dump here they threatened us with an "Our way or no way" attitude. We didn't fall for it then don't let them bully us now. Sincerely, Fred Marsden

P.S. For personal reasons in soon I can't attend this very important meeting.



Georgina Board of Trade

165 The Queensway South, Box 133
Keswick, Georgina, ON L4P 3E1

Tel: (905) 476-7610
1-888-GEORGINA
Fax: (905) 476-6700
E-mail: georginaboardoftrade@ils.net

May 25, 1998

RECEIVED MAY 25 1998

TO: MAYOR AND COUNCIL
TOWN OF GEORGINA
FAX: (905) 476-8100
FROM: WINNIE MORITZ

RE: PROPOSED EXTENSION OF HWY # 404

The Georgina Board of Trade is very disappointed with Council's recent decision, following a public meeting, that the proposed Highway # 404 extension should not go through Georgina.

I refer your attention to our correspondence dated March 9th, 1998 and address it to Mayor and Council wherein the Board of Trade unanimously endorsed the proposal to extend Highway # 404 beyond Ravenshoe Road through Georgina using one of the preferred routes designated by Ontario Government, at the earliest possible time.

The Board of Trade has not changed its position on this matter and calls upon Council for its support.

Yours Sincerely,

Winnie Moritz
President
Georgina Board of Trade



To: Mayor Robert Grossi
Town of Georgina
Fax: 476-8100

May 25 1998

To: Mayor Robert Grossi & Members of Council

Re: Council's Resolution Regarding the 404 Extension

We are writing to express our objection to Council's Resolution of April 29 regarding the 404 Extension.

As much as a solution is required for the traffic problems on Woodbine and Leslie Streets, routing the 404 along Ravenhoe Rd. is NOT a solution. In addition to the Provincially Significant Wetlands (Class 1 Black River Complex and Zephyr-Egypt Complex) which would be affected by an expanded highway (construction and post-construction - stormwater run-off etc.) the hamlets of Ravenhoe, Brown Hill, Uctora, would cease to exist. Is this an acceptable trade-off? Council's quick decision to propose an alternate route through Georgina was without support (and thought?)

We will be in attendance at tonight's council meeting and would like to hear councillor's Hastings supporting documentation for his "alternate" route. It should be interesting.

Yours truly
Alan Karlin

RECEIVED MAY 25 1998



GREYSTONE DEVELOPMENT LIMITED

10 East Wilmot Street, Unit 2
Richmond Hill, Ontario
L4B 1G9
(905) 764-3422, 764-3423

May 25th, 1998

Mayor Grossi and Council
Town of GEORGINA
Civic Centre Road
Keswick, Ontario
L4P 3G1

RECEIVED MAY 25 1998

Dear Mayor and Council.

Greystone Homes is an established builder of homes in Keswick. We are currently selling homes from our sales trailer at Woodbine, just south of Biscayne Avenue. Part of our sales program, mainly in response to questions raised by prospective purchasers, is to tell them the Province has selected a referred route for the extension of Highway 404. We all hope this will happen sooner than later.

For this reason, I was very concerned to hear of Council's position recently to recommend an alternate route for the proposed Highway, east of Keswick. I did not appreciate that the extension of Highway 404 to Keswick was in jeopardy of being delayed, until one of my employees told me that the Province wouldn't consider the incremental approval of the highway extension. I confirmed this fact with the Provincial staff.

You can therefore understand, I am concerned both for those persons Greystone has sold homes to, and the potential for future sales. If Keswick, and by extension, Georgina is to grow and prosper, then it is imperative that Highway 404 be constructed to Keswick as soon as possible. Even then, when you consider the rate of construction for the existing segments of the 404, it will be 5 to 10 years before a road is constructed to Keswick, and likely 25 years or more before it is constructed east of Keswick.

Recently, our company sold land to Canadian Tire Corporation for its new store at Morton Sideroad and Woodbine Avenue. If growth is curtailed as a result of indecision or delay on the new highway, this will likely have a negative effect on businesses in the community which are counting on increased consumer populations.

In conclusion, I would respectfully request that council pass a resolution supporting the Province's preferred route for Highway 404.

Yours truly

Pasquale Caggidnello

GREYSTONE HOMES



Georgina Board of Trade

165 The Queensway South, Box 133
Keswick, Georgina, ON L4P 3E1

Tel: (905) 476-7870
1-888-GEORGINA
Fax: (905) 476-6700
E-mail: georginaboardoftrade@ils.net

May 21, 1998

RECEIVED MAY 22 1998

TO: MAYOR AND COUNCIL
TOWN OF GEORGINA
FAX: (905) 476-8100
FROM: BOB HOWES

RE: PROPOSED EXTENSION OF HWY # 404

The Georgina Board of Trade is very disappointed with Council's recent decision, following a public meeting, that the proposed Highway # 404 extension should not go through Georgina.

I refer your attention to our correspondence dated March 9th, 1998 and address it to Mayor and Council wherein the Board of Trade unanimously endorsed the proposal to extend Highway # 404 beyond Ravenshoe Road through Georgina using one of the preferred routes designated by Ontario Government, at the earliest possible time.

The Board of Trade has not changed its position on this matter and calls upon Council for its support.

Yours Sincerely,

BOB HOWES

The Voice of Business in Georgina
A recognized chamber of commerce



Georgina Board of Trade

165 The Queensway South, Box 133
Keswick, Georgina, ON L4P 3E1

Tel: (905) 476-7870
1-888-GEORGINA
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May 21, 1998

RECEIVED MAY 22 1998

TO: MAYOR AND COUNCIL
TOWN OF GEORGINA
FAX: (905) 476-8100
FROM: PETER WOLLIN

RE: PROPOSED EXTENSION OF HWY # 404

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Yours Sincerely,

Peter Wollin
Director, Georgina Board of Trade



Georgina Board of Trade

165 The Queensway South, Box 133
Keswick, Georgina, ON L4P 3E1

Tel: (905) 476-7870
1-888-GEORGINA
Fax: (905) 476-6700
E-mail: georginaboardoftrade@ils.net

May 21, 1998

TO: MAYOR AND COUNCIL
TOWN OF GEORGINA
FAX: (905) 476-8100
FROM: *Eddie's Bookkeeping Services*

RE: PROPOSED EXTENSION OF HWY # 404

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Yours Sincerely,

Eddie Skinner

The Voice of Business in Georgina
A recognized chamber of commerce



Georgina Board of Trade

165 The Queensway South, Box 133
Kerwick, Georgina, ON L4P 3E1

Tel: (905) 476-7870
1-888-GEORGINA
Fax: (905) 476-6700
E-mail: georginaboardoftrade@ils.net

May 21, 1998

TO: MAYOR AND COUNCIL
TOWN OF GEORGINA
FAX: (905) 476-8100
FROM: GEORGINA BOARD OF TRADE

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The Board of Trade has not changed its position on this matter and calls upon Council for its support.

Glenn Ulrich, a director of the Board, will be addressing the May 25th meeting of Council on this subject.

Yours Sincerely,

R.J. (Ron) Brooks
Manager

The Voice of Business in Georgina
A recognized chamber of commerce



Renascent Realty

Box 542, 163 High Street
Sutton, ONT L0E 1R0
Bus. (905) 722-3211
Bus. (416) 213-7228
Fax (905) 722-9846

RECEIVED MAY 22 1998

May 22, 1998

Mayor Robert Grossi and Council
Town of Georgina
Centre Road
Keswick, Ontario
L4P 3G1

Dear Mayor Grossi and Members of Council:

I am writing to you on behalf of our local Prudential Renascent real estate office at Glenwoods and the Queensway. My agents have brought to my attention Council's intention to reconsider its May 6th, resolution at which time Council recommended an alternative route for the proposed Highway 404. This action by Council, we understand was initiated at the request of those residents concerned for the impact of the proposed highway on the future enjoyment of their properties and property values. We understand their concerns, and in a perfect world, no body would have to bear these concerns.

However, there will always be some property owners which will be impacted by the preferred route eventually selected. Given the amount of Keswick-generated traffic currently using Woodbine and Leslie Street, any option other than the construction of Highway 404 to Ravenshoe as quickly as possible, is not an option. The lifestyles and property values of those in Keswick, being the majority of the Georgina population, will also be impacted, in time, with further delays of the 404 north to Keswick.

In conclusion, as real estate agents we sell Georgina to those beyond our borders. For several years we have sold homes on the knowledge that Georgina Councils past and present were working hard to get Highway 404 to Georgina. Please don't change directions now.

Yours very sincerely,

Jacqueline McEachern
Broker/President
Prudential Renascent Realty



FAX TRANSMISSION

To: Company: Georgia Fax No. 1(905) 476-2100
Attention: Tammie Roberts Date: May 26/98
From: Stew Beatty
Re.: Highway No. 44

No. of Pages: 3 (Including this Page.)

Comments:

FOR TONIGHT'S COUNCIL MTG

URGENT.

Copies to: _____ Fax No. _____
_____ Fax No. _____
_____ Fax No. _____
_____ Fax No. _____

Note: If you do not receive all the pages, or if any portion of the transmission is illegible, please notify our office.

May 25, 1998

The Town of Georgina
26557 Civic Centre Road
Keswick, Ontario
L4P 3G1

**Attention: Mayor Robert Grossi and
Members of Council**

Reference: Proposed Highway No. 404

Dear Mayor Grossi and Members of Council:

I have just learned that Council will review its position on the alignment of the proposed Highway No. 404 at its meeting this evening. I will not be able to attend but I thought it would be worthwhile to advise Council of our thoughts on the matter.

We have been involved in Keswick area planning and development issues for about the last ten years. Throughout that time the extension of Highway No. 404 to Georgina and eventually beyond it has been considered fundamental to the Town's growth. This is recognized by the Keswick Secondary Plan that Council adopted in 1994 and which the Province approved in 1996.

It is important that the people we will sell homes to, through our builders, have a reasonable expectation that Highway No. 404 will some day come to Keswick. It is equally important that those who will establish businesses on the commercial and industrial land we develop be assured that Georgina will continue to grow.

Over the past few years, the Ministry of Transportation conducted a thorough analysis of alternative route locations for the extension of Highway No. 404. For long term planning at the provincial level, it is essential that the MTO address its ultimate objective of connecting Highway No. 404 to Highway No. 12. Notwithstanding the lengthy timeframe for construction, it is important for a decision to be made on the location of the corridor so that the potential for its completion is not jeopardized. Whether or not it ever gets built through Georgina, a complete route has to be determined at this time.



May 25, 1998
The Town of Georgina
Attention: Mayor Robert Grossi and
Members of Council

We are concerned about the Environmental Assessment being delayed. We are satisfied that the process that the MTO undertook to determine its preferred route as it relates to Georgina was a reasonable one and that can be justified from a technical point of view. We ask that Council accept the work the Province has done and that it support the preferred Highway No. 404 alignment.

Yours truly,
METRUS DEVELOPMENT INC.



Stew Beatty,
Project Manager

SB/FileQA/TS/Grossi1

interoffice

MEMORANDUM

to: Members of Council
from: Mayor Grossi
subject: 404 Correspondence
date: May 25, 1998

Subsequent to the package I forwarded to each Member of Council earlier I have received additional submissions by facsimile and E-mail which I have attached for your information. As well I have been contacted by the following individuals to pass along their comments to Council:

Sandy Trimbell	561 Catering Rd.	supports the 404 through Georgina
Ernie Kaleny	Lake Dr. Orchard Beach	supports the 404 through Georgina
John Noble	Sutton By The Lake	supports the 404 through Georgina easier to get to medical facilities currently only available in Newmarket
Joe Klesitz	Lyndhurst Park	supports the 404 through Georgina, good for business
Heather O'Connor	Riverglen Dr.	supports the 404 through Georgina
Jack Crittenden	Crittenden Farms	supports the 404 through Georgina
Tom Davies	Vista Geographics	supports the 404 through Georgina

Rob Grossi

From: Gord Bain <gbain@interhop.net>
To: rg@ils.net
Subject: The 404 Highway Extension
Date: Sunday, May 24, 1998 10:47 PM

Mayor Robert Grossi:

I agree with John Sibbald in the early part of his letter in the Advocate, "that the extension of Highway 404 is an important link to everyone in the province, including Georgina".

In reading and rereading the rest of his comments, I cannot follow him to his conclusion that 404 will destroy Lake Simcoe. He appears to love Georgina, as most of us do, but it seems he sees what used to be more clearly than he does the reality of the new Georgina with its rapid growth very real needs.

As two Georgina residents who must leave for work each morning, and return each evening, I sense the 404 extension is not just important, but simply vital if total traffic chaos is to be avoided.

I think the Maskinonge, and other rivers bringing in uncontrolled and unacceptable levels of pollutants, is more likely to destroy Lake Simcoe than the 404. Drinking water is a huge concern to me, but again, I cannot follow why the presence of a good highway is going to contribute to the quality of water, one way or the other.

You have my unqualified support to find your way through what is right for Georgina, including fast-tracking the 404 extension along a path you see as proper.

Gordon Bain
53 Riveredge Drive,
Keswick, Ontario

Rob Grossi

From: Lionshead Corporation <money@mail.ils.net>
To: Mayor Robert Grossi <rg@ils.net>
Subject: Highway 404
Date: Saturday, May 23, 1998 9:00 PM

Dear Mr. Mayor, Please support the immediate extension of the 404 highway along the proposed route north of Ravenshoe Road. I support the extension for the following reasons: Growth and economic wealth go hand in hand. Transportation links are the backbone on which trade and commerce flourish. Lake Simcoe the asset has a better chance of being protected if monies from growth and development of tourism, residential new homes, and local services are available to use. The immigration of new residents is always a benefit to a community. The success of the local community is directly tied to the success of the GTA, if gravel and northern commuters travelling through our community on a controlled access highway benefits the GTA, it benefits our community. The aboriginal people of this area probably thought the area would be better devoid of all of the farms that cropped up, just as the families who homesteaded here feel that although economically compensated, their history will become part of the highway and residential development. As long as fair compensation is paid, families can continue in any pursuit they wish. Please communicate the following to the other members of council. It is never easy to represent the pulse and wishes of your constituency when the majority of people do not let you know what their position is on a subject. I elected you to govern and that allows you to make my decision for me. I know you will familiarise yourself to the issues and concerns raised by all those who wish to communicate them. Sometimes we all just have to have faith in the process and allow those whom we chose to make informed decisions with foresight and common sense. Whatever your vote is on Monday, I support the process by which you are going to make it, and support your courage for maintaining a rational position and defending it. Thank you, Glenn Christoff 261 Lake Drive East P.O. Box 169 Willow Beach, Ontario L0E 1S0

Rob Grossi

From: Sue Dosso & Jeffrey Holec <holec@mail.ils.net>
To: 'rg@ils.net'
Subject: 404
Date: Thursday, May 21, 1998 8:18 PM

I have seen Jonh Sibbald's 2 page letter to the Advocate, and it is really over the top. It is nothing you haven't already heard, but it is extremely dramatic and very emotional. I do not have a copy. He sent it to the Conservation Authority asking their input. On my advise they are only referring him to the media release launching the Friends of Lake Simcoe which does say that the lake is key to all our economies/communities. How he will use or quote this is anyone's guess. I have advised the Conservation Authority that if he misuses their good name, they will have to issue a statement distancing them from hi9m and the issue... which I will pen. Such a statement may come from the LSEMS partnership (LSRCA, MOEE, MNR, OMAFRA, Durham, York & Simcoe), which would have some degree of impact.
Holec

May 26, 1998

Mayor Grossi:

This is in response to your article in the Advocate on Sunday May 24, 1998 and your request for comments from your constituents.

It seems to me that whenever government (municipal, provincial or federal), wants to impiement something, the majority of voices you hear from are the lobbyists who are opposed to the ideas. Further, it is often the quiet, unspoken voice that goes unheard. It is very true what they say....the squeaky wheel gets the grease.

In this case, I am writing to show my support for the quiet voices of Keswick and greater Georgina. I agree wholeheartedly with every word in your article. I have lived in Keswick for the last seven and a half years. I am one of the "75 percent of the working population (who) leave this community every day to earn an income".

With the growing residential community in York Region (Aurora, Newmarket, East Gwillumbury), traveling the existing 404 is becoming more and more frustrating every day. Add to that the growth above Davis Drive, Woodbine and Leslie/Queensway traffic is moving at a snails pace just because of the shear volume of traffic.

I have heard and read the argument that the proposed highway will cut right through communities, cutting them in half and the community will suffer as a result. Well, let's have a look at where Hwy 400 goes - right through the middle of Barrie. And has Barrie suffered any for it. I should think not, exactly the opposite. They have benefitted. Because now they can attract all the tourists who are traveling north to the cottages or ski vacations. We too could benefit by the increased tourism. Is that not what we are trying to accomplish here? Is that not one of the reasons we are building a new waterfront in Jackson's point? Would that not bring additional customers to the Bryars? Would it not bring additional revenue to the area which could help us in many, many others ways and pcrhaps keep an interim lid on property taxes?

I have been eagerly awaiting the extension of Hwy 404 since I moved to this wonderful community. I urge you to fight the strong fight for the extension. It would be a shame if residents had to leave just to find better traffic routes between work and home.

Thank you for hearing one resident's voice.



S. Marsh

VISTA

GEOGRAPHICS INC

BUSINESS OFFICE: 83 CLEARVIEW HEIGHTS, SUITE 25, TORONTO, ONTARIO, CANADA M6M 2A3

PRODUCTION OFFICE: 261 LAKEVIEW BOULEVARD, KESWICK, ONTARIO, CANADA L4P 2Y4

D.R. MORDEN, PRESIDENT, MGR. FINANCE / MARKETING / SALES

T.W.P. DAVIES, VICE PRESIDENT, MGR. G.I.S. DEVELOPMENT / PRODUCTION

VOICE No. (905) 476-1222
 FAX No (905) 476-2564
 TOLL FREE ORDER No. (800) 798-6277
 EMAIL ADDRESS vista@fox.netr.ca
vistageo@vgi.ca

May 25, 1998

Dear Mayor Grossi and Georgina Council Members:

I am in favour of a 404 extension through Georgina. I am coming to the council meeting tonight to support the 404 extension through Georgina. I have just read recent articles in the Era Banner and the Georgina Advocate saying that the 404 extension "will destroy the Lake", etc. I believe that the arguments against this extension are not sound. I do not believe that a 404 extension through Georgina would destroy the lake.

People who oppose things are generally the people who show up at the meetings and form the organizations. That does not mean that people who are in favour of a 404 extension are in the minority.

I would like to make a case in favour of the extension from the perspective of my background in both engineering and Geographic Information Systems (vector and digital mapping). In my business, I study roads quite closely and can see the way traffic works.

People use the word "expressway" which conjurs up images of Los Angeles, New York City, and concrete jungles. There are various kinds of expressways. As for the proposed 404 extension, we are not talking about a dangerous section of the Gardiner Expressway (Toronto) with no shoulders and no grass median and or a sixteen lane section of the 401. What we are talking about is what I prefer to make reference to by its proper definition: a controlled access divided highway with one passing lane in each direction with a grass median. This kind of highway is the safest and most environmentally sound of all the designs of highways there are.

I would like to make a case from these five perspectives that I discuss on the following two pages.

- 1) Safety
- 2) Controlled Access - re Development and the Environment
- 3) Less CO2 Emissions and Increased Fuel Economy
- 4) Property Values - Enhances or At Least Protects
- 5) Economy and Employment - Opens Access and Trade

Even if the extension would in some way damage the lake (which it will not), even one saved life, saved from fatal collisions that controlled access divided highways prevent, is more important than the lake. Please read this carefully. You could save a life. Divided highways prevent head-on collisions.

Sincerely,



Tom Davies, Vice President, Vista Geographics Inc.

404 EXTENSION THROUGH GEORGINA

SAFETY

Three common kinds of accidents causing fatality or serious injury are prevented (or made impossible to occur) by a controlled access divided highway such as the proposed 404 extension.

- 1) Head-on collisions due to veering into opposing lane caused by slipping, mechanical failure, or fatigue.

This occurrence of course is prevented by the protection provided by twenty metres of grass median and two shoulders separating the opposing traffic. This buffer is in contrast to the narrow two metres of driveable pavement that is the difference between life and death on an uncontrolled undivided highways such as Woodbine and Leslie.

- 2) Head-on collisions due to passing.

This of course is prevented by the existence of both a passing lane and a grass median.

- 3) Intersection collisions.

These collisions are made impossible by the existence of overpasses and underpasses wherby the cross traffic is at another level.

CONTROLLED ACCESS - RE DEVELOPMENT AND THE ENVIRONMENT

Development can be more easily controlled and contained to areas around entry and exit points. On the contrary uncontrolled access undivided highways, given the access to and from lanes of both directions anywhere along the highway, make it possible for businesses catering to highway travellers to set up shop anywhere along the highway. One town council may prohibit development but another later council may allow it. A controlled access highway design makes roadside businesses anywhere along the road not practical even if law allows it.

In all states south of the border, there are a great abundance of controlled access divided highways everywhere including very rural non-industrial states all over the country such as Vermont, North and South Dakota, Wyoming, and many of the rural mid-west farming states. Many of these highways have been there for thirty to forty years or more. And, non of these areas became like Los Angeles. The concrete jungles did not materialize. They stayed just as rural as ever. Lakes did not get poluted because of them. The State of Vermont still has pristine forest right alongside a controlled access divided haignway.

The controlled access undivided section of highway 11 from Barrie to Huntsville going right through the Muskoka lakes district goes right over many lakes and has not poluted the lakes.

LESS CO2 EMISSION AND INCREASED FUEL ECONOMY

Due to steady (close to constant) speeds without the stopping and starting made necessary by the traffic lights of uncontrolled access highways, accelerations from zero are eliminated on controlled access highways because of overpasses and underpasses. The energy required to bring vehicles from stop to full speed necessitates a great deal of combustion that consumes more fuel and emits more carbon dioxide and other combustion byproducts than consumption and emissions resulting from keeping the vehicles going at steady speed. Eliminate just one traffic light and you have eliminated a substantial amount of carbon dioxide going up into the atmosphere. Only a controlled access highway eliminates traffic lights.

PROPERTY VALUES - ENHANCES OR AT LEAST PROTECTS

Thousands of people have invested in properties in Georgina, particularly in Keswick, expecting that those properties would appreciate in value or at least hold their own. Many property owners who bought around 1989 or 1990 have seen a drop in their property value. People who have invested heavily in their homes deserve to see some return on their investment especially the people who need to see their losses made up. The 404 extension through Georgina gives them a bit of a chance. The property values and economic viability of thousands of homeowners should not be negatively affected because a dozen or so rural landowners want to stop it.

ECONOMY AND EMPLOYMENT - OPENS ACCESS AND TRADE

As one example of the relevancy of transportation to the both the economy and employment, Keswick's weak transportation linkage was apparently one of the many factors considered by the British company, Ransomes Simms and Jeffreys, the former owners of Brouwer Turf Equipment Ltd. that bought Brouwer from Outboard Marine Corporation. The Brouwer plant on Woodbine Avenue had 200 employees in 1989. Ransomes owned an undercapacity turf equipment plant (Steiner Turf Equipment) in Orville, Ohio in addition to its undercapacity plant in Keswick. One might ask, why did they not close the Orville plant and consolidate manufacturing in the Keswick plant instead of doing the opposite, closing the Keswick plant and consolidating manufacturing in the Orville plant? They ended up doing the latter which involved closing the Keswick plant because among many other factors Keswick was viewed as an out of the way place inconvenient for shipping.

And then there is tourism. Just look at the highway 400 extension north of Barrie, and the controlled access divided section of highway 11 from Barrie to Huntsville. These highways have made tourism to the Muskoka and Georgian Bay regions easy to access, popular, and booming.

Eric Schwendau, 11:14 AM 5/25/98 , Hwy 404

X-Sender: yorksim@mail.ils.net (Unverified)
Date: Mon, 25 May 1998 11:14:37 -0400
To: rg@ils.net
From: Eric Schwendau <yorksim@mail.ils.net>
Subject: Hwy 404

Mayor Grossi:

People in Georgina have cried for better stores, more products and more services for years. The population changes which have happened and are irreversible in future are bringing that about. But the jobs to support

this population will always be south, largely because people don't want

them here, mostly for environmental reasons. We can't have it both ways:

lots of houses, but no commercial/industrial base AND no access to where

jobs are. Look at the number of vehicles per house anywhere in Georgina.

Keswick has a single north-south road, plugged twice a day with school buses. With Woodbine coming under a huge load, Georgina will be a nightmare

without Highway 404 - and the sooner the better.

Eric Schwendau
Sharon Cohen

From: "Brian Guttormson" <briang@icpcanada.com>
To: "Robert Grossi" <rg@ils.net>
Subject: 404 / 89

Date: Mon, 25 May 1998 13:38:45 -0400
X-MSMail-Priority: Normal

I have been a resident of Georgina for over 25 years. When I applied for a severance for property in Brown Hill 20 years back, part of the frontage was deeded to the Region "for future 89" right of way, a few years later I purchased a property on the NE corner of Ravenshoe and Egypt s/r now called Park Rd.(?) again I lost frontage on the premise of a future interchange! I now reside in the town of Keswick but still wonder why I made donations to something that still hasn't happened. The most logical routing is still Ravenshoe Rd east and west be a 2 lane 89 or a 4 lane 404. This section was approved at one time, phase 1 being hwy 11 to Leslie, phase 2 was Leslie to 48 and phase 3 from 48 to the 7/12 junction. Unfortunately the phase 1 section was not approved because of environmental concerns with the crossing of Cook's Bay. I was of the understanding phases 2 & 3 were approved but could not proceed without phase 1 approval. Whatever happens lets get something going. The wheels of the MTO move quite slow, traffic now between 5:30 and 8:00 Am requires 2 lanes south now on Leslie and Woodbine By the time anything happens another additional 2 lanes will be needed!!
Brian Guttormson,
297 Glenwoods Dr.
Keswick Ont.

Daniel S. Hammond

**1 Frimette Crescent
Toronto, Ontario
M6N 4W5
Phone + 1-416-420-0212
Fax + 1-416-290-3238**

**31490 Lakeridge Road
RR # 2
Cannington, Ontario
LOE 1E0
+ 1-705-437-2874**

hammond@idea4u.com

May 22, 1998

Town of Georgina
Clerks Department
26,557 Civic Centre Road
Keswick, Ontario

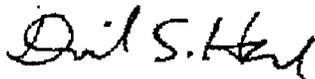
Town Clerk:

I hereby make request to make a deputation before council on behalf of Transport2000 Ontario, on the issue of the extension of Highway 404 during a council meeting to be held on Monday, May 25th 1998 at 7:30pm.

It is understood that, as per Town of Georgina by-laws, a deputation on behalf of an organization, that 10 minutes is available for such a deputation.

Could you please confirm with the undersigned that this council meeting is to be held at the Georgina Civic Centre at 26,557 Civic Centre Road, Keswick Ontario. (Please note: due to changes in telecommunications arrangements, please call before sending a facsimile)

I Thank You In Advance,



Daniel S. Hammond

MEMORANDUM

TO: Mayor and Council

CC: Stan Armstrong,
Chief Administrative Officer

Department Heads: Harold Lenters
Bob Magloughlen
John McLean

FROM: Larry Simpson,
Town Clerk

SUBJECT: Committee of the Whole - June 1, 1998
Items for Disposition

The following matters from the Committee of the Whole meeting held on June 1, 1998, will not appear on the Council agenda as recommendations because;

- A) **they have already been forwarded to the appropriate parties for disposition or were received for information only, or**
- B) **they were approved at a Special Council Meeting held immediately following the Committee of the Whole Meeting:**

- A) . THAT CORRESPONDENCE FROM DENIS KELLY, CLERK-ADMINISTRATOR, TOWN OF EAST GWILLIMBURY, RESPECTING THE GREATER TORONTO SERVICES BOARD BE RECEIVED.
- . THAT CORRESPONDENCE FROM DENIS KELLY, CLERK-ADMINISTRATOR, TOWN OF EAST GWILLIMBURY, RESPECTING BOUNDARY ADJUSTMENTS BETWEEN EAST GWILLIMBURY AND NEWMARKET BE RECEIVED.
- . THAT CORRESPONDENCE FROM DR. C.D. MACINNES, COORDINATOR, RABIES RESEARCH, MINISTRY OF NATURAL RESOURCES, RESPECTING RABIES CONTROL PROGRAMS FOR 1998 BE RECEIVED.
- . THAT CORRESPONDENCE FROM JAN MCCORD, CHAIRPERSON, BLACK RIVER PARENT COUNCIL, EXPRESSING ITS APPRECIATION TO JOHN MCLEAN FOR HIS CONTRIBUTION IN TIME AND EFFORT TOWARDS THE PLANNING PROCESS AND COMPLETION OF THE PLAYGROUND EQUIPMENT BE RECEIVED.
- . THAT CORRESPONDENCE FROM MARILYN D. CARTER, LIBERTY LANE REG'D BOXERS, EXPRESSING HER APPRECIATION TO CATHY RANKIN, CANINE CONTROL SUPERVISOR, FOR HER PROFESSIONAL

HELP AND GUIDANCE BE RECEIVED.

- THAT CORRESPONDENCE FROM ROBERT WALKER RESPECTING INTERIM PROPERTY TAX BILL "REMINDER NOTICES" BE RECEIVED.
- THAT CORRESPONDENCE FROM BRUCE TAYLOR, TOWN CLERK, TOWN OF PICKERING, REQUESTING COUNCIL SUPPORT ITS POSITION TO THE PROVINCIAL GOVERNMENT THAT LANDFILL SITES BE LOCATED ONLY IN WILLING HOST MUNICIPALITIES AND THAT ALL LOWER TIER MUNICIPALITIES HAVE AUTONOMY OVER WASTE RELATED MATTERS WITHIN THEIR BOUNDARIES BE RECEIVED AND **REFERRED TO CHIEF ADMINISTRATIVE OFFICER FOR INFORMATION.**
- THAT CORRESPONDENCE FROM DR. A FRIESNER RESPECTING THE RECONSIDERATION MOTION REGARDING THE PROPOSED HIGHWAY 404 EXTENSION BE RECEIVED AND **REFERRED TO THE CHIEF ADMINISTRATIVE OFFICER TO CONVERSE WITH THE MINISTRIES INVOLVED, REGION OF YORK AND TOWN STAFF TO SOLICIT THEIR COMMENTS IN REFERENCE TO THE PUBLIC SUBMISSIONS MADE AT THE TWO PUBLIC MEETINGS, AS WELL AS A LISTING OF THE FORMER RESOLUTIONS PASSED BY COUNCIL ON THIS MATTER, IN ORDER TO PREPARE AN INFORMATION REPORT FOR COUNCIL ON JULY 13, 1998.**
- THAT THE PROPOSED POLICY IN REFERENCE TO PROCLAMATIONS AND THE FLYING OF FLAGS ON TOWN FACILITIES, AS OUTLINED IN REPORT NO. DAS-98-65, BE DEFERRED **IN ORDER FOR A LEGAL OPINION TO BE OBTAINED.**
- THAT REPORT DPW-98-29 ENTITLED "HOUSEHOLD ORGANIC COMPOSTING FACILITY" BE RECEIVED AS INFORMATION.
- JOHN MCLEAN WAS REQUESTED TO REVIEW THE TOWN'S POLICY ON LEAGUE SPONSORED BALL TOURNAMENTS AND PRIVATE TOURNAMENTS AS TO THE TOWN'S LIABILITY WHEN LIQUOR PERMITS ARE INVOLVED.
- B) THAT A BY-LAW TO APPOINT PAUL THORNER AS AN INSPECTOR FOR THE ENFORCEMENT OF THE BUILDING CODE ACT AND REGULATIONS MADE THEREUNDER FOR THE TOWN OF GEORGINA BE READ AND PASSED.
- THAT A BY-LAW AUTHORIZING THE ACQUISITION OF PROPERTY FROM ONTARIO CLEAN WATER AGENCY BE READ AND PASSED.

MEMORANDUM

TO: Mayor and Council

CC: Stan Armstrong,
Chief Administrative Officer

Department Heads: Harold Lenters
Bob Magloughlen
John McLean

FROM: Larry Simpson,
Town Clerk

SUBJECT: Committee of the Whole - June 1, 1998
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APPENDIX II
OF REPORT DPW-98-35



Mr. Robert Magloughlen
Highway 404

Page 2

Points brought up during the May 25, 1998 meeting

3. "Mr. Henn suggested that all development be put on hold until proper infrastructure is established to solve the traffic problems that we currently have."

York Region is working with the Towns of Georgina and East Gwillimbury in monitoring the traffic condition in this corridor to ensure that development is being phased with available traffic capacity. It is a known fact that the available capacity is not sufficient to serve the corridor traffic generated by all proposed developments in Georgina. Thus, there is an urgency for the Province to act in extending Highway 404. There is also a substantial amount of proposed development in Georgina that is already approved and cannot be held up.

4. "Mr. Daniel Hammond, 31490 Lake Ridge Rd, Cannington, Vice President of Transport 2000, an advocacy group for transportation, state that a bus service could be implemented within three months and the abandoned rail lines could be rerailed to improve the transportation concerns, as opposed to constructing an extension of a high-speed highway."

The Region has advocated a variety of transit service improvements for the northern area of York. Extension of the Richmond Hill GO line, all day train service and improved GO bus service in the Woodbine/Highway 404 corridor have been proposed in the past. GO Transit had a test service on Highway 404 that failed to attract many riders. Now that the Region is involved in financing GO services, such a new service from Keswick to Toronto with drive off/on ramps at Highway 404 carpool lots may be possible and may eventually assist in reducing traffic growth. However, even under the most optimistic transit usage scenario, there is still a need for the Highway 404 Extension. The long term transportation needs for York Region require substantial improvements to both transit and roads.

The Region is also interested in protecting abandoned rail lines for future transit service corridors to be planned and operated in conjunction with the current municipal operators.

5. "Mr. McCracken stated that the Region of York should improve Woodbine Avenue and that the piecemeal approach to roads has to stop. He inquired why a road would be widened to four lanes and then the speed reduced on that road. He stated that Council should insist that the Region of York focus its money on improving Woodbine Avenue, which should have been done years ago, that relief is need now, not in the year 2004."

"Mr. Harpley suggested that the Region of York provide a clear and definite plan for improvements to the existing roads."

continued...



Mr. Robert Magloughlen
Highway 404

Page 3

As explained in point no. 1 above, the main focus of York Region in bringing additional traffic capacity to this corridor is to pressure the Province into building the extension of Highway 404 to at least Ravenshoe Road. Therefore, any plans for improvements to Leslie Street and Woodbine Avenue must necessarily wait until the Provincial plans are confirmed. The recently announced agreement between York Region and the Ministry of Transportation to expedite the extension of Highway 404 to Green Lane / Herald Road is evidence of the Region's commitment to road improvements in this area.

If you wish to discuss any of the above points further, please call me at 905-895-1200 extension 5029.

Sincerely,

A handwritten signature in cursive script that reads "Paul May".

Paul May, P. Eng.

Director

Transportation Planning and Approvals

LC/vm

Attachment

c: Steve Jacobs, Ministry of Transportation of Ontario

File: c:\cheah\georgina.doc

APPENDIX "A"

Report No. 2 of the Transportation and Works Committee

147

Jan 30/97

Regional
Committee
Anderson**2****HIGHWAY NO. 404 EXTENSION STRATEGY**

The Transportation and Works Committee recommends the adoption of the following report, January 3, 1997, from the Commissioner of Transportation and Works, subject to the additional requirement that the Green Lane connection be included as an integral component of the strategy.

1.0 Recommendations

It is recommended that:

1. the Commissioner of Transportation and Works, together with the Town of Newmarket, Town of East Gwillimbury and Town of Georgina, discuss with the Ministry of Transportation various options on partnering in a program of staged implementation of the Highway 404 extension;
2. Regional staff prepare subsequent reports detailing the progress of the discussions and the financial implications to the Region of York; and
3. the Regional Clerk forward copies of this report to the Ministry of Transportation, Town of Newmarket, Town of East Gwillimbury, Town of Georgina, York Region area M.P.P.s and Region of Durham.

2.0 Background**2.1 Purpose**

The purpose of this report is to discuss the technical and financing alternatives available to York Region in meeting future travel demands in the Newmarket to Keswick travel corridor, through some form of partnership with the Province of Ontario for the extension of Highway 404. The report is also intended to set the context for these discussions with the Province.

2.2 History

The interim termination of Highway 404 at Davis Drive has created traffic operation and distribution problems through the Town of Newmarket. As well, the need for additional highway capacity in northern York Region has been recognised by the Province, York Region and the area municipalities as an integral part of York Region's development objectives as envisioned in the Regional Official Plan. To resolve both issues, a northern extension of Highway 404 was proposed.

An Environmental Assessment (EA) Study was started by the Ministry of Transportation in the Spring of 1993 to determine a preferred route for the

APPENDIX "A"

Report No. 2 of the Transportation and Works Committee

Highway 404 extension from Davis Drive to Highway 48/12 in Durham Region. To expedite the process leading to the early construction of an extension, Regional Council on March 9, 1995, adopted Clause 1 of Report No. 2 of the Regional Commissioner of Transportation requesting the Ministry of Transportation to separate the Highway 404 extension into three stages.

The three stages recommended by Regional Council were Davis Drive to Green Lane/Herald Road, Green Lane/Herald Road to the Keswick area and from Keswick to Highway 48/12. The section from Davis Drive to Green Lane/Herald Road was subsequently incorporated into York Region's Green Lane/Herald Road Environmental Assessment Study which was completed in 1996.

The Ministry of Transportation has selected a technically preferred alignment for the Highway 404 extension from Davis Drive to Highway 48/12 which is now under public review (Attachment 1). A report to Regional Council was adopted under Clause No. 1 of Report 19 of the Transportation and Works Committee on October 24, 1996 which recommended that:

1. "Regional Council supports the EA Study being undertaken by the MTO to date for the northern extension of Highway 404 and the Bradford By-Pass, and the process the Ministry is undertaking;
2. Regional Council requests the Minister of Environment and Energy to make an early decision as it relates to the Environmental Study for both projects;
3. Regional Council requests the Minister of Transportation to pursue the identification and purchase of the right-of-way for Highway 404 Extension and that Regional Council respectfully advises the Minister that it is willing to co-operatively commence the early implementation of the Highway 404 Extension;
4. That Julia Munro, M.P.P., and Frank Klees, M.P.P., be requested to assist in establishing a meeting with Regional officials and the Minister of Environment and Energy and the Minister of Transportation to attempt to expedite the EA approval process."

The Ministry of Transportation is proceeding with the Environmental Assessment for the Highway 404 Extension but has not yet made any commitment towards the timing for construction.

3.0 Comment

There is an immediate need for additional traffic capacity to meet the growing needs of existing and short-term development along the Leslie Street / Woodbine Avenue corridor from Davis Drive in Newmarket to Ravenshoe Road in Keswick. Existing travel demand in this corridor is approaching the service capacity provided by Leslie Street and Woodbine Avenue of 2,500 to 3,000 vehicles per hour (vph) in the morning peak hour southbound direction. Forecast travel demand in the corridor for the morning peak hour in the southbound direction for the year 2011 and 2021 are in the range of 4,500 to 6,000 vph and 7,000 to 8,000 vph respectively.

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Without any improvements in the corridor it is anticipated that over the next few years there will be significant travel delays during peak periods.

3.1 Alternative Solutions

There are two alternative solutions to rectify the traffic capacity problems in the corridor. The first alternative is to widen both Leslie Street and Woodbine Avenue to 4-lane arterial roads. The widening of Leslie Street will have to include by-passes of Sharon and Queensville to mitigate the impacts on those communities. The second alternative is to extend Highway 404 either as a full 4-lane freeway or as a 2-lane at-grade arterial road. The 2-lane Highway 404 extension solution will include consideration for passing lanes at appropriate locations.

The widening Woodbine/Leslie alternative will resolve the short term capacity problems and accommodate the forecast growth for approximately a 15 year period. However, the Highway 404 extension will still be required to meet the longer term demand in the corridor. When the Highway 404 extension is built, it will create surplus traffic capacity in the corridor, particularly on Woodbine Avenue, for at least 10 years. The widening of Woodbine Avenue from Davis Drive to Ravenshoe Road is estimated to cost about \$12 million (excluding property) while the corresponding widening of Leslie Street is estimated to cost \$16 million.

The Highway 404 extension alternative as a 2-lane arterial road would also accommodate the travel demand requirements for approximately a 15 year time period. The initial stage would be less expensive to construct (about \$18 million, excluding property) than widening both Woodbine Avenue and Leslie Street (a total of about \$28 million). Additional advantages include no excess capacity on Woodbine Avenue and Leslie Street after Highway 404 is extended, and the flexibility of staging the development to a full 4-lane Highway 404 in concert with traffic demand.

3.2 Benefits of Extending Highway 404

Assuming an initial 2-lane arterial extension of Highway 404, the following benefits will be realised:

- Highway 404 extended to Highway 48/12 will provide an alternate route between the Greater Toronto Area in general and the areas to the east and north of Lake Simcoe for commuter, recreational and intercity travel while at the same time addressing the capacity deficiency of the Provincial transportation network in northern York and Durham Regions.
- For York Region, the immediate impact of an extended Highway 404 would be to reduce current congestion and facilitate the development of the communities served by the corridor including Sharon, Holland Landing, Mount Albert, Queensville, Keswick and Sutton.

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Report No. 2 of the Transportation and Works Committee

-
- The Highway 404 extension as a 2-lane arterial road alternative gives York Region the flexibility of deferring capital cost expenditures for the widening of Leslie Street and Woodbine Avenue for at least 15 years. This would be in keeping with York Region's long term road reconstruction program that has both Leslie Street and Woodbine Avenue programmed for widening in the period beyond the 15 year time frame.
 - By analysing the 2011 traffic volumes on the roads in the corridor with and without a 2-lane Highway 404 extension, significant savings are estimated to result in terms of travel time, number of accidents and fuel consumption for users of the roads in the corridor.

There are also other indirect society cost savings due to such things as reduction in various emission of pollutants, improvements in worker productivity, and reduction in health costs.

Based on the above benefits, it is recommended that the Region pursue, with the Ministry of Transportation, the immediate extension of Highway 404 from Davis Drive to at least Ravenshoe Road.

3.3 Implementation of the Highway 404 Extension

Two options exist in terms of the form of the initial extension, namely, a full freeway extension with interchanges at Herald Road, Queensville Sideroad and Woodbine Avenue/Ravenshoe Road or a two-lane arterial road with at-grade intersections.

The second option provides the flexibility of not having to acquire the full right-of-way of 100 m which the first option requires for implementation. Instead, a bare minimum 20 m right-of-way with extra width at cut, fill and intersection sections is sufficient for option two as there is no need for utilities within the right-of-way. In practice, however, it may be prudent to acquire more than the 20 m right-of-way up to the 100 m maximum to reduce cost from not having to negotiate a second agreement with the same property owners as well as not being subject to rising land values as the corridor becomes more developed. This would also limit the impacts on the affected property owners to a single time period. Thus, variations of option two could occur depending on how the property acquisition step is completed up to a scenario in which the full 100 m right-of-way is acquired from the outset and a 2-lane Highway 404 extension is implemented.

Under current (1996) market conditions, property costs for the Highway 404 extension from Davis Drive to Ravenshoe Road will range from approximately \$3M for a 20 m right-of-way to \$13M for a 100 m right-of-way. Based on typical unit costs of similar projects, the freeway and arterial road options will cost \$45M and \$18M, respectively, to construct. Table 1 summarises the options discussed.

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Table 1: Highway 404 Extension Options

	Description	Property cost (\$M)	Construction cost (\$M)	Total cost (\$M)
1.	4-lane freeway with interchanges	\$13	\$45	\$58
2a.	2-lane arterial road with at-grade intersections within 20m R.O.W.	\$3	\$18	\$21
2b.	2-lane arterial road with at-grade intersections within 100m R.O.W.	\$13	\$18	\$31

Taking into account the current fiscal environment, option two (ranging from approximately one-third to one-half the cost of option one) would be the preferred alternative both from a Provincial and Regional perspective.

3.4 Proponency, Financing and Construction Options for Highway 404 Extension

While it is recognised that an extension of Highway 404 is ultimately a Provincial responsibility, as recommended by Regional Council on October 24, 1996, York Region may assist the Province in carrying out this responsibility with regard to the technical and administrative aspects of the project as well as the possibility of front-ending some of the costs of the project.

The following tables describe the various alternatives available to York Region and the Province in terms of proponency, financing, cost recovery, and implementation method for the Highway 404 extension project. Each table, in fact, represents a step and the list of possible outcomes of each step in the process that will have to be carried out between York Region and the Province in implementing the project.

Table 2: Potential Proponents

1.	Full Provincial initiative
2.	Full York Region initiative
3.	Partnership between Province and York Region

Table 3: Alternative Financing - Property

1.	Province acquire
2.	York Region acquire through DC draw
3.	York Region acquire through debenture
4.	York Region acquire through Provincial funding

Table 4: Alternative Financing - Construction

1.	Full Province
2.	Fed/Prov/Mun. Infrastructure Program
3.	York Region grant a portion through DC

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4.	Full York Region through DC draw
5.	Full York Region through debenture
6.	Full Private consortium

Table 5: Cost Recovery

1.	Re-payment from Province
2.	Tolling
3.	"Shadow" tolling

Table 6: Highway 404 Operator

1.	Province
2.	York Region
3.	Private consortium

Table 7: Construction Method

1.	Separate design and construction contracts
2.	Single design-build contract
3.	Total project management

In terms of proponentcy (Table 2), the option of partnership between the Province and York Region implies a sharing of the cost of implementation in either or both the property acquisition or construction components of the project.

The property acquisition and construction components of the project can be financed differently as identified in Table 3 and 4. If a Development Charges draw is used by York Region to fund this project, and assuming that the project is implemented within the 10 year time frame, then other capital projects will likely have to be deferred. Alternatively, this project could be financed through debentures. The impact on York Region of debenturing the various portions of the project will be investigated together with the Regional Finance Department and will be included in any follow-up report to Committee and Council.

In Table 5, it is assumed that if York Region funds any portion of the project up front, then a re-payment process will have to be negotiated with the Province. In both tolling options, private funding of the full project is an assumption. Under "shadow" tolling, the private contractor is paid by either the Province or the Region through some other funding mechanism such as DC draws or debentures based on the amount of traffic using the Highway.

Table 6 lists the potential operators of the Highway. The operator will be responsible for maintenance and rehabilitation of the road, and is generally implied by the construction funding component of the project.

The three different options available for the construction of the Highway (Table 7) relates to the degree of involvement of the proponent in the delivery of the

APPENDIX "A"

Report No. 2 of the Transportation and Works Committee

project. Each option include some degree of cost or time savings in the implementation of the overall project. Option 1 occurs when the proponent tenders out various aspects of the construction process from design to the actual construction. The end of the spectrum is in option 3 where a private consortium is given full control of the construction process including construction monitoring and inspection.

4.0 Conclusion

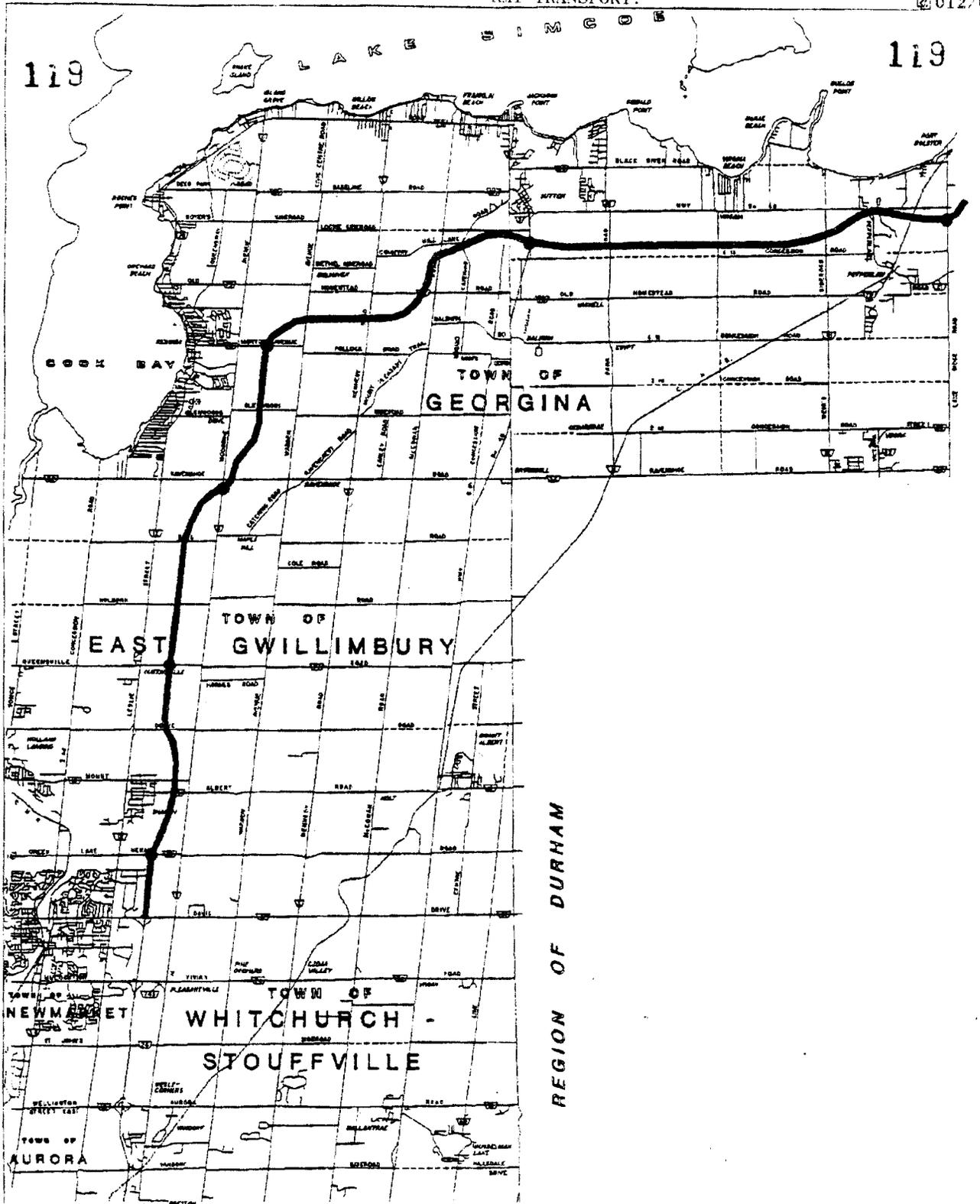
There is an immediate need for an improvement to the traffic capacity in the Newmarket to Keswick travel corridor. The analysis concludes that an extension of Highway 404 as a two-lane at-grade arterial road is the logical choice from a financial and disruption to community perspective. An extension of Highway 404 would bring tremendous benefits to the Region and the Province, and would move forward the implementation of the ultimate Highway 404 extension through the Towns of East Gwillimbury and Georgina to Highway 48/12 in Durham Region.

While it is recognised that an extension of Highway 404 is ultimately a Provincial responsibility, Regional Council, on October 24, 1996, expressed a willingness to assist the Province in carrying out this responsibility with regard to the technical and administrative aspects of the project as well as the possibility of front-ending some of the costs of the project.

Various options and alternatives relating to the proponency, financing and operation of the Highway 404 extension are presented as steps in the process that will have to be carried out with the Province on moving the project forward to construction. In order for these discussions to begin, authorisation from Council is required.

These discussions with the Province should be co-ordinated with and involve the three affected Towns of Newmarket, East Gwillimbury and Georgina. Therefore, this process and report have been discussed with staff from these three municipalities.

(A copy of the attachment referred to in the foregoing has been forwarded with the January 22, 1997 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)



LOCATION PLAN

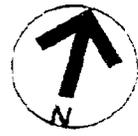
HIGHWAY 404 EXTENSION
TECHNICALLY PREFERRED ALIGNMENT

FILE NAME: 14F0000 DWG



Transportation and Works

— ROUTE ALIGNMENT



APPENDIX III
OF REPORT DPW-98-35

Map 9

Future Arterial and Freeway Network

- Provincial Freeways**
- Existing:
 - Proposed:
 - Alignment Not Defined:

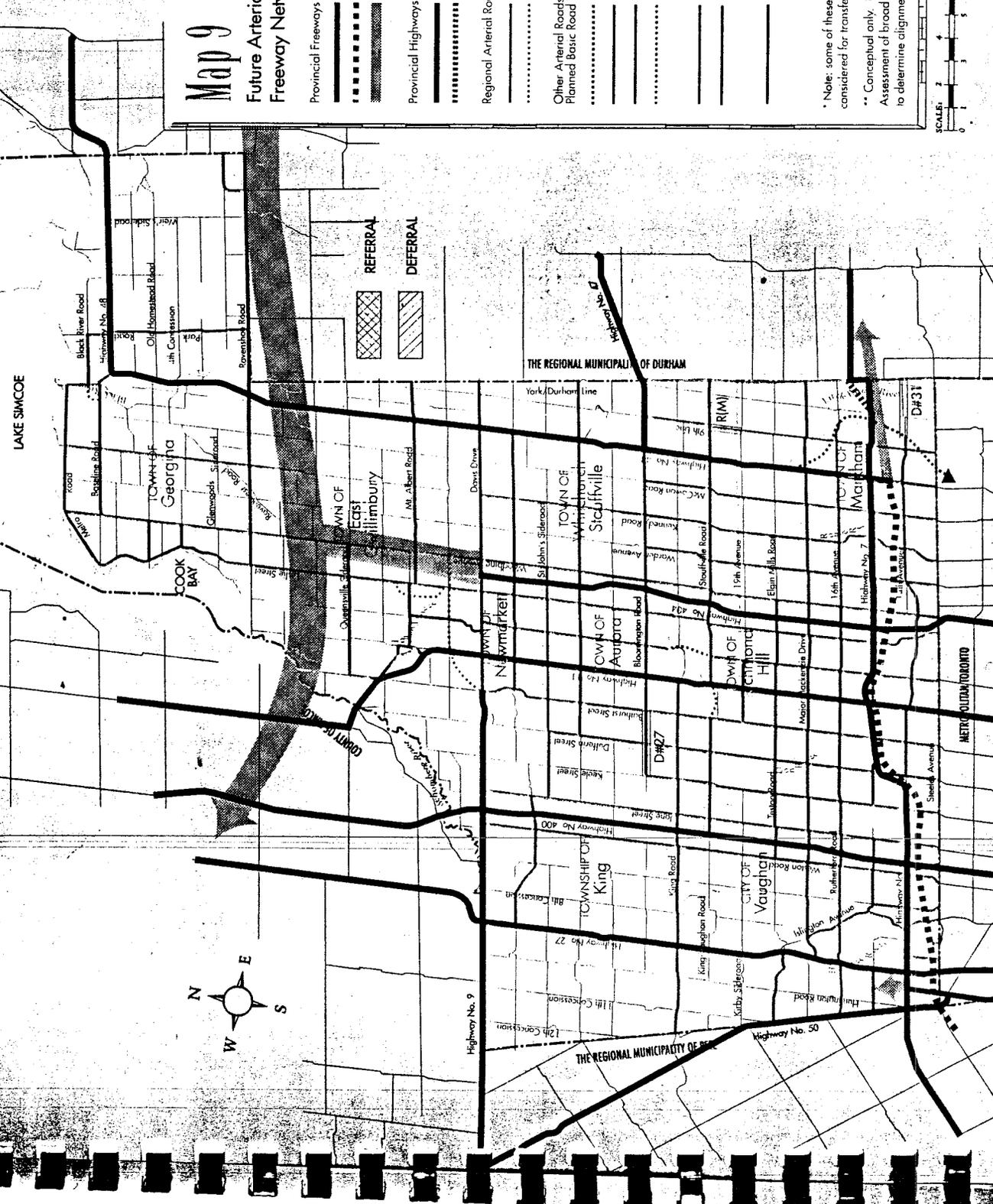
- Provincial Highways**
- Existing:
 - Proposed:

- Regional Arterial Roads**
- Existing:
 - Proposed:

- Other Arterial Roads - Planned Basic Road Widths**
- 60 Metres:
 - 45 Metres:
 - 36 Metres:

- 36 Metres Alignment Not Defined:
- 30 Metres:
- Variable Road Width 20 to 30 metres:
- 20 Metres with possible inter-section improvements:

* Note: some of these roads may be considered for transfer to the Region.
 ** Conceptual only. Environmental Assessment of broad study area required to determine alignment.

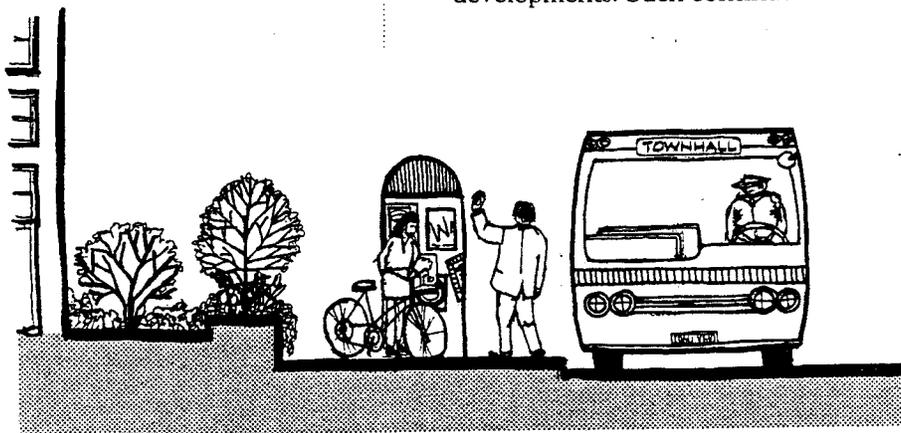


encouraging all other forms of transportation such as transit, walking and cycling, and recommend necessary improvements. Council may request modifications to a development proposal if it is found to have an adverse impact on regional transportation.

11. To consider the development of regional roads bypassing existing settlements in order to facilitate traffic flow, including goods movement where feasible and desirable.
12. That priority will be given to protecting existing heritage streetscapes using techniques such as variable rights-of-way, use of bypasses and innovative road cross section standards. In the case of Sharon, a 30 metre right-of-way will be protected until a bypass is assured.
13. To support the planning, corridor protection and the early construction of the following facilities:
 - a) Highway 407;
 - b) Highway 427 north;
 - c) Highway 404 north from Davis Drive with links to Highway 400 and to the Highway 7/Highway 12 junction;
 - d) a high-capacity connection between Highway 407 and 401 in the eastern part of Markham and Metropolitan Toronto;
 - e) The Greenlane-Herald Road extension to serve as a Highway 9 by-pass for the Town of Newmarket; and
 - f) interchanges on freeways at regional and other arterial road crossings as development occurs in the area and the need is identified.
14. To encourage all appropriate agencies to expedite the construction of road/railway grade separations, where appropriate.
15. To encourage all local municipalities to ensure that continuous mid-concession block collector roads are implemented east-west and north-south in all new urban developments. Such continuous collector roads are required not only to serve

automobile traffic in the local areas but also to serve efficient and effective transit systems.

16. To identify and implement a network of high-occupancy vehicle (HOV) lanes on regional roads and other roads as appropriate. This network should be designed to integrate with networks in Metropolitan Toronto and other regions.



DEVELOPMENT SERVICES DEPARTMENT
MEMORANDUM

June 29, 1998

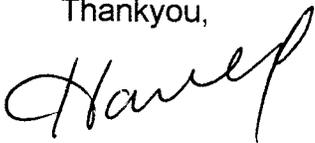
TO: Robert T. Magloughlen, Town Engineer
FROM: Harold W. Lenters, M.Sc.PI., M.C.I.P., R.P.P.
SUBJECT: HIGHWAY 404 INFORMATION REPORT

You have requested my comments on Mr. Henn's suggestion that "all development by put on hold until a proper infrastructure is established to solve the traffic problems that we currently have."

Mr. Henn's comment is a very broad statement that would have major implications, possible legal ramifications, if acted upon without appropriate cause, authority or justification to do so. In this regard, the approvals of the residential developments obtained under the previous and/or current Keswick Secondary Plans are such that the Town could not simply put these on hold. As you know, a number of the developments in Keswick are registered and/or being constructed and to "freeze" these development would be next to impossible.

Based on meetings and discussions with the Region, it is my understanding that the full planned build-out of Keswick (34,500 plus persons) will be contingent upon increased lane capacity to the south. In this regard, I believe the current Regional position is that it will not approve more residential development for Keswick beyond approximately 24,200 people, without increased lane capacity infrastructure to handle same being in place.

Thankyou,



Harold

HWL/pa

Town of Georgia	
PUBLIC WORKS DEPARTMENT	
JUN 29 1998	
Director	
Assistant Dir.	
Engineering Mgr.	
Secretary	
File	

APPENDIX V
OF REPORT DPW-98-35

9. DEPUTATIONS:

9.1 Shaeron Aldridge, Peacemakers Club, to update Council on progress made to date on the Georgina Peace Garden and to discuss details respecting signs to be posted in and around the Garden.

Ms. Aldridge stated that half of the shrubs have been pledged for the garden and all the perennials have been donated from resident's gardens. She noted that a 'Peace Garden Digging Day' will be held on June 6 from 9:00 a.m. to 4:00 p.m. to plant the bushes, shrubs and flowers.

Ms. Aldridge requested that Council approve the installation of a sign advertising the existence and location of the Peace Garden. The design of the sign and the location of the sign on the Civic Centre grounds is entirely up to Council.

Ms. Aldridge submitted a coloured copy of what the garden will look like once completed and suggested that a two foot square digital photo sign be erected within the garden boundaries. This sign would look like a photo of the garden from far away, but once up close, the plants, leaves, bushes, etc would actually be made of the names of individuals associated with the establishment of the garden.

Moved by Councillor Jordan

Seconded by Councillor Hackenbrook

RESOLUTION NO. C-98-283

JOHN M. THAT THE DEPUTATION MADE BY SHAERON ALDRIDGE UPDATING COUNCIL ON PROGRESS MADE TO DATE ON THE GEORGINA PEACE GARDEN AND REQUESTING THE ERECTION OF TWO SIGNS TO BE POSTED IN AND AROUND THE GARDEN, BE RECEIVED AND THAT MS. ALDRIDGE CONTINUE TO DIALOGUE WITH THE DIRECTOR OF LEISURE SERVICES ON THE PROJECT.

carried.....

18. OTHER BUSINESS:

18.1 Proposed Highway 404 Extension

Councillor Jordan declared an interest in Item No. 18.1 because she rents property within the proposed Highway 404 extension route; she did not participate in any discussion or vote.

Mr. Paul Nicholls stated that he is in attendance as President of the Pefferlaw Association of Ratepayers.

18. OTHER BUSINESS cont'd:

Mr. Nicholls stated that as he had indicated at the Special Council Meeting held on April 29, 1998, the association conducted a telephone survey to determine the number of residents in opposition to the proposed route for the extension of Highway 404 through the Town of Georgina and the results indicated an overwhelming number of residents in opposition to the proposed route.

Mr. Nicholls reiterated the association's concerns that the outcome of the Ministry of Transportation's survey was predetermined, that public input was either not sought or ignored, that the Ministry did not determine the true impact the proposal will have on Pefferlaw and that the route should follow Ravenshoe Road.

Mr. Nicholls indicated that the further north the highway extension is located, the fewer people it will serve. He noted that the highway will have a negative impact on Lake Simcoe and the environment and upset the local economy and requested Council continue to support its resolution made on April 29, 1998. He indicated no one wants to travel north to go south.

Mr. Glenn Ulrich of the Board of Trade stated that the Board endorses the Ministry of Transportation's proposed route for Highway 404 and that the highway is needed at least as north as Ravenshoe Road. The highway extension is a long term goal and will benefit the Town.

Mr. Ulrich requested that Council make a decision that will benefit the Town and take the tax burden off of the residential taxpayers by bringing in more business due to the close proximity of the highway to Georgina.

Mr. John Sibbald of 55 Hedge Rd, Jackson's Point, endorsed Mr. Nicholls' deputation. He indicated that \$50 Million dollars is to be invested in a water system for Georgina and will be started this fall to serve the residents for the next thirty years, but no one considered that Lake Simcoe may be an unsatisfactory source of water in thirty years time.

Mr. Sibbald stated that in 1890, the City of Toronto considered Lake Simcoe as a source of water but the lake was too small to supply the quantities required and its quality was not acceptable due to a high level of vegetable matter and the fragile nature of the Lake. In 1971 it was discovered that through the fisheries, the lake was beginning to deteriorate noticeably and in 1985, a report was produced that stated the lake had to be properly managed, or it would be lost.

Mr. Sibbald made reference to an article he had read in the local newspaper respecting the damaging effects of roads and motor vehicles on the environment and landscape, how roads begin to introduce pollution to an area at the time construction begins. It was noted in the article that road run-off carries more spilled oil in one year than the Exxon Valdez oil spill created.

18. OTHER BUSINESS cont'd:

Mr. Sibbald suggested that the Highway extension run east-west and connect to Highways 7 and 12 as originally proposed and requested that a focus group be established to review the transportation and recreational needs of the community and develop a proposal for transportation.

Mr. Ernie Henn, 112 Riverbank Drive, Pefferlaw, stated that he has been to every meeting concerning the extension of highway 404, including meetings hosted by the Ministry of Transportation and workshops and the results are always the same, with the majority of residents and businessmen opposed to a northern route through Georgina.

Mr. Henn stated that the previous Council made a motion that the extension go no further north than Ravenshoe Road and then travel east. He inquired how many times Council has to vote on this matter before it realizes the majority of people do not want a northern route of the highway?

Mr. Henn suggested that all development be put on hold until a proper infrastructure is established to solve the traffic problems that we currently have.

Mr. Daniel Hammond, 31490 Lake Ridge Rd, Cannington, Vice President of Transport 2000, an advocacy group for transportation, stated that a bus service could be implemented within three months and the abandoned rail lines could be rerailed to improve the transportation concerns, as opposed to constructing an extension of a high-speed highway.

Mr. Hammond wondered why the Province is offering money to extend Highway 404 but is offering nothing to improve the transportation system in Georgina.

Mr. Jim Reeves, 27359 Highway 48, Sutton West, stated that there are three concerns that he would like to discuss at this time being the need for a highway, the pressure to extend the highway and the 'not in my back yard' syndrome.

Mr. Reeves noted that if a motion is made to reconsider a motion, the motion to reconsider has to be made by someone on the affirmative side of the first vote.

Mr. Reeves stated that he lives on Highway 48 and that most vehicles travel at, or above, the speed limit, that it is by no means overloaded. He stated that there is no current need for another highway in the northern/eastern area of the Region. He advised that he does not believe the projections of the 1970's and 1980's are valid any longer.

Mr. Reeves indicated that the Ministry and the Town should work on a solution that would be conducive to Georgina, that Georgina should not be pressured by the Ministry to either accept the proposal as proposed or nothing will happen at all. Georgina should not have to sacrifice the eastern area of the community to accept an extension of Highway 404.

18. OTHER BUSINESS cont'd:

Mr. Reeves stated that there are better environmental solutions in the world, that raised highways have been built over the everglades and wetlands in other parts of the world at a higher cost, but the runoff of these highways are much better managed. There are solutions. Georgina should not be blackmailed by the Ministry at the expense of their community.

Mr. John Hicks, 291 Metro Road North, Keswick, submitted a route map, an impact map, an outline of York Region Transportation Department's desire to link Highway 404 with Highways 7 and 12 in 1994 and America's Environmental Protection Agency criteria for placing roads over wetlands.

Mr. Hicks stated that at the last meeting in April, he had advised Council on the glaciation in a north-south/east-west pattern that the proposed highway would essentially cut through at right angles. He indicated that the landscape and natural systems will be severely effected if altered in any way and this will affect the Lake eventually.

Mr. Hicks indicated that a route along Ravenshoe Road has its own problems, but if the highway extension route was easterly along Ravenshoe Road, it could make an important link with Peterborough and Lindsay and wondered why this linkage possibility was not investigated by the Ministry at the time it was developing a route.

Mr. Hessel Pape, 556 Catering Road, Sutton West, stated that he has heard many arguments why the extension should not go through Georgina. He stated that there is no doubt that a major highway is necessary and inevitable, but its route should not be through Georgina. He stated that Council listened to the concerns and acted accordingly by passing a resolution opposing the extension of Highway 404 north of Ravenshoe Road.

Mr. Pape indicated that Council's position was forwarded to the Ministry of Transportation on May 8, 1998 and then a reconsideration motion was put forward at the Special Council Meeting of May 19th with no public input. He stated that if a motion has been acted upon, then it cannot be reconsidered.

Mr. Duff Chadwick, 24727 Warden Avenue, Keswick, stated that he was happy with Council's motion of April 29th and stated that the extension of Highway 404 through Georgina would have negative impacts on the environment, trade and economy and tourism. He stated that he had been under the impression that Council had put a lot of thought into their motion of April 29th, and cannot believe that Members of Council have now changed their minds.

Mrs. Mary Pape, 556 Catering Road, Sutton West, stated that the Special Council Meeting of April 29th was well publicized and both objections to, and support of, the extension of Highway 404 through Georgina were heard. She stated that she was elated with Council's decision and that Council had actually listened to the resident's concerns.

18. OTHER BUSINESS cont'd:

Mrs. Pape stated that Council had months and years to attend meetings, to study the Ministry proposals and listen to the resident's concerns. Council had committed itself on April 29th by making a formal motion of its position and forwarded that position to the Ministry. Council was not swayed or bullied into anything by the Ministry and she is proud of Council.

Mrs. Pape noted that the Ministry of Transportation's mandate is to serve the best interests of the taxpayers and the environment.

Ms. Lynn Fairweather-Leinster, 4 Station Road, Pefferlaw, stated that the extension of Highway 404 through Georgina will split the community and negatively affect the environment.

Mr. Jamie Huntley, R.R. #3, Sutton West, asked why Council changed its mind. He noted that most of the speakers at the Special Council Meeting on April 29th did not live in Pefferlaw as indicated in the newspaper. He stated that the highway extension would produce salt runoff, fumes and noise, destroy choice farmland and produce welfare ghettos in Georgina. He noted that by the year 2020, there will be food shortages around the world due to farmland being taken over by roads and development.

Mr. Gary Sedore, Willow Beach, stated that he is proud of Council for making a wise decision at the previous meeting on April 29th to stop the extension of Highway 404 through Georgina.

Mr. Sedore stated that farmland is ignored when it comes to development of any kind. He noted that Georgina should not be destroyed for the benefit of the southern areas of the Region. He suggested that anyone owning property on the expropriation list hire a lawyer to be involved in the negotiations.

Mr. Joe Klesitz, 24198 Highway #48, Baldwin, stated that he represents the individual businessman. He lives on Highway #48 and has noticed that the truck traffic is bumper to bumper and that the trucks need another highway on which to travel. He requested Council to approve the extension of Highway 404 through Georgina.

Mr. Jack Smallwood, 354 Catering Road, Sutton West, stated that the highway extension may be environmentally and technically sound, but it should be amended if it does not take the resident's best interests into account.

Mr. Tom Davies, 261 Lakeview Blvd., Keswick, stated that he has an engineering background and is in favour of the extension of Highway 404, even through Georgina. He stated that the more lanes are available on a highway, the less accidents occur, due to less congestion. He noted that there are various types of expressways, and that the proposed highway would be a controlled access divided highway with a grass median down the centre approximately 20 metres in width which is the safety type.

18. OTHER BUSINESS cont'd:

Mr. Davies noted that there are alternatives to using salt on roadways. He stated that if sand was used, motorists would not have the false sense of security they seem to have when salt is on the road, and they would not drive as fast, therefore eliminating some of the accidents that occur.

Mr. Davies stated that less carbon monoxide would be released into the atmosphere from vehicle emissions if vehicles did not have to constantly stop and start at traffic signals, but rather were travelling on expressways without traffic signals.

Mr. Davies indicated that controlled access highways limit development and in the long run protects the environment somewhat.

Mr. Cliff Perry, 55 Pinecrest Road, Pefferlaw, stated that he is opposed to the extension of Highway 404 through Georgina. He suggested that a significant community reinvestment fund be given to the community in compensation for all that they will lose as a result of the extension.

Ms. Betty Guttormson, 39 Highfield Crescent, Keswick, representing the Uptown Keswick Business Association, stated that businesses have suffered and will continue to suffer as a result of the lack of transportation within, and surrounding, the community. She stated that the Town needs to grow and progress.

Ms. Guttormson stated that the Keswick businesses have a vested interest in the community and that the Association members are in favour of the extension of Highway 404.

Moved by Councillor Jamieson

Seconded by Councillor Hastings

That the Rules of Procedure be waived in order to permit other members of the public to address Council on this matter.

carried.....

Moved by Councillor Jamieson

Seconded by Councillor Hackenbrook

That the meeting recess at this time (9:17 p.m.).

carried.....

The meeting resumed at this time (9:30 p.m.).

18. OTHER BUSINESS cont'd:

Mr. Gerry Brouwer, 26905 Civic Centre Road, Keswick, stated that Georgina desperately needs a new road system, especially in the Keswick area. He noted that Woodbine Avenue is highly overloaded and if the extension of Highway 404 is supported, nothing will happen for the next few years anyway.

Mr. Brouwer indicated that commuters and business people have no choice but to accept a better road system. He noted that the tax base in Georgina consists of 89% residential and 11% commercial/industrial and this will not change without a new road system.

Mr. Brouwer stated that he agrees with the suggestion of forming a committee to review the problems and assist in resolving the transportation problem.

Melody Smith, 162 Frederick Street, Keswick, stated that she is opposed to a major road being extended through a small town such as Georgina. She stated that she commutes to Pickering and uses alternative routes. She stated that she travels Ravenshoe Road, Concession 4, Highway 47 and Brock Road and that this is an enjoyable route.

Ms. Smith suggested that funds be put towards educating the public in the use of the existing roadways in better ways, car pooling and using the GO bus system. If more people used the alternative roads, another major highway would perhaps not be required at this time.

Ms. Smith advised that the extension of Highway 404 would not help the businesses in the area and that the Keswick area is not built to accommodate the northern businesses.

Christine Ristich, 93 Church Street, Keswick, stated that she lives, shops and pays taxes in the Town of Georgina, but works in the City. She stated that it used to take her 50 minutes to reach work from home, while it now takes 1 hour and 20 minutes and sees accidents almost every day. She believes the accidents are caused by the amount of people using the roads.

Mrs. Ristich indicated that the simple answers to the problems are not so simple. The minute you advise your insurance company that you intend to car pool, your insurance rates jump too high to be able to afford them, and alternative routes are just too far out of the way to consider.

Mrs. Ristich stated that if an alternative route was chosen other than through Georgina, there would be just as many people opposed to that route as there are opposed to the current route. She noted that the Mayor and Council can only do so much and have only certain options to choose from.

18. OTHER BUSINESS cont'd:

Mr. Hugh Sibbald, 55 Hedge Road, Jackson's Point, stated that the road transportation systems in England eventually ran out of land on which to extend their roads and had to educate their residents to use public transportation. He added that Lake Simcoe is very important and must be considered by promoting public transportation.

Mr. Paul Harpley, 6045 Frog Street, Pefferlaw, South Lake Simcoe Naturalists, stated that he has been involved in this process since 1993 and that this discourse is about four or five years too late and that these concerns should have been voiced and dealt with long before now. He noted that he attended some open houses in June of 1993 and he does not remember a lot of opposition to the proposal at that time.

Mr. Harpley indicated that the main reason that another road is required is due to increased development in Georgina but sees no way the extension of Highway 404 can be justified through Georgina. He stated that the road would only be for Friday afternoon and Sunday night traffic to and from cottages.

Mr. Harpley stated that he has a copy of a letter from Steve Jacobs of the Ministry of Transportation includes reference to a road across an east-west corridor, subject to municipal planning analysis. He noted that the traffic using Highway 48 has been slowed down by traffic signals.

Mr. Harpley suggested that the Region of York provide a clear and definite plan for improvements to the existing roads.

Ms. Mary Margaret Thorburn, 4 Sherie Lane, Keswick, stated that she has lived in Keswick for eight years and has noticed that a large number of people do not travel to certain destination points in Toronto every day. She stated that her job entails travelling to and from different locations and for that reason, she cannot participate in a car pool or use public transit, as was suggested earlier.

Ms. Thorburn indicated that she does not believe roads divide people, that attitudes do and that she grew up in Montreal, through which a Trans Canada Highway was constructed, but it did not divide Montreal.

Ms. Thorburn stated that a lot of people assumed that the Highway 404 extension was coming and did not bother to attend any meetings. She suggested that a referendum may be in order asking residents if they believe there is a need for Highway 404 to be extended north of Davis Drive.

18. OTHER BUSINESS cont'd:

Mr. John Stevens stated that he was born and raised in Georgina and is the fourth generation of his family to live in Georgina. He stated that he has been fortunate to be able to work within Georgina in Real Estate for twenty years and was told that Highway 404 was coming north. He noted that it will take at least twenty years for the extension to reach Ravenshoe Road and that some of the residents in attendance and other members of the public will no longer be alive by that time.

Mr. Ron McCracken, 32 The Queensway North, Keswick, stated that there have been valid alternatives presented at this meeting to the extension of Highway 404. He stated that the Lake is a precious resource and any highways should be kept as far away from it as possible, adding that industry follows highways and pollution will soon follow, pollution that will find its way to the lake sooner or later.

Mr. McCracken stated that the Region of York should improve Woodbine Avenue and that the piecemeal approach to roads has to stop. He inquired why a road would be widened to four lanes and then the speed reduced on that road. He stated that Council should insist that the Region of York focus its money on improving Woodbine Avenue, which should have been done years ago, that relief is needed now, not in the year 2004.

A member of the public explained that the sewage treatment system is such that the sewage flows through filters, slag, limestone and sawdust, with the nitrogen coming off of the sewage in gas form. The end product is almost drinkable. He also noted that oil-eating bacteria has been discovered.

Mayor Grossi left the chair and Regional Councillor Wheeler assumed the chair at this time.

Moved by Councillor Hastings

Seconded by Councillor Hackenbrook

That the Council of the Town of Georgina is opposed to the proposed route of Highway 404 north of Ravenshoe Road and that it respectfully requests the Ministry of Transportation and the Ministry of Environment to restudy and alter the proposed route to a corridor easterly along Ravenshoe Road, or immediately south of Ravenshoe Road.

A recorded vote was requested.

18. OTHER BUSINESS cont'd:

The Clerk recorded the vote as follows:

	<u>YEA</u>	<u>NAY</u>
Mayor Grossi		X
Regional Councillor Wheeler		X
Councillor Hackenbrook	X	
Councillor Hastings	X	
Councillor Jamieson		X
Councillor McClatchie		X
YEA -	2	
NAY -		4

defeated.....

Moved by Mayor Grossi

Seconded by Councillor Jamieson

The Council of the Town of Georgina supports the extension of Highway 404 from its current point of termination at Davis Drive in the Town of Newmarket to its proposed link with Highway 12 in Durham, provided that the most environmentally acceptable route is used and that the Ministries of Environment and Transportation work with the Town of Georgina so that any impact on surrounding residences continue to be of the highest priority.

And be it further resolved that the Ministry of Transportation is urged to obtain approvals and proceed with construction as soon as possible.

A recorded vote was requested.

The Clerk recorded the vote as follows:

	<u>YEA</u>	<u>NAY</u>
Mayor Grossi	X	
Regional Councillor Wheeler		X
Councillor Hackenbrook		X
Councillor Hastings		X
Councillor Jamieson	X	
Councillor McClatchie	X	

18. OTHER BUSINESS cont'd:

YEA - 3
NAY - 3

lost.....

Moved by Councillor Hastings

Seconded by Councillor Hackenbrook

That the above motion be amended by inserting the words 'other than the present proposed northern route through Georgina' after the words 'acceptable route', and inserting the words 'on a proposed new route' after the words 'surrounding residences' so that it now reads; "...most environmentally acceptable route other than the present proposed northern route through Georgina is used and that the Ministries...any impact on surrounding residences on a proposed new route continue to be of the highest priority."

defeated.....

Mayor Grossi resumed the chair at this time.

10. PUBLIC MEETINGS:

None.

11. COMMUNICATIONS:11.1 Matters for Routine:

Moved by Councillor Hastings

Seconded by Councillor Jordan

That the following Routine Matters be received:

RESOLUTION NO. C-98-284

11.1.1 Correspondence from Dennis Hearse, Regional Clerk, Region of York, respecting report entitled 'Long Term Water Project - Water Use Efficiency Program'.

7. COUNCIL RESOLUTION TO ESTABLISH FORMAL POSITION:

Moved by Councillor Hastings

Seconded by Councillor Hackenbrook

RESOLUTION NO. SC-98-247

THAT THE COUNCIL OF THE TOWN OF GEORGINA IS OPPOSED TO THE PROPOSED ROUTE OF HIGHWAY 404 NORTH OF RAVENSHOE ROAD AND THAT IT RESPECTFULLY REQUESTS THE MINISTRY OF TRANSPORTATION AND THE MINISTRY OF ENVIRONMENT TO RESTUDY AND ALTER THE PROPOSED ROUTE TO A CORRIDOR EASTERLY ALONG RAVENSHOE ROAD, OR IMMEDIATELY SOUTH OF RAVENSHOE ROAD.

A recorded vote was requested.

The Deputy Clerk recorded the vote as follows:

	<u>YEA</u>	<u>NAY</u>
Mayor Grossi		x
Regional Councillor Wheeler	x	
Councillor Hackenbrook	x	
Councillor Hastings	x	
Councillor Jamieson	x	
Councillor McClatchie	x	

YEA - 5

NAY - 1

carried.....

8. BY-LAW TO CONFIRM PROCEEDINGS:

Moved by Councillor Hastings

Seconded by Councillor Hackenbrook

That the following by-law be given three readings:

By-law Number 98-063 (COU-2)

Being a by-law to confirm the proceedings of Special Council.

carried.....

11. COMMUNICATIONS cont'd:

- 11.1.2 David Lyons, Manager, Beaverton & District Ambulance Services Ltd., respecting Ambulance service to the Pefferlaw area.

Moved by Councillor Hastings

Seconded by Councillor McClatchie

RESOLUTION NO. C-98-076

THAT CORRESPONDENCE FROM DAVID LYONS, MANAGER, BEAVERTON & DISTRICT AMBULANCE SERVICES LTD., RESPECTING AMBULANCE SERVICE TO THE PEFFERLAW AREA, BE RECEIVED AND REFERRED TO THE CHIEF ADMINISTRATIVE OFFICER FOR HIS REVIEW.

carried.....

Moved by Councillor Jamieson

Seconded by Councillor Hackenbrook

That the following Routine Matters be received:

RESOLUTION NO. C-98-077

- 11.1.3 Correspondence from Tony Clement, Minister of Transportation, respecting Council's position regarding the Highway 404 Extension Environmental Assessment study.

RESOLUTION NO. C-98-078

- 11.1.4 Correspondence from Tony Clement, Minister of Transportation, respecting Council's request that the Ministry resurface Highway 48, including one metre paved shoulders, from High Street southerly to Ravenshoe Road.

RESOLUTION NO. C-98-079

- 11.1.5 Correspondence from Janet Ecker, Minister of Community and Social Services, respecting the government's reform of Ontario's welfare system.



Ministry
of
Transportation

Ministère
des
Transports

Ferguson Block, 3rd Floor
77 Wellesley St. West
Toronto, Ontario
M7A 1Z8

Édifice Ferguson, 3^e étage
77, rue Wellesley ouest
Toronto (Ontario)
M7A 1Z8

Office of the
Minister

Bureau du
ministre

(416) 327-9200

Handwritten notes:
Post-
Lance
Carolyn - equal

January 22, 1997

RECEIVED FEB 2 1998

Ms. Carolyn Lance
Committee Secretary
Town of Georgina
26557 Centre Road
RR# 2,
Keswick, Ontario
L4P 3G1

Dear Ms. Lance:

Thank you for your letter of November 19, 1997, outlining your council's position regarding the Highway 404 Extension Environmental Assessment study.

The Environmental Assessment Report (EAR) has been submitted to the Minister of Environment for review and approval of an extension of Highway 404 from Davis Drive to Highway 12. Although the ministry consulted with affected municipalities at each phase of the study and made modifications in response to municipal comments, further comments can still be made when the EAR is formally circulated to municipalities in early 1998.

I also have requested that staff from our Central Region contact the municipality to discuss your council's concerns.

Hopefully, council's concerns can be resolved prior to, or during the EAR review.

Thank you for writing to express your concerns.

Yours very truly,

Tony Clement
Minister

11. COMMUNICATIONS:

11.1 Matters for Routine:

Moved by Councillor Jamieson

Seconded by Councillor Jordan

That the following Routine Matters be received:

RESOLUTION NO. C-98-170

- 11.1.1 Federation of Canadian Municipalities 'Communique' respecting Community Safety and Crime Prevention.

RESOLUTION NO. C-98-171

- 11.1.2 Federation of Canadian Municipalities 'Members' Advisory' respecting Budget '98 - Impacts on Municipal Governments.

RESOLUTION NO. C-98-172

- 11.1.3 Correspondence from R.J. Brooks, Georgina Board of Trade, respecting its support of the proposal to extend Highway 404 beyond Ravenshoe Road through Georgina.

RESOLUTION NO. C-98-173

- 11.1.4 Correspondence from D. Hearse, Regional Clerk, Region of York, respecting report entitled 'Regional Road Occupancy Approvals, Special Events'.

RESOLUTION NO. C-98-174

- 11.1.5 Correspondence from D. Hearse, Regional Clerk, Region of York, respecting report entitled 'Pedestrian Crossings, King Road/Wellington Street/High Street, King City/Aurora/Georgina'.

RECEIVED MAR 12 1998



Georgina Board of Trade

165 The Queensway South, Box 133
Keswick, Georgina, ON L4P 3E1

Tel: (905) 476-7870

1-888-GEORGINA

Fax: (905) 476-6700

E-mail: georginaboardoftrade@ils.net

March 9, 1998

Mayor and Council
Town of Georgina
26557 Civic Centre Road, R.R. #2
Keswick, Georgina, ON
L4P 3G1

Re: Highway #404 Extension

The Directors of the Georgina Board of Trade, at their March 5, 1998 meeting, unanimously endorsed the proposal to extend Highway #404 beyond Ravenshoe Road through Georgina using one of the preferred routes presently designated by the Ontario Government, and at the earliest possible time.

The Board of Trade adamantly opposes the arguments put forth by the citizens' group, R.U.G., and suggests that the group does not represent a significant portion of the population.

Their sole concern is the geographical division of Georgina. Such division has not adversely affected the numerous other municipalities in the province with four lane highways through them; to wit, Sarnia, Brampton, Oshawa, North York, Windsor, Ottawa, Barrie, Newmarket, Vaughan, Markham to mention a few. In fact, the highway was the prime factor in the town's growth in most cases.

Submitted on behalf of the Board of Trade

A handwritten signature in black ink, appearing to read "R.J. Brooks", is written over a horizontal dotted line.

R.J. (Ron) Brooks
Manager

11. COMMUNICATIONS cont'd:

11.2 Matters For Disposition:

- 11.2.1 Residents Uniting Georgina (RUG) opposing the extension of Highway 404 through the Town of Georgina.

Moved by Councillor Hastings

Seconded by Councillor Hackenbrook

RESOLUTION NO. C-98-111

THAT A PUBLIC MEETING BE HELD TO DISCUSS THE PROPOSED HIGHWAY 404 EXTENSION THROUGH THE TOWN OF GEORGINA SO THAT TOWN COUNCIL CAN CONFIRM ITS POSITION IN THIS MATTER.

carried.....

Councillor Jordan declared an interest in Item No.11.2.1 because her parents-in-law own property within the proposed route for the Highway 404 extension; she did not participate in any discussion or vote.

- 11.2.2 Bill Crothers, The York Region Board of Education, requesting Council proclaim the week of May 4 - 8, 1998 as 'Education Week'.

Moved by Councillor Jordan

Seconded by Councillor Jamieson

RESOLUTION NO. C-98-112

THAT COUNCIL PROCLAIM THE WEEK OF MAY 4 TO 10, 1998, AS 'EDUCATION WEEK' THROUGHOUT THE TOWN OF GEORGINA IN ORDER TO CREATE GREATER COMMUNITY AWARENESS OF OUR EDUCATIONAL PROGRAMS AS WELL AS THE NUMEROUS SUCCESSES OF THE STUDENTS AND STAFF OF SUTTON DISTRICT HIGH SCHOOL.

carried.....

RUG

BTM

RESIDENTS UNITING GEORGINA
24727 Warden Avenue ~ R.R.# 2 ~ Keswick, Ontario ~ 4P 3E0

Town of Georgina	
WORKS DEPARTMENT	
FEB 12 1998	
Engineer	<i>[Signature]</i>
Works Manager	
Engineering Mgr.	
Secretary	
File	<i>Henry 404</i>

February 05, 1998

Robert Grossi
Mayor for the Town Of Georgina
26557 Civic Centre Road
Keswick, Ontario

Dear Mayor,

Please be aware that the following Government officials listed below, have been forwarded the attached letter.

- Hon. Michael Harris, Premier of Ontario
- Hon. Tony Clements, Minister of Transportation
- Hon. Norman Wilson, Minister of Environment and Energy
- Hon. John Snobelen, Minister of Natural Resources
- Hon. Al Palladini, Minister of Economic Development, Trade and Tourism
- Hon. Nobel Villeneuve, Minister of Agriculture, Food and Rural Affairs
- Hon. Al Leach, Minister of Municipal affairs

Karen Kraft-Sloan, MP York Durham
Julia Munro, MPP Durham York
Steven Jacobs, Senior Project Manager, 404 Extension

As residents of Georgina, we expect the new council for the Town of Georgina to swiftly commit to an official position to the currently proposed 404 extension route.

The current proposed route would dissect the town which our organization is in opposition of. Georgina, being the close-knit community that it has become, we would hope that our duly elected representatives would share that same belief, thus opposed to the division of our Town and appreciate concerns that have been raised in the enclosed letter.

Sincerely,

[Signature]
 Julie Chodnick
 Rebecca
 Moore
 Mackenzie

[Signature]
 Murphy
 Murphy
 Margaret Hamilton
 Irwin Davidson
 J. Smallwood

Hon. Tony Clements
Ministry of Transportation
Ferguson Block, 3rd Floor
77 Wellesley Street West
Toronto, Ontario
M7A 1Z8

Raymond and Pauline Moore
418 Catering Road
Sutton West, Ontario
LOE 1R0

February 2, 1998

Dear Mr. Clements:

This is to advise you that we, the concerned citizens of Georgina are very strongly opposed to the proposed route of Highway 404 through the Town of Georgina for the following reasons:

- it splits the Elm Grove community
- it disrupts the town of Pefferlaw
- it divides one owner properties into unusable land
- it gobbles up areas of prime agricultural land

It also seems to disregard many environmental issues such as:

- stream, river and lake pollution
- destroys farm ponds and animal habitat
- natural resources (gravel interference)
- farm wood-lots
- wet-lands
- destroys recreational areas (ponds for skating and swimming, snowmobile trails, walking trails etc.)
- it dead-ends existing arteries of transport within the Town of Georgina
- it will encourage tourists to travel further east or north, diverting them and their business around Sutton and Pefferlaw
- it will encourage development along its borders creating greater, difficult to service, urban sprawl which is already rampant in the Town of Georgina

Both the town of Sutton and the town of Pefferlaw are presently well served by existing roads i.e. Woodbine/Baseline roads Hwy. 48 and Durham Road 23, and in our opinion would reap little or no benefit from the proposed highway.

We are aware that certain special interest groups have a vested interest in the current proposed route which would connect the Brechin area to the GTA. We feel this is the only reason that the Ministry of Transportation careens the highway easterly from Ravenshoe Road, and feel that such a decision is not justified to dissect the Town of Georgina.

We are requesting that proposal to extend Highway 404 east of Keswick be discontinued. In our opinion the Environmental Assessment over estimates the need for this extension and has not adequately addressed the environmental and social/cultural impacts of the extension beyond Keswick.

Please keep us informed of the progress of the Environmental Assessment regarding this project and any associated initiatives. We would like a summary of the next steps in the process and the timetable associated with them

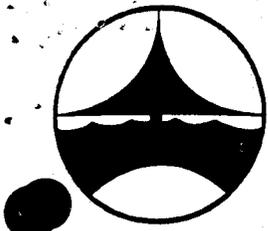
Yours truly,

R.C. Moore
J. Moore
J. Suggelwood
J. V. Smallwood
[Signature]
Julie Chell

D. Murphy
D. Murphy
Mariani Landson
Irvin Davidson

SIGNED CONCERNED CITIZENS COMMITTEE

- cc. Hon. Michael D. Harris - Premier of Ontario
Hon. Norman Wilson - Minister of Environment and Energy
Hon. John C Snobelen - Minister of Natural Resources
Hon. Al Paladini - Minister of Economic Development, Trade and Tourism
Hon. Nobel Villeneuve - Minister of Agriculture, Food and Rural Affairs
Hon. Al Leach - Minister of Municipal Affairs and Housing
Julia Munro - MPP Durham-York
Karen Kraft Sloan - MP York North



TOWN OF GEORGINA

26557 Civic Centre Rd., R.R. #2, Keswick, Ontario L4P 3G1

Direct Lines:
(905) 476-4305
(905) 722-6518

November 19, 1997

Ministry of Transportation,
3rd Floor,
Ferguson Block,
77 Wellesley Street West,
TORONTO, Ontario
M7A 1Z8

Attn: The Honourable Tony Clement,
Minister

Honourable Minister:

Town Council at its meeting held on October 27, 1997, considered Report No. DPW-97-72 of the Town Engineer and passed the following motion:

"THAT COUNCIL APPRECIATES THE MINISTRY'S EFFORTS TO ADDRESS THE TOWN'S CONCERNS REGARDING AN INTERCHANGE AT HIGHWAY 404 AND PEFFERLAW ROAD, BUT SUBMIT THAT A PARTIAL INTERCHANGE IS NOT ADEQUATE AND REQUESTS THAT A FULL INTERCHANGE BE DESIGNED *AND THAT IT IS STILL OPPOSED TO HIGHWAY 404, NORTH OF RAVENSHOE ROAD.*"

Accordingly, we respectfully request that a full interchange be designed at the Highway 48 and Pefferlaw Road location, rather than a partial interchange, as proposed.

As noted in the above motion, Town Council would like to reiterate that it is still opposed to the construction of Highway 404 north of Ravenshoe Road.

Thank you for your consideration in this matter.

Sincerely,
FOR THE TOWN OF GEORGINA,


Carolyn Lance,
Committee Secretary

:cl

(905) 476-4301

(905) 722-6516

(705) 437-2210

Fax: (905) 476-8100

13. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS cont'd:

Moved by Councillor Nicholls

Seconded by Councillor Hackenbrook

RESOLUTION NO. C-97-458

- 13.1.10 THAT COUNCIL APPRECIATES THE MINISTRY'S EFFORTS TO ADDRESS THE TOWN'S CONCERNS REGARDING AN INTERCHANGE AT HIGHWAY 404 AND PEFFERLAW ROAD, BUT SUBMIT THAT A PARTIAL INTERCHANGE IS NOT ADEQUATE AND REQUESTS THAT A FULL INTERCHANGE BE DESIGNED AND THAT IT IS STILL OPPOSED TO HIGHWAY 404, NORTH OF RAVENSHOE ROAD.

carried.....

Moved by Councillor Holborn

Seconded by Councillor Hackenbrook

RESOLUTION NO. C-97-459

- 13.1.11 THAT THE PETITION FROM THE HIGH STREET MERCHANT'S ASSOCIATION REQUESTING THE REGION OF YORK TO RELOCATE THE LIGHTED CROSSWALK ON HIGH STREET IN SUTTON EASTERLY TO THE INTERSECTION OF HIGH STREET AND MIDDLE STREET BE FORWARDED TO THE TOWN ENGINEER FOR A RECOMMENDATION REPORT TO COUNCIL AND THAT THE ASSOCIATION BE ADVISED OF THE DATE THIS REPORT WILL BE CONSIDERED BY COUNCIL.

carried.....

14. UNFINISHED BUSINESS:

None.

15. REGIONAL BUSINESS:

None.

13. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS cont'd:

13.2.6 Interchange at Proposed Highway 404 and Pefferlaw Road

Report No. DPW-97-72

Moved by Councillor Nicholls

Seconded by Councillor Hackenbrook

RESOLUTION NO. CW-97-343

THAT COUNCIL APPRECIATES THE MINISTRY'S EFFORTS TO ADDRESS THE TOWN'S CONCERNS REGARDING AN INTERCHANGE AT HIGHWAY 404 AND PEFFERLAW ROAD, BUT SUBMIT THAT A PARTIAL INTERCHANGE IS NOT ADEQUATE AND REQUESTS THAT A FULL INTERCHANGE BE DESIGNED.

carried unanimously.....

The Committee Members dealt with Addendum Item No. 13.2.7 at this time.

13.2.7 Tender Award
Hired Snowplough

Report No. DPW-97-73

Moved by Regional Councillor Wheeler

Seconded by Councillor Jordan

RESOLUTION NO. CW-97-344

THAT THE TENDER SUBMITTED BY ANDY LEAH EXCAVATING IN THE AMOUNT OF \$24,856.10 FOR THE PROVISION OF ONE COMBINATION PLOUGH AND SANDER UNIT BE ACCEPTED; AND THE PURCHASING AGENT IS AUTHORIZED TO ISSUE A PURCHASE ORDER.

carried.....

14. UNFINISHED BUSINESS:

None.

11. COMMUNICATIONS cont'd:

- 11.1.2 D. Hearse, Regional Clerk, Region of York, respecting 'Highway No. 404 Extension Strategy'.

Moved by Councillor Jordan

Seconded by Regional Councillor Wheeler

RESOLUTION NO. CW-97-61

THAT CORRESPONDENCE FROM D. HEARSE, REGIONAL CLERK, REGION OF YORK, RESPECTING 'HIGHWAY NO. 404 EXTENSION STRATEGY' BE RECEIVED.

carried.....

11.2 Matters For Disposition:

- 11.2.1 D. Hearse, Regional Clerk, Region of York, respecting 'Road Report Hotline, 24-Hour Telephone Information'.

Moved by Regional Councillor Wheeler

Seconded by Councillor Jamieson

RESOLUTION NO. CW-97-62

THAT THE ASSISTANT TO THE MAYOR PREPARE AN ADVERTISEMENT FOR THE ADVOCATE RESPECTING THE AVAILABILITY OF A REGIONAL 24-HOUR TELEPHONE HOTLINE TO ACCESS ROAD AND WEATHER INFORMATION BULLETINS CONCERNING THE REGION ROAD SYSTEM AS OUTLINED IN CORRESPONDENCE FROM D. HEARSE, REGIONAL CLERK.

carried.....

- 11.2.2 Evelyn Jergens, Clerk/Acting CAO, Township of King, requesting endorsement of its resolution requesting the Provincial Government to reconsider proposed funding cuts to the Lake Simcoe Region Conservation Authority.

Clause No. 2 embodied in Report No. 2 of Transportation and Works Committee, which was adopted, without amendment, by the Council of The Regional Municipality of York on Thursday, January 30, 1997.

2

HIGHWAY NO. 404 EXTENSION STRATEGY

The Transportation and Works Committee recommends the adoption of the following report, January 3, 1997, from the Commissioner of Transportation and Works, subject to the additional requirement that the Green Lane connection be included as an integral component of the strategy.

1.0 Recommendations

It is recommended that:

1. the Commissioner of Transportation and Works, together with the Town of Newmarket, Town of East Gwillimbury and Town of Georgina, discuss with the Ministry of Transportation various options on partnering in a program of staged implementation of the Highway 404 extension;
2. Regional staff prepare subsequent reports detailing the progress of the discussions and the financial implications to the Region of York; and
3. the Regional Clerk forward copies of this report to the Ministry of Transportation, Town of Newmarket, Town of East Gwillimbury, Town of Georgina, York Region area M.P.P.s and Region of Durham.

2.0 Background

2.1 Purpose

The purpose of this report is to discuss the technical and financing alternatives available to York Region in meeting future travel demands in the Newmarket to Keswick travel corridor, through some form of partnership with the Province of Ontario for the extension of Highway 404. The report is also intended to set the context for these discussions with the Province.

2.2 History

The interim termination of Highway 404 at Davis Drive has created traffic operation and distribution problems through the Town of Newmarket. As well, the need for additional highway capacity in northern York Region has been recognised by the Province, York Region and the area municipalities as an integral part of York Region's development objectives as envisioned in the Regional Official Plan. To resolve both issues, a northern extension of Highway 404 was proposed.

An Environmental Assessment (EA) Study was started by the Ministry of Transportation in the Spring of 1993 to determine a preferred route for the Highway 404 extension from Davis Drive to Highway 48/12 in Durham Region. To expedite the process leading to the early construction of an extension, Regional Council on March 9, 1995, adopted Clause 1 of Report No. 2 of the Regional Commissioner of Transportation requesting the Ministry of Transportation to separate the Highway 404 extension into three stages.

The three stages recommended by Regional Council were Davis Drive to Green Lane/Herald Road, Green Lane/Herald Road to the Keswick area and from Keswick to Highway 48/12. The section from Davis Drive to Green Lane/Herald Road was subsequently incorporated into York Region's Green Lane/Herald Road Environmental Assessment Study which was completed in 1996.

The Ministry of Transportation has selected a technically preferred alignment for the Highway 404 extension from Davis Drive to Highway 48/12 which is now under public review (Attachment 1). A report to Regional Council was adopted under Clause No. 1 of Report 19 of the Transportation and Works Committee on October 24, 1996 which recommended that:

1. "Regional Council supports the EA Study being undertaken by the MTO to date for the northern extension of Highway 404 and the Bradford By-Pass, and the process the Ministry is undertaking;
2. Regional Council requests the Minister of Environment and Energy to make an early decision as it relates to the Environmental Study for both projects;
3. Regional Council requests the Minister of Transportation to pursue the identification and purchase of the right-of-way for Highway 404 Extension and that Regional Council respectfully advises the Minister that it is willing to co-operatively commence the early implementation of the Highway 404 Extension;
4. That Julia Munro, M.P.P., and Frank Klees, M.P.P., be requested to assist in establishing a meeting with Regional officials and the Minister of Environment and Energy and the Minister of Transportation to attempt to expedite the EA approval process."

The Ministry of Transportation is proceeding with the Environmental Assessment for the Highway 404 Extension but has not yet made any commitment towards the timing for construction.

3.0 Comment

There is an immediate need for additional traffic capacity to meet the growing needs of existing and short-term development along the Leslie Street / Woodbine Avenue corridor from Davis Drive in Newmarket to Ravenshoe Road in Keswick. Existing travel demand in this corridor is approaching the service capacity provided by Leslie Street and Woodbine Avenue of 2,500 to 3,000 vehicles per hour (vph) in the morning peak hour southbound direction. Forecast travel demand in the corridor for the morning peak hour in the southbound direction for the year 2011 and 2021 are in the range of 4,500 to 6,000 vph and

7,000 to 8,000 vph respectively. Without any improvements in the corridor it is anticipated that over the next few years there will be significant travel delays during peak periods.

3.1 Alternative Solutions

There are two alternative solutions to rectify the traffic capacity problems in the corridor. The first alternative is to widen both Leslie Street and Woodbine Avenue to 4-lane arterial roads. The widening of Leslie Street will have to include by-passes of Sharon and Queensville to mitigate the impacts on those communities. The second alternative is to extend Highway 404 either as a full 4-lane freeway or as a 2-lane at-grade arterial road. The 2-lane Highway 404 extension solution will include consideration for passing lanes at appropriate locations.

The widening Woodbine/Leslie alternative will resolve the short term capacity problems and accommodate the forecast growth for approximately a 15 year period. However, the Highway 404 extension will still be required to meet the longer term demand in the corridor. When the Highway 404 extension is built, it will create surplus traffic capacity in the corridor, particularly on Woodbine Avenue, for at least 10 years. The widening of Woodbine Avenue from Davis Drive to Ravenshoe Road is estimated to cost about \$12 million (excluding property) while the corresponding widening of Leslie Street is estimated to cost \$16 million.

The Highway 404 extension alternative as a 2-lane arterial road would also accommodate the travel demand requirements for approximately a 15 year time period. The initial stage would be less expensive to construct (about \$18 million, excluding property) than widening both Woodbine Avenue and Leslie Street (a total of about \$28 million). Additional advantages include no excess capacity on Woodbine Avenue and Leslie Street after Highway 404 is extended, and the flexibility of staging the development to a full 4-lane Highway 404 in concert with traffic demand.

3.2 Benefits of Extending Highway 404

Assuming an initial 2-lane arterial extension of Highway 404, the following benefits will be realised:

- Highway 404 extended to Highway 48/12 will provide an alternate route between the Greater Toronto Area in general and the areas to the east and north of Lake Simcoe for commuter, recreational and intercity travel while at the same time addressing the capacity deficiency of the Provincial transportation network in northern York and Durham Regions.
- For York Region, the immediate impact of an extended Highway 404 would be to reduce current congestion and facilitate the development of the communities served by the corridor including Sharon, Holland Landing, Mount Albert, Queensville, Keswick and Sutton.

- The Highway 404 extension as a 2-lane arterial road alternative gives York Region the flexibility of deferring capital cost expenditures for the widening of Leslie Street and Woodbine Avenue for at least 15 years. This would be in keeping with York Region's long term road reconstruction program that has both Leslie Street and Woodbine Avenue programmed for widening in the period beyond the 15 year time frame.
- By analysing the 2011 traffic volumes on the roads in the corridor with and without a 2-lane Highway 404 extension, significant savings are estimated to result in terms of travel time, number of accidents and fuel consumption for users of the roads in the corridor.

There are also other indirect society cost savings due to such things as reduction in various emission of pollutants, improvements in worker productivity, and reduction in health costs.

Based on the above benefits, it is recommended that the Region pursue, with the Ministry of Transportation, the immediate extension of Highway 404 from Davis Drive to at least Ravenshoe Road.

3.3 Implementation of the Highway 404 Extension

Two options exist in terms of the form of the initial extension, namely, a full freeway extension with interchanges at Herald Road, Queensville Sideroad and Woodbine Avenue/Ravenshoe Road or a two-lane arterial road with at-grade intersections.

The second option provides the flexibility of not having to acquire the full right-of-way of 100 m which the first option requires for implementation. Instead, a bare minimum 20 m right-of-way with extra width at cut, fill and intersection sections is sufficient for option two as there is no need for utilities within the right-of-way. In practice, however, it may be prudent to acquire more than the 20 m right-of-way up to the 100 m maximum to reduce cost from not having to negotiate a second agreement with the same property owners as well as not being subject to rising land values as the corridor becomes more developed. This would also limit the impacts on the affected property owners to a single time period. Thus, variations of option two could occur depending on how the property acquisition step is completed up to a scenario in which the full 100 m right-of-way is acquired from the outset and a 2-lane Highway 404 extension is implemented.

Under current (1996) market conditions, property costs for the Highway 404 extension from Davis Drive to Ravenshoe Road will range from approximately \$3M for a 20 m right-of-way to \$13M for a 100 m right-of-way. Based on typical unit costs of similar projects, the freeway and arterial road options will cost \$45M and \$18M, respectively, to construct. Table 1 summarises the options discussed.

Table 1: Highway 404 Extension Options

	Description	Property cost (\$M)	Construction cost (\$M)	Total cost (\$M)
1.	4-lane freeway with interchanges	\$13	\$45	\$58
2a.	2-lane arterial road with at-grade intersections within 20m R.O.W.	\$3	\$18	\$21
2b.	2-lane arterial road with at-grade intersections within 100m R.O.W.	\$13	\$18	\$31

Taking into account the current fiscal environment, option two (ranging from approximately one-third to one-half the cost of option one) would be the preferred alternative both from a Provincial and Regional perspective.

3.4 Proponency, Financing and Construction Options for Highway 404 Extension

While it is recognised that an extension of Highway 404 is ultimately a Provincial responsibility, as recommended by Regional Council on October 24, 1996, York Region may assist the Province in carrying out this responsibility with regard to the technical and administrative aspects of the project as well as the possibility of front-ending some of the costs of the project.

The following tables describe the various alternatives available to York Region and the Province in terms of proponency, financing, cost recovery, and implementation method for the Highway 404 extension project. Each table, in fact, represents a step and the list of possible outcomes of each step in the process that will have to be carried out between York Region and the Province in implementing the project.

Table 2: Potential Proponents

1.	Full Provincial initiative
2.	Full York Region initiative
3.	Partnership between Province and York Region

Table 3: Alternative Financing - Property

1.	Province acquire
2.	York Region acquire through DC draw
3.	York Region acquire through debenture
4.	York Region acquire through Provincial funding

Table 4: Alternative Financing - Construction

1.	Full Province
2.	Fed/Prov/Mun. Infrastructure Program
3.	York Region grant a portion through DC
4.	Full York Region through DC draw
5.	Full York Region through debenture
6.	Full Private consortium

Table 5: Cost Recovery

1.	Re-payment from Province
2.	Tolling
3.	"Shadow" tolling

Table 6: Highway 404 Operator

1.	Province
2.	York Region
3.	Private consortium

Table 7: Construction Method

1.	Separate design and construction contracts
2.	Single design-build contract
3.	Total project management

In terms of proponentcy (Table 2), the option of partnership between the Province and York Region implies a sharing of the cost of implementation in either or both the property acquisition or construction components of the project.

The property acquisition and construction components of the project can be financed differently as identified in Table 3 and 4. If a Development Charges draw is used by York Region to fund this project, and assuming that the project is implemented within the 10 year time frame, then other capital projects will likely have to be deferred. Alternatively, this project could be financed through debentures. The impact on York Region of debenturing the various portions of the project will be investigated together with the Regional Finance Department and will be included in any follow-up report to Committee and Council.

In Table 5, it is assumed that if York Region funds any portion of the project up front, then a re-payment process will have to be negotiated with the Province. In both tolling options, private funding of the full project is an assumption. Under "shadow" tolling, the private contractor is paid by either the Province or the Region through some other funding mechanism such as DC draws or debentures based on the amount of traffic using the Highway.

Table 6 lists the potential operators of the Highway. The operator will be responsible for maintenance and rehabilitation of the road, and is generally implied by the construction funding component of the project.

The three different options available for the construction of the Highway (Table 7) relates to the degree of involvement of the proponent in the delivery of the project. Each option include some degree of cost or time savings in the implementation of the overall project. Option 1 occurs when the proponent tenders out various aspects of the construction process from design to the actual construction. The end of the spectrum is in option 3 where a private consortium is given full control of the construction process including construction monitoring and inspection.

4.0 Conclusion

There is an immediate need for an improvement to the traffic capacity in the Newmarket to Keswick travel corridor. The analysis concludes that an extension of Highway 404 as a two-lane at-grade arterial road is the logical choice from a financial and disruption to community perspective. An extension of Highway 404 would bring tremendous benefits to the Region and the Province, and would move forward the implementation of the ultimate Highway 404 extension through the Towns of East Gwillimbury and Georgina to Highway 48/12 in Durham Region.

While it is recognised that an extension of Highway 404 is ultimately a Provincial responsibility, Regional Council, on October 24, 1996, expressed a willingness to assist the Province in carrying out this responsibility with regard to the technical and administrative aspects of the project as well as the possibility of front-ending some of the costs of the project.

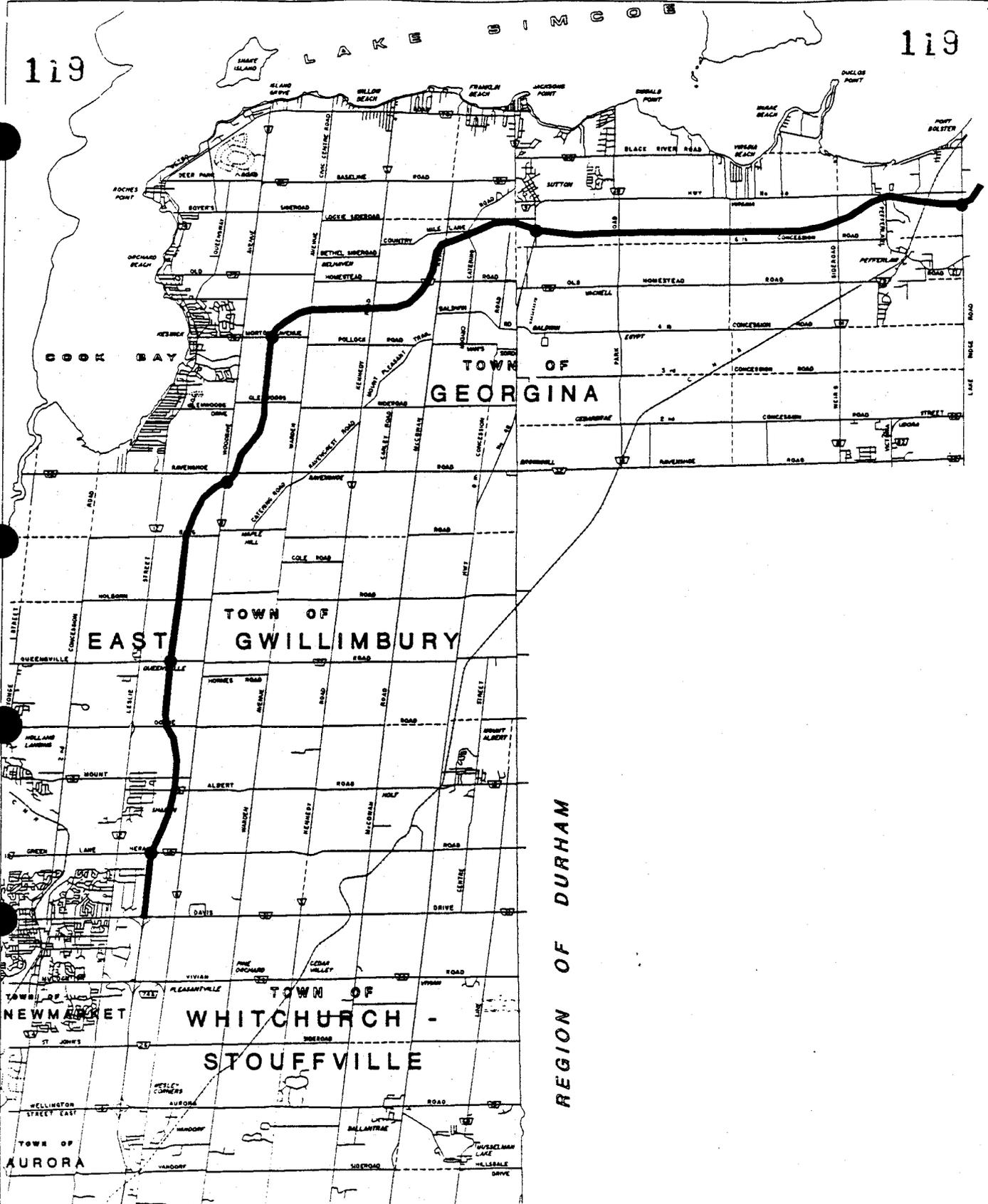
Various options and alternatives relating to the proponency, financing and operation of the Highway 404 extension are presented as steps in the process that will have to be carried out with the Province on moving the project forward to construction. In order for these discussions to begin, authorisation from Council is required.

These discussions with the Province should be co-ordinated with and involve the three affected Towns of Newmarket, East Gwillimbury and Georgina. Therefore, this process and report have been discussed with staff from these three municipalities.

(A copy of the attachment referred to in the foregoing has been forwarded with the January 22, 1997 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

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LOCATION PLAN
 HIGHWAY 404 EXTENSION
 TECHNICALLY PREFERRED ALIGNMENT

York Region Transportation and Works

— ROUTE ALIGNMENT



FILED 61 0000 DWG

11. COMMUNICATIONS cont'd:

11.2.10 Dennis Hearse, Regional Clerk, Region of York, respecting "Province Negotiation, Highway No. 404 Extension Strategy".

Moved by Regional Councillor Wheeler

Seconded by Councillor Holborn

RESOLUTION NO. CW-97-270

THAT CORRESPONDENCE FROM DENNIS HEARSE, REGIONAL CLERK, REGION OF YORK, RESPECTING "PROVINCE NEGOTIATION, HIGHWAY NO. 404 EXTENSION STRATEGY" BE RECEIVED.

carried.....

Moved by Councillor Nicholls

Seconded by Councillor Hackenbrook

RESOLUTION NO. CW-97-271

THAT AUGUST 18, 1997, BE PROCLAIMED 'GEORGE LAWSON DAY' THROUGHOUT THE TOWN OF GEORGINA IN CELEBRATION OF GEORGE LAWSON'S 70TH BIRTHDAY.

carried.....

12. PETITIONS:

None.

13. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS:

13.1 Report from the Development Services Department:

13.1.1 Release of Demolition Agreement,
Bettles, Robert
Lot 107, Plan 220 (253 Royal Road, Keswick)

Report No. DS-97-59

9. DEPUTATIONS:

None.

13. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS:13.3 Reports from the Public Works Department:

13.3.1 Sale of Portion of Landfill Site
Region of York Transfer Station

Report No. DPW-97-40

Moved by Councillor Jordan

Seconded by Councillor Jamieson

RESOLUTION NO. C-97-280

1. THAT A BY-LAW BE PASSED TO AUTHORIZE THE MAYOR AND THE CLERK TO EXECUTE A CONVEYANCE OF PART 2, PLAN 65R-19048 TO THE REGION OF YORK AT NO COST FOR THE PURPOSE OF A WASTE TRANSFER STATION AND TO EXECUTE AN INDEMNIFICATION AGREEMENT IN FAVOUR OF THE REGION. THE TOWN SOLICITOR MAY ALTER THE FORM OF INDEMNIFICATION SO AS TO SATISFY BOTH THE TOWN AND THE REGION.
2. THAT A BY-LAW BE PASSED TO DEDICATE PARTS 5 AND 6, PLAN 65R-19048 AS FORMING PART OF WARDEN AVENUE.

carried.....

11. COMMUNICATIONS:11.1 Matters for Routine:

Moved by Councillor Nicholls

Seconded by Councillor Jamieson

That the following Routine Matters be received:

Ministry of
Transportation

Office of the Minister
Ferguson Block, 3rd Floor
77 Wellesley St. West
Toronto, Ontario
M7A 1Z8
(416) 327-9200

Ministère des
Transports

Bureau du ministre
Édifice Ferguson, 3^e étage
77, rue Wellesley ouest
Toronto (Ontario)
M7A 1Z8
(416) 327-9200



Agenda

June 2, 1997

RECEIVED JUN 12 1997

Ms. Carolyn Lance
Committee Secretary
Office of the Clerk
Town of Georgina
26557 Civic Centre Rd.
R.R. #2
Keswick, Ontario
L4P 3G1

Dear Ms. Lance:

Thank you for your letter and attached information of April 17, 1997 regarding the Highway 404 Extension Environmental Assessment (EA) Study.

Following the announcement of the preferred route for the extension of Highway 404, the ministry considered the need for grade separations and road closures for all roads crossing the proposed Highway 404 right-of-way. In the Town of Georgina, a grade separation will be needed at all crossing roads except Glenwoods Drive and McCowan Road. However, in response to your letter this decision will be reviewed by the ministry. The review will include further discussion between project staff and the town.

Your second request for an interchange at either Weir's Sideroad or Pefferlaw Road to reduce community and economic impacts is being considered. Interchange alternatives for Pefferlaw will be reviewed with the Town of Georgina, Region of York and the public in early June 1997.

Thank you for bringing these matters to my attention.

Sincerely,

Al Palladini
Minister

TOWN OF GEORGINA

REPORT DPW-97-17

FOR CONSIDERATION OF
COMMITTEE OF THE WHOLE
APRIL 7, 1997

- SUBJECT:**
1. **ROAD CLOSURES FOR HIGHWAY 404
GLENWOODS AVENUE AND McCOWAN ROAD**
 2. **PEFFERLAW ROAD INTERCHANGE**
-

RECOMMENDATIONS:

1. THE MINISTRY OF TRANSPORTATION OF ONTARIO IS ADVISED THAT THE TOWN OF GEORGINA EXPECTS THE MINISTRY TO HONOUR THE COMMITMENT GIVEN AT THE COMMITTEE OF THE WHOLE MEETING OF OCTOBER 21, 1996 WHICH WAS THAT BRIDGES WOULD BE PROVIDED WHERE THE PROPOSED HIGHWAY 404 CROSSES GLENWOODS DRIVE AND McCOWAN ROAD AND ACCORDINGLY DOES NOT SUPPORT THE CLOSURE OF THESE TWO ROADS.
2. THAT AN INTERCHANGE IN THE VICINITY OF PEFFERLAW ROAD AT THE PROPOSED HIGHWAY 404 MUST BE PROVIDED TO SERVICE THE RESIDENTS AND BUSINESSES OF PEFFERLAW. BY-PASSING PEFFERLAW WILL HAVE SERIOUS AFFECTS ON THE ECONOMIC HEALTH OF THE COMMUNITY.

BACKGROUND:1. Road Closures for Highway 404

A number of weeks ago Steve Jacobs of the Ministry of Transportation of Ontario (MTO) and Len Kosachuk of Cole Sherman requested to meet with the Director of Development Services and the Town Engineer to discuss MTO's proposal to close the above roads where Highway 404 is to be built across same. Town staff reserved comment and advised that they must report to Council.

The statement that MTO intends to close these two roads is totally opposite to what was said previously by the Ministry and its consultant. As per the video of the October 21, 1996 Committee of the Whole meeting, Mr. Jacobs and Mr. Rickerts in presenting the preferred route confirmed to Councillor Wheeler that crossings would be provided at Glenwoods Drive and McCowan Road. The Ministry now advises that the cost of a bridge and land acquisition is \$2 million per crossing and the costs are not warranted considering alternative routes are available. The Ministry advises that the Town could acquire land and build bridges in the future when traffic volumes warrant.

Staff is of the opinion these roads should not be closed for the following reasons:

- These roads are original sideroad and concession roads as laid out by the Surveyor General of Upper Canada in early 1800s. Although construction of Highway 404 will be a benefit to the Town, the fact remains that these roads have existed for almost 200 years and a new freeway should be made to accommodate the original roads and not visa versa. Perhaps not large in number compared to the significance of the freeway, the agricultural community and residents that use Glenwoods Drive should not be inconvenienced any more than necessary by the freeway.
- Response times by emergency vehicles to the rural area from facilities in Keswick and Sutton will increase significantly
- In addition to the impacts on the community, Glenwoods Drive will receive higher volumes of traffic when the Regional Waste Transfer Station is built and the community of Keswick grows. The road will be hard surfaced and perhaps become a regional road long before the freeway is built.
- Closing McCowan Road will remove a prime north-south route which will increase in importance as time goes on. Also rural traffic going to and from Sutton will use Catering Road in place McCowan Road which is substandard in width and horizontal and vertical alignment.
- Although \$2 million per crossing is a lot of money, the two crossing together will present only slightly more than 1% of the cost of the project.

2. Pefferlaw Road Interchange

An equally critical access issue is that to date MTO have not committed to providing an interchange at Pefferlaw Road. This would mean that Pefferlaw area residents and visitors would either access or egress the freeway at Sutton or Lakeridge Road (Durham 23),

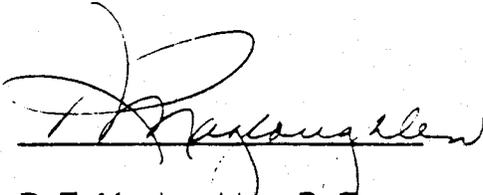
Page Three of Report DPW-97-17

neither of which is convenient. The highway in effect will by-pass Pefferlaw. MTO advises that the proposed access is sufficient and that because of the location of the freeway in relation to Highway 48 and the bridge over the Pefferlaw River, designing a proper interchange is not possible. Staff believe that MTO should do whatever it has to do to provide a convenient access to Pefferlaw residents and the travelling public that use the businesses in Pefferlaw.

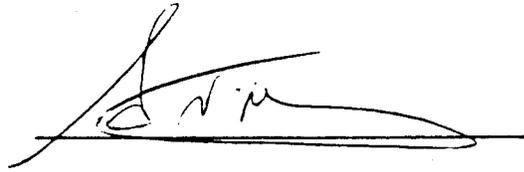
Respectfully submitted,

Recommended by:

Approved by:



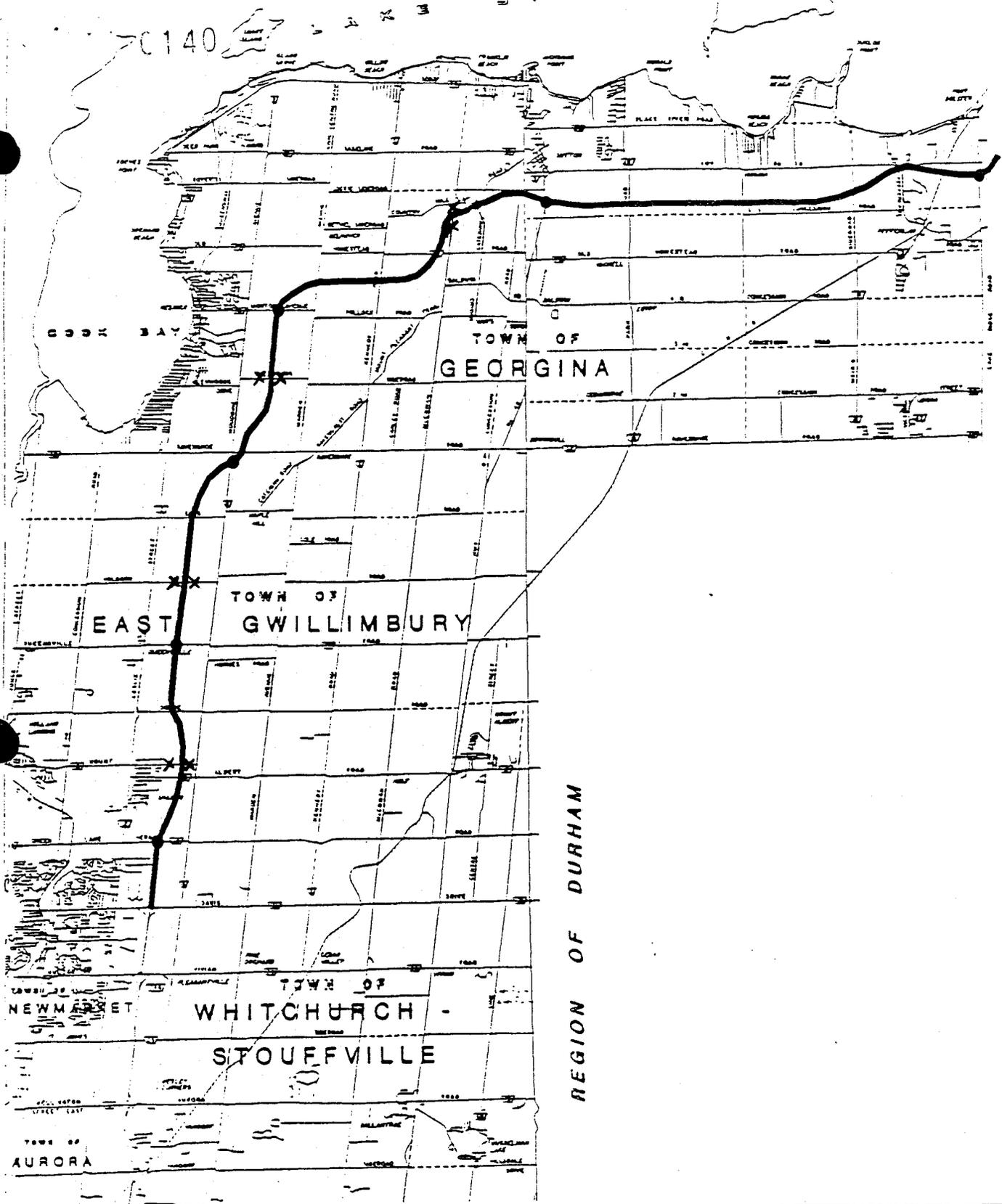
R. T. Magloughlin, P. Eng.
Town Engineer



S. N. Armstrong, C.G.A., A.M.C.T.
Chief Administrative Officer

RTM/sed
1996.03.24

C140



REGION OF DURHAM

LOCATION PLAN

— 10-WA — 10-E EXTENSION
TECHNICAL PREFERRED ALIGNMENT



Transportation and Works

— ROUTE ALIGNMENT



DATE: 10/10/16

Proposed Crossing Road Treatments along Technically Preferred Route

Crossing	Treatment	Rationale
Herald Road	Interchange	
Mt. Albert Sideroad	4 lanes under Hwy. 404	East-west arterial for Sharon, topography favours Highway 404 over Mt. Albert Sideroad
Farr Ave.	Close at Hwy. 404	Discontinuous (eastbound), alternate access to Mt. Albert Sideroad available resulting in low or no out-of-way travel impacts
Doane Road	2 lanes over Hwy. 404	Maintain community mobility, access for agricultural lands
Queensville Sideroad	Interchange	
Holborn Road	Closed at Hwy. 404	Low volume local road, alternate access provided via Queensville Sideroad or Boag Rd.
Boag Rd.	2 lanes over Hwy. 404	Maintain community mobility, access for agricultural lands
Woodbine Avenue	Interchange	
Ravenshoe Road	2 lanes over Hwy. 404	Major arterial road
Glenwoods Avenue	Closed at Hwy. 404	Discontinuous (westbound), alternate access to Woodbine Ave. available resulting in low out-of-way travel impacts
Pollock Road	Interchange	
Warden Avenue	2 lanes over Hwy. 404	Arterial Road, provides alternative access to Pollock Road interchange
Kennedy Road	2 lanes over Hwy. 404	Major Arterial Road
Old Homestead Road	2 lanes over Hwy. 404	Continuous east-west collector
McCowan Rd.	Closed at Hwy. 404	Alternate access via Catering Rd or Country Mile Lane, discontinuous (northbound)
Catering Road	2 lanes over Hwy. 404	Important community link between Elm Grove and Sutton, will provide alternate access for McCowan Rd.
Hwy. 48	Interchange	

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Proposed Crossing Road Treatments along Technically Preferred Route (cont'd)

Crossing	Treatment	Rationale
Park Road	2 lanes over Hwy. 404	Continuous regional road, no reasonable alternative access available
Stoney Batter Road	2 lanes over Hwy. 48	Structure proposed to reduce out-of-way travel impacts; no reasonable alternative access available
Weir's Sideroad	2 lanes over Hwy. 404	Continuous collector road, maintain accessibility
Pefferlaw Road	2 lanes over Hwy. 404	Major arterial road to be realigned
Riverbank Drive	Service Road provided	alternate access required for lands east of Riverbank Drive
Durham Road 23	Interchange	end of freeway cross-section

11. COMMUNICATIONS:

11.1 Matters for Routine:

Moved by Councillor Jamieson

Seconded by Councillor Jordan

That the following Routine Matters be received:

RESOLUTION NO. CW-96-351

- 11.1.1 Correspondence from D. Hearse, Regional Clerk, Region of York, respecting "Speed Limit Extension, Ravenshoe Road - Georgina".

RESOLUTION NO. CW-96-352

- 11.1.2 Correspondence from D. Hearse, Regional Clerk, Region of York, respecting "Solid Waste Management Task Force, Collection of Waste and Recyclable Materials, Waste Management Plan".

RESOLUTION NO. CW-96-353

- 11.1.3 Correspondence from D. Hearse, Regional Clerk, Region of York, respecting "Environmental Assessment Studies, Highway No. 404 Extension, Bradford By-pass/Davis Drive to Highway No. 12".

RESOLUTION NO. CW-96-354

- 11.1.4 Correspondence from R. Walton, Metropolitan Clerk, Municipality of Metropolitan Toronto, respecting "International Day for the Elimination of All Forms of Racial Discrimination".

RESOLUTION NO. CW-96-355

- 11.1.5 Correspondence from Evelyn Jurgens, Clerk, Acting CAO, Township of King, requesting endorsement of its resolution that CN Railway not abandon the CN Railway corridor on the Newmarket/Bradford line.

carried.....



OFFICE OF THE REGIONAL CLERK
17250 YONGE STREET, BOX 147
NEWMARKET, ONTARIO
L3Y 6Z1

TEL: (905) 895-1231
(705) 437-1617
(905) 773-3004
(905) 731-0201
(905) 895-3031

*Carolyn
agenda
cc Harold*

October 28, 1996

Mr. Larry Simpson, Clerk
Town of Georgina
26557 Civic Centre Road, R.R. #2
Keswick, Ontario, L4P 3G1

Dear Mr. Simpson:

I am enclosing, for your information, the appended Clause No. 1 contained in Report No. 19 of the Regional Transportation and Works Committee, entitled "Environmental Assessment Studies, Highway No. 404 Extension, Bradford By-pass/Davis Drive to Highway No. 12", which was adopted, as amended, by the Council of The Regional Municipality of York at its meeting held on Thursday, October 24, 1996.

Regional Council amended the foregoing Clause by the addition of Recommendation No. 4 to read as follows:

"4. That Julia Munro, M.P.P., and Frank Klees, M.P.P., be requested to assist in establishing a meeting with Regional officials and the Minister of Environment and Energy and the Minister of Transportation to attempt to expedite the Environmental Assessment approval process."

Yours truly,

D. Hearse
Regional Clerk

Doris Sue:bb
Encl.

c. Commissioner of Transportation and Works
E. King, Regional Chair

Sent to: Clerk, Town of Newmarket
Clerk, Town of East Gwillimbury
Clerk, Town of Georgina
Minister of Transportation
Minister of Environment and Energy
M.P.P., York Mackenzie
M.P.P., Durham-York
M.P.P., York Centre
M.P.P., Markham

Clause No. 1 embodied in Report No. 19 of the Transportation and Works Committee, which was adopted, as amended, by the Council of The Regional Municipality of York on Thursday, October 24, 1996.

**1 ENVIRONMENTAL ASSESSMENT STUDIES
HIGHWAY NO. 404 EXTENSION
BRADFORD BY-PASS/DAVIS DRIVE TO HIGHWAY NO. 12**

The Transportation and Works Committee submits for the information of Regional Council the following report, September 23, 1996, from the Commissioner of Transportation and Works, and recommends that:

1. Regional Council supports the Environmental Assessment Study being undertaken by the Ministry of Transportation to date for the northern extension of Highway No. 404 and the Bradford By-Pass, and the process the Ministry is undertaking.
2. Regional Council requests the Minister of Environment and Energy to make an early decision as it relates to the Environmental Study for both projects;
3. Regional Council requests the Minister of Transportation to pursue the identification and purchase of the right-of-way for Highway No. 404 Extension and that Regional Council respectfully advises the Minister that it is willing to cooperatively commence the early implementation of the Highway No. 404 Extension.

Recommendation

It is recommended that this report be received for information.

Background

The Ministry of Transportation began the Environmental Assessment (EA) Study for the northern extension of Highway 404 in the Spring of 1993. This study is examining routes and alignments for Highway 404 from its current terminus at Davis Drive (Y.R. 31) north and east to Highway 12 in Durham Region. Regional Council on March 9, 1995 adopted, without amendment, Clause 1 of Report No. 2 of the Regional Commissioner of Transportation which requested the Ministry of Transportation to separate out the Highway 404 extension into three stages.

The three stages recommended by Regional Council are Davis Drive to Green Lane/Herald Road, Green Lane/Herald Road to the Keswick area and from Keswick to Highway 12. The section from Davis Drive to Green Lane/Herald Road was subsequently incorporated into the York Region's Green Lane/Herald Road EA Study which was completed this summer. Attachment 1 shows the alternative routes evaluated for the Highway 404 Extension EA Study.

The Ministry of Transportation also initiated the Bradford Bypass EA Study in 1993. The Bradford Bypass is proposed to be an east-west freeway north of Queensville Sideroad and when constructed, will provide the much needed east-west high speed and high capacity connection between Highway 400 and Highway 404. Attachment 2 shows the alternative routes evaluated for the Bradford Bypass EA Study.

Both the Highway 404 Extension and the Bradford Bypass EA studies have now reached the point where the technically preferred alignment for each highway proposal has been selected and ready for public notification. The Ministry of Transportation will be publicizing the technically preferred alignments for both highway proposals prior to making presentations to the Council or Committees of various regional and local municipalities affected by both facilities. The presentation to the Transportation and Works Committee is scheduled for October 16, 1996.

It is noted that at a September 27, 1996, meeting held between Regional Councillors and the area Provincial Cabinet Ministers and Members of the Provincial Parliament, the implementation aspects of Highway 404 extension were discussed. It was agreed that regularly scheduled meetings will be held between representatives of the Region, the Town of Georgina and other affected municipalities and the Ministry of Transportation of Ontario to examine various alternative courses of action to initiate the implementation of this project.

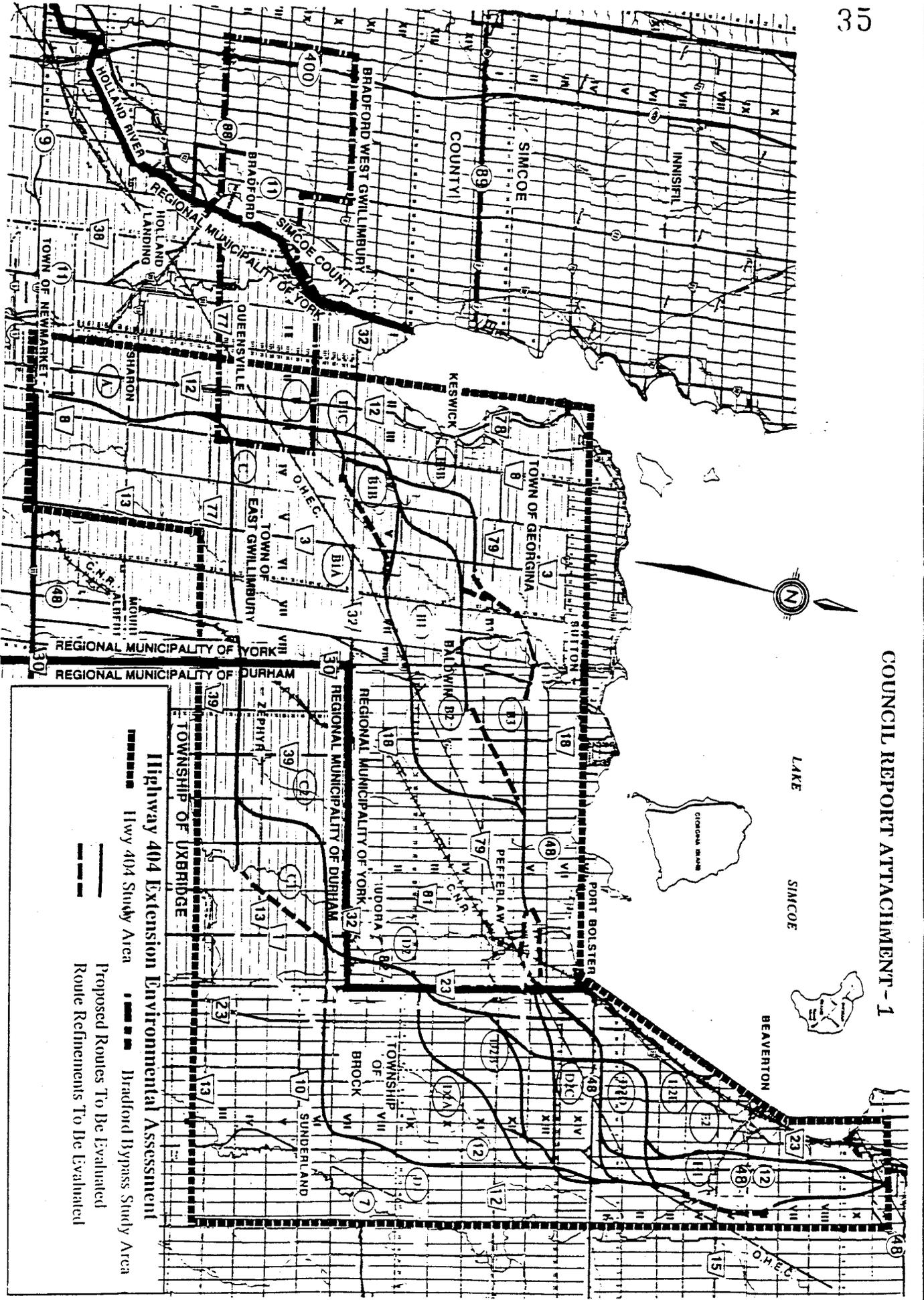
(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the October 16, 1996 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.

(Regional Council at its meeting on October 24, 1996, amended the foregoing Clause as follows:

Clause No. 1 With the addition of Recommendation No. 4 to read as follows:

4. *That Julia Munro, M.P.P., and Frank Klees, M.P.P. be requested to assist in establishing a meeting with Regional officials and the Minister of Environment and Energy and the Minister of Transportation to attempt to expedite the Environmental Assessment approval process.)*

COUNCIL REPORT ATTACHMENT - 1



Highway 404 Extension Environmental Assessment

■■■■■ Highway 404 Study Area ■■■■■ Bradford Bypass Study Area
 - - - - - Proposed Routes To Be Evaluated
 - - - - - Route Refinements To Be Evaluated



11. COMMUNICATIONS:**11.1 Matters for Routine:**

Moved by Councillor Jamieson

Seconded by Councillor Jordan

That the following Routine Matters be received:

RESOLUTION NO. CW-96-351

- 11.1.1 Correspondence from D. Hearse, Regional Clerk, Region of York, respecting "Speed Limit Extension, Ravenshoe Road - Georgina".

RESOLUTION NO. CW-96-352

- 11.1.2 Correspondence from D. Hearse, Regional Clerk, Region of York, respecting "Solid Waste Management Task Force, Collection of Waste and Recyclable Materials, Waste Management Plan".

RESOLUTION NO. CW-96-353

- 11.1.3 Correspondence from D. Hearse, Regional Clerk, Region of York, respecting "Environmental Assessment Studies, Highway No. 404 Extension, Bradford By-pass/Davis Drive to Highway No. 12".

RESOLUTION NO. CW-96-354

- 11.1.4 Correspondence from R. Walton, Metropolitan Clerk, Municipality of Metropolitan Toronto, respecting "International Day for the Elimination of All Forms of Racial Discrimination".

RESOLUTION NO. CW-96-355

- 11.1.5 Correspondence from Evelyn Jurgens, Clerk, Acting CAO, Township of King, requesting endorsement of its resolution that CN Railway not abandon the CN Railway corridor on the Newmarket/Bradford line.

carried.....

9. DEPUTATIONS cont'd:

Ms. Whitehead indicated that the School Council will pay 25% of the cost and the school budget will cover the other 25%.

Moved by Councillor Nicholls

Seconded by Concillor Jordan

RESOLUTION NO. CW-96-312

THAT THE DEPUTATION MADE BY MS. DEBBIE WHITEHEAD, PRESIDENT OF THE MORNING GLORY PUBLIC SCHOOL COUNCIL AND MEMBER OF THE PARENT TEACHER LIAISON GROUP REQUESTING COUNCIL PAY 50% OF THE COST FOR PURCHASE AND INSTALLATION OF SOCCER POSTS AND NETS AT THE SCHOOL BE RECEIVED.

carried.....

Mr. John McLean, Director of Leisure Services, stated that his department supports the request and that the Leisure Services Department could financially support the request from the Park Development Reserve Funds.

Mr. McLean noted that this would make available another soccer pitch to the local soccer clubs on a user pay basis and suggested that the York Region Board of Education may have already allocated available funds for other purposes, thereby preventing the Board from supporting the School Council in this endeavour.

Moved by Councillor Nicholls

Seconded by Councillor Hackenbrook

RESOLUTION NO. CW-96-313

THAT THE REQUEST BY DEBBIE WHITEHEAD ON BEHALF OF THE MORNING GLORY PUBLIC SCHOOL PARENT TEACHER LIAISON GROUP FOR FUNDING BY THE TOWN OF GEORGINA TO ERECT TWO COMMUNITY PURPOSE SOCCER POSTS AND NETS BE ENDORSED AND THAT THE FUNDING FOR THE TOWN'S SHARE BE \$950.00 FUNDED FROM THE PARKS DEVELOPMENT RESERVE FUND.

carried.....

9.1 Steve Jacobs, P. Eng., Senior Project Manager, Ministry of Transportation, respecting the Highway 404 Extension Environmental Assessment and Route Location Study.

9. DEPUTATIONS cont'd:

Mr. Steve Jacobs of the Ministry of Transportation stated that the preferred route for the Highway 404 extension has been chosen, subject to approval by the Ministry of Environment and Energy and the finalized work being incorporated into the Environmental Assessment.

Mr. Jacobs indicated that the study team may look at the construction of a two lane phase before the final four lane construction as a result of funding constraints.

Mr. Chris Ricketts of Cole, Sherman & Associates Ltd. and a member of the study team submitted a photocopy of a map showing the preferred route for the Highway 404 extension from Davis Drive in Newmarket through Georgina to Highway 12.

Mr. Sherman, by way of an overhead projector, indicated to Committee Members and the public the various options and factors involved in the decision. He stated that a best 'north' and 'south' routes were chosen and analyzed and the northern route chosen. He stated that the south route has large natural impacts and large costs as compared to the north route, approximately 25% higher costs than the north route, although the north route creates larger impacts on homes and businesses.

Mr. Ricketts stated that the study teams visited the Pefferlaw area to inspect the initial route through this area and subsequently changed the route, running the Highway 404 extension along Highway 48 rather than through the Church of the Nazarene property to the south.

Mr. Ricketts indicated that three public information sessions will be held in November in Pefferlaw, Sutton and East Gwillimbury respecting the preferred route selection.

Mr. Ricketts stated that six interchanges will be constructed along the Highway 404 route between Newmarket and Highway 12 to enable traffic to access the highway at intervals, at a cost of approximately \$4 million each.

Mr. Ricketts indicated that there have not been any definite time frames established for the construction of the extension but it is not feasible for the highway to end at Ravenshoe Road because Ravenshoe Road will become too congested with traffic exiting from the highway. He stated that it will be approximately 30 years before the highway is extended to Pefferlaw. He noted that if growth occurs as current plans indicate, a four lane extension will reach Keswick by 2010, Sutton by 2015 and Highway 12 by 2021, based on current population and employment forecasts.

Mr. Ricketts indicated that owners of properties within the path of the preferred route can do minor changes to their properties (i.e. build garages, etc) due to the large time frame, but any major development must be approved by the Ministry of Transportation or frozen. He noted that any discussions with property owners respecting the purchase of their properties by the Ministry would be normally done two or three years prior to construction commencement.

9. DEPUTATIONS cont'd:

Mr. Jacobs stated that the traffic along Highways 48 and 12 currently consist of recreational vehicles, commuters and business vehicles such as aggregate trucks, which will increase following the opening of gravel pits in the Brechin area within the next few years, making the need of four lanes rather than two lanes more of a necessity.

Mr. Ricketts indicated that the 30 metre island between lanes on freeways enables the Ministry to either widen the freeway or install public transit lanes, if desired.

Mr. Ricketts stated that the construction costs for the southern route would be 27% higher than the costs for the northern route, which would cost approximately \$260 million. He also noted that the Ministry would not be compensating the town for any lost assessment due to the closure of businesses as a direct result of the construction of the Highway 404 extension.

Mr. Ricketts indicated that the decision to locate an interchange at Durham Road 23 instead of west of Pefferlaw was based on the fact that a lot of traffic travels along Durham Road 23 from both the north and the south, creating the need for an interchange in this location, although traffic will then flow by Pefferlaw without access into the village until reaching Durham Road 23.

Moved by Councillor Nicholls

Seconded by Councillor Lindsay

RESOLUTION NO. CW-96-314

THAT THE DEPUTATIONS MADE BY STEVE JACOBS OF THE MINISTRY OF TRANSPORTATION AND CHRIS RICKETTS OF COLE, SHERMAN & ASSOCIATES LTD. RESPECTING THE PREFERRED ROUTE FOR THE HIGHWAY 404 EXTENSION THROUGH GEORGINA BE RECEIVED.

carried.....

Moved by Councillor Nicholls

Seconded by Councillor Hackenbrook

That the matter of the preferred route for the Highway 404 extension through Georgina be referred to Stan Armstrong, Acting Chief Administrative Officer, for a report outlining his comments on the Ministry's choice of the preferred route and its respective effects on the Town.

withdrawn.....

9. DEPUTATIONS cont'd:

Mr. Bob Magloughlen, Town Engineer, was requested to obtain an update from the Ministry of Transportation respecting proposed improvements to Highway 48 at interchanges within the Town of Georgina..

Councillor Jordan declared an interest in Item 9.1 because she owns property within the study area; she did not participate in any discussion or vote.

Moved by Councillor Gunn

Seconded by Councillor Nicholls

That the Committee Members recess at this time (10:40 a.m.).

carried.....

The Committee Meeting resumed at this time (10:55 a.m.).

13. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS:

13.3 Report from the Public Works Department:

13.3.1 Expansion to Sutton Sewage Treatment Plant
Ainslie Hill Development Project

Report No. DPW-96-57

9. DEPUTATIONS cont'd:

9.2 Michael Smith of Michael Smith Planning Consultants Development Coordinators Ltd. on behalf of Parkland Electric (Rome Muia) and Oxford Homes Ltd. (Mohinder Sud), respecting the Ainslie Hill Retirement Community project.

Mr. Michael Smith stated that his clients would not object to the review of the proposed expansion to the Sutton Sewage Treatment Plant as long as sewage allocation is not being assigned to developers at this time.

Mr. Smith suggested that a third recommendation be added to the recommendations of the report that states 'no servicing allocation is given or implied at this time'.

Ministry of
Transportation

Ministère des
Transports

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Ontario

Telephone: (416) 235-5522
Facsimile: (416) 235-4382

Original to be sent by mail

Planning Office
Central Region
3rd Floor, Atrium Tower
1201 Wilson Avenue
Downsview, Ontario
M3M 1J8

*Carolyn
Please
advise
them to come*

October 3, 1995
Our Ref.: 6891

Mr. Larry Simpson
Clerk
Town of Georgina
Civic Centre
RR #2
Kewick, Ontario
L4P 3G1

Dear Sir:

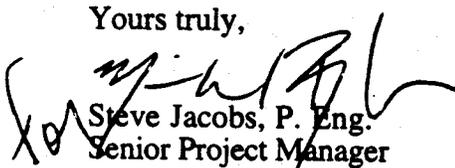
**Re: Highway 404 Extension Environmental Assessment
and Route Location Study**

The study has now progressed to the point where the technically preferred route has been identified. The Ministry intends to forward to you, a summary package on the selection of this route on or prior to October 11, 1996. This package will contain our technically preferred route, and an overview of how this selection was made.

A presentation of this information to the Region of Durham has been scheduled for October 15 and to the Region of York on October 16. Following these presentations we would be available to present this material to your council and answer questions on Monday October 21, 1996 (Committee of the Whole 9:00 a.m.), should you determine that a presentation is required. This time slot will be kept open on our schedule, until we receive your response. Please be advised that if this date is not acceptable to you, our tight schedule may make it difficult to present to your council prior to our Public Consultation Sessions, which are currently planned to start on November 12, 1996.

I trust this is satisfactory.

Yours truly,


Steve Jacobs, P. Eng.
Senior Project Manager

c.c.: C. Ricketts
S. Schijns

13. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS cont'd:

That the following recommendation of the Committee of the Whole Meeting of April 15, 1996, be approved:

RESOLUTION NO. C-96-156

- 13.1.1 THAT THURSDAY, APRIL 25, 1996 BE PROCLAIMED 'NATIONAL ORGAN DONATION DISCUSSION DAY' THROUGHOUT THE TOWN OF GEORGINA.

carried.....

Moved by Councillor Hackenbrook

Seconded by Councillor Gunn

RESOLUTION NO. C-96-157

- 13.1.2 THAT SATURDAY, JUNE 22, 1996, BE PROCLAIMED 'QUEEN'S YORK RANGER DAY' THROUGHOUT THE TOWN OF GEORGINA.

carried.....

Moved by Councillor Nicholls

Seconded by Regional Councillor Wheeler

RESOLUTION NO. C-96-158

- 13.1.3 THAT THE CORPORATE IDENTITY GUIDELINES FOR THE USE OF THE TOWN'S LOGO AS OUTLINED IN REPORT NO. DAS-96-19 BE ADOPTED.

carried.....

Councillor Jordan declared an interest in Item No. 13.1.4 because she and her husband own property within the Highway 404 extension study area; she did not participate in any discussion or vote.

Moved by Councillor Gunn

Seconded by Councillor Hackenbrook

13. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS cont'd:**RESOLUTION NO. C-96-159**

- 13.1.4 A) THAT THE COMMENTS CONTAINED IN REPORT NO. DS-96-26 ENTITLED 'HIGHWAY 404 EXTENSION - ENVIRONMENTAL ASSESSMENT STUDY' BE RECEIVED AND ENDORSED.
- B) THAT THE CLERK FORWARD A COPY OF REPORT NO. DS-96-26 TO THE MINISTRY OF TRANSPORTATION, THE REGION OF DURHAM, THE TOWN OF EAST GWILLIMBURY, THE TOWNSHIP OF BROCK, THE TOWNSHIP OF UXBRIDGE AND THE REGION OF YORK FOR INFORMATION.

carried.....

Moved by Councillor Nicholls

Seconded by Councillor Hackenbrook

RESOLUTION NO. C-96-160

- 13.1.5 THAT THE TOWN OF GEORGINA ENTER INTO AN AGREEMENT WITH WILCOX AND ASSOCIATED ARCHITECTS TO PREPARE CONSTRUCTION AND TENDER DOCUMENTS, UNDERTAKE THE TENDER REVIEW AND SUPERVISE THE CONSTRUCTION FOR THE RENOVATIONS TO PEPPERLAW HALL AT A COST NOT TO EXCEED \$15,500.00.

carried unanimously.....

Moved by Councillor Hackenbrook

Seconded by Councillor Jordan

RESOLUTION NO. C-96-161

- 13.1.6 1. THAT SURPLUS REFRIGERATION/PLANT EQUIPMENT FROM THE OLD KESWICK ARENA BE SOLD BY AUCTION AND/OR BID/TENDER TO THE HIGHEST BIDDER.

13. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS cont'd:

- 13.2.1 Highway 404 Extension
Environmental Assessment Study - Comment on Durham Region
Planning Committee Report No. 95-P-82

Report No. DS-96-26

Moved by Councillor Nicholls

Seconded by Regional Councillor Wheeler

RESOLUTION NO. CW-96-126

- A) THAT THE COMMENTS CONTAINED IN REPORT NO. DS-96-26 ENTITLED 'HIGHWAY 404 EXTENSION - ENVIRONMENTAL ASSESSMENT STUDY' BE RECEIVED AND ENDORSED.
- B) THAT THE CLERK FORWARD A COPY OF REPORT NO. DS-96-26 TO THE MINISTRY OF TRANSPORTATION, THE REGION OF DURHAM, THE TOWN OF EAST GWILLIMBURY, THE TOWNSHIP OF BROCK, THE TOWNSHIP OF UXBRIDGE AND THE REGION OF YORK FOR INFORMATION.

carried.....

13.1 Reports from the Administrative Services Department:

- 13.1.2 1996 Water and Sewer Budgets

Report No. DAS-96-21

Moved by Councillor Jamieson

Seconded by Councillor Lindsay

RESOLUTION NO. CW-96-127

1. THAT THE BUDGETS FOR THE GEORGINA WATER AND GEORGINA SEWER SYSTEMS BE APPROVED FOR 1996.

TOWN OF GEORGINA
REPORT NO. DS-96-26
FOR CONSIDERATION OF
COMMITTEE OF THE WHOLE
OF APRIL 15, 1996

**SUBJECT: HIGHWAY 404 EXTENSION
ENVIRONMENTAL ASSESSMENT STUDY -
COMMENT ON DURHAM REGION
PLANNING COMMITTEE REPORT NO. 95-P-82
FILE NO.: 05.186**

1. RECOMMENDATIONS:

- A) THAT THE COMMENTS CONTAINED IN REPORT DS-96-26 BE RECEIVED AND ENDORSED.
- B) THAT THE CLERK FORWARD A COPY OF REPORT DS-96-26 TO THE MINISTRY OF TRANSPORTATION, THE REGION OF DURHAM, THE TOWN OF EAST GWILLIMBURY, THE TOWNSHIP OF BROCK, THE TOWNSHIP OF UXBRIDGE AND THE REGION OF YORK FOR THEIR INFORMATION.

2. INTRODUCTION:

On October 2, 1995, Resolution CW-95-328 was passed as follows:

That the report from the Region of Durham regarding the Highway 404 extension from Davis Drive to the north junction of Highways 12 and 48 - preferred route be referred to Mr. Harold Lenters, Director of Development Services, for a report.

The above referenced report is attached as Schedule '1'.

3. COMMENTS:

The major portion of the Region of Durham report on the Highway 404 extension is a discussion of the route alternatives. As Council may recall, Phase 3 of the 404 Study involved identifying route alternatives, proposing technical evaluation criteria and presenting this information to the public for comment.

The most significant aspect of the route alternative discussion from a Georgina perspective is the recommendation that Corridor 'B' be the preferred route and not Corridor 'C'. The rationale for this is that "the provision of a freeway facility in corridor 'B' (i.e. north through East Gwillimbury and Georgina) would assist York Region to achieve local development objectives...", while Corridor 'C' (i.e. east through East Gwillimbury and Uxbridge) would provide limited regional structure and economic benefit to this area of Durham."

While I do not necessarily disagree that the Corridor 'B' routes would be supportive of the planned growth for Keswick and, to a lesser degree Sutton, it is premature at this point to eliminate consideration of the Corridor 'C' routes along with routes 'D1', 'D2A', 'D2B' or 'D2E' as a preferred route alternative. As noted in Durham's report, the MTO has not yet provided quantitative information detailing and comparing the specific impacts of all the route alternatives. As a result, it is simply not possible to properly evaluate the routes and select a preferred alternative. The detailed evaluation process may reveal that the projected impacts of one or both of the Corridor 'C' routes are not as great as the impacts of any of the Corridor 'B' routes. Therefore, a Corridor 'C' route may be more appropriate notwithstanding existing Official Plan policies of Durham or York Region. In this regard, it is important to remember that the main purpose of the 404 study is to seek the most appropriate route to accommodate longer distance travel demands to and from the GTA around the east side of Lake Simcoe.

4. CONCLUSIONS:

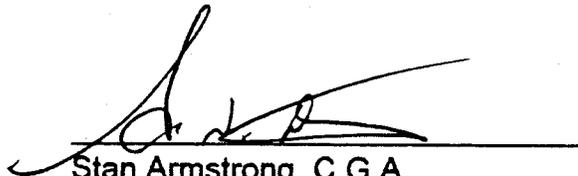
In consideration of the above at this time, staff cannot recommend endorsement of the Region of Durham's preferred route alternative within Section 2 and 3 of the study area, as shown on Schedule '1', page 9. In January, 1996 the Ministry advised that the final environmental technical papers were currently being reviewed internally and would be finalized within the month. The detailed evaluation of the alternative routes would commence following the completion of the final environmental technical papers. Consultants for the Ministry have recently advised that the process has been further delayed by the OPSEU strike.

Prepared and Recommended by:



Harold W. Lenters, M.Sc.
Director of Development Services

Approved by:



Stan Armstrong, C.G.A.
Acting Chief Administrative Officer

HWL/nc
attach.



September 19, 1995

The Regional
Municipality
of Durham
Clerk's Department

605 Rossland Rd. East
P.O. Box 623
Whitby, Ontario
Canada L1N 6A3
(905) 668-7711
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C. W. Lundy A.M.C.T.
Regional Clerk

Mr. S. Jacobs, Project Manager
Ministry of Transportation
1201 Wilson Avenue
Central Building, Room 226
Downsview, Ontario
M3M 1J8

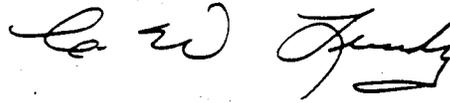
**Highway 404 Extension from Davis Drive to the North Junction of
Highways 12 and 48 - Preferred Route, Our File: T04-3**

Mr. Jacobs, the Planning Committee of Regional Council considered the above matter and at a meeting held on September 13, 1995, Council adopted the following recommendations of the Committee:

- "a) THAT the route for the Highway 404 Extension illustrated on Attachment #1 to Commissioner's Report #95-P-82 be endorsed as the Region's preferred route, at this time;
- b) THAT the comments contained within Commissioner's Report #95-P-82 be endorsed;
- c) THAT the Ministry of Transportation be requested to consider the comments contained in Commissioner's Report #95-P-82 in their detailed evaluation being conducted to select the technically preferred alternative for the Highway 404 Extension; and
- d) THAT copies of Commissioner's Report #95-P-82 be forwarded to the Ministry of Transportation, the Township of Brock, the Township of Uxbridge, the Town of East Gwillimbury, the Town of Georgina, and the Region of York for their information."

..12

Enclosed for your consideration is a copy of Report #95-P-82 of Mr. A. Georgieff, Commissioner of Planning.



C.W. Lundy, A.M.C.T.
Regional Clerk

CWL/cb
encl.

- cc: Mr. G.S. Graham, Clerk-Administrator, Township of Brock
Mr. W.E. Taylor, Clerk, Township of Uxbridge
Mr. L.R. Simpson, Town Clerk, Town of Georgina
Mr. J.F. Hopkins, Clerk-Administrator, Town of East Gwillimbury
Mr. D. Hearse, Clerk, Region of York
Mr. A. Georgieff, Commissioner of Planning
Mr. V. Silgailis, Commissioner of Works



Planning Department
Commissioner's Report to Planning Committee
Report No. 95-P-82
Date: September 5, 1995

SUBJECT

**Highway 404 Extension from Davis Drive to the North Junction of Highways 12 and 48
- Preferred Route, File: 4.1.3.20**

RECOMMENDATIONS

1. THAT Regional Council endorse the route for the Highway 404 Extension illustrated on Attachment No. 1 to Commissioner's Report No. 95-P-82 as the Region's preferred route, at this time;
 2. THAT Regional Council endorse the comments contained within Commissioner's Report No. 95-P-82;
 3. THAT the Ministry of Transportation be requested to consider the comments contained in Commissioner's Report No. 95-P-82 in their detailed evaluation being conducted to select the technically preferred alternative for the Highway 404 Extension; and
 4. THAT copies of Commissioner's Report No. 95-P-82 be forwarded to the Ministry of Transportation, the Township of Brock, the Township of Uxbridge, the Town of East Gwillimbury, the Town of Georgina, and the Region of York for their information.
-

REPORT

1. Purpose

This report discusses several issues related to the proposed extension of Highway 404 from Davis Drive in York Region to the north junction of Highways 12 and 48. Specifically, the report:

- reviews recently conducted public consultation activities;
- presents a preferred route from a transportation planning and land use policy perspective; and

- introduces the detailed evaluation process the MTO proposes to use for selecting the technically preferred route in the next phase of the Study.

2. Background

- 2.1 On April 18, 1995, Planning Committee received Commissioner's Report No. 95-P-43 advising that the Ministry of Transportation (MTO) was conducting an Environmental Assessment (EA) Study for the Highway 404 extension. The report outlined the five phases of the EA Study, primarily to identify opportunities when the Region would be able to provide comment.
- 2.2 Since the last report, the MTO has completed Phase Three of the Study, which entailed identifying route alternatives, proposing technical evaluation criteria and presenting this information to the public for comment. The previous report identified this as an opportune time for Durham to provide the MTO with comments in order to ensure the Region's concerns will be considered in Phase Four, which involves the selection of the technically preferred route.

3. Public Consultation

- 3.1 Public consultation was a significant component of Phase Three. The purpose of the consultation program was to solicit feedback on potential route alternatives and proposed evaluation criteria, and to obtain additional information from the public. The information collected would be used to refine the routes and evaluation criteria.
- 3.2 Public information centres and workshop sessions were held in late March-early April and late June-early July, respectively, to consult with residents and other stakeholders potentially affected by the freeway. Concerns expressed at the sessions primarily focused on the perceived impacts the facility would pose to adjacent residents and businesses, especially agricultural operators. The comments did not indicate overwhelming support for any of the proposed alternatives, with attendees often stating contrary opinions on the same alignment. A summary report documenting the public information centres held in March and April is provided as Attachment No. 2.

4. Preferred Route for Highway 404 Extension

- 4.1 The preliminary route alternatives for the extension of Highway 404, as illustrated in Attachment No. 1, were reviewed by Regional staff in accordance with the

transportation planning and land use policies of the Durham Regional Official Plan. Detailed technical evaluations could not be conducted at this stage since the MTO has not provided the necessary quantitative information detailing the specific impacts. The timing and nature of the detailed evaluation process is discussed in Section 5 of this report.

4.2 Discussion of Route Alternatives

4.2.1 The following is a discussion of the relative merits of the various proposed route alternatives. The discussion is presented in four parts, one for each distinct section of the routing. Attachment No. 1 illustrates the limits of each section.

4.2.2 Section 1 - Davis Drive to Queensville Side Road

Alternative "A" is the only route presently identified between the current terminus of Highway 404 at Davis Drive and Queensville Side Road. However, the Region of York and the Town of East Gwillimbury are both recommending that the proposed route be located further to the east than its present location midway between Leslie Street and Woodbine Avenue.

There will be no direct impact on the Region of Durham from either alternative "A" route. Durham will not be affected since this section of the route is located entirely within the Region of York.

4.2.3 Section 2 - Queensville Side Road to Lakeridge Road (R.R. 23)

Several route alternatives are being considered in this section south of Lake Simcoe. The alternatives are grouped into two general corridors. The northern "B" corridor traverses this section closer to the lake, entirely within the Region of York. The southern "C" corridor crosses both the Regions of York and Durham, arriving at Lakeridge Road just southeast of Udora.

Corridor "B" is preferred in this section, regardless of which route in the corridor is technically preferred by the MTO, for the following reasons:

- *Corridor "B" best serves the growth areas identified in the York Regional Official Plan.* The provision of a freeway facility in corridor "B" would assist York Region to achieve local development objectives. The forecasted

transportation demands for north York Region necessitate the provision of a freeway, in addition to several arterial road improvements. Considerably greater arterial improvements would be required to accommodate these travel demands, if the freeway facility were located in corridor "C".

- *Corridor "C" provides little benefit to the surrounding land uses. The facility would provide limited regional structure and economic benefit to this area of Durham. The Durham Regional Official Plan designates the lands within corridor "C" as permanent agricultural reserve, major open space, general agricultural area and hamlet. Forecasted area travel demands for these land uses can be accommodated adequately through normal arterial road improvements.*

A freeway in corridor "C" would not complement these planned land uses and may negatively impact on adjacent agricultural operations. This would be contrary to policy direction established for this area in the Durham Regional Official Plan.

- *The public noted that the north/south extension of corridor "C", east of Lakeridge Road, divided the farming community. The MTO is investigating an alternative north-south alignment to alleviate this impact.*

4.2.4 Section 3 - Lakeridge Road (R.R. 23) to Former Township of Thorah Concession 2 (north of the south junction of Highways 12 and 48)

A total of six route alternatives are being considered in this area. However, four of the alternatives ("D1", "D2A", "D2B", and "D2E") are extensions of corridor "C". These routes could be eliminated if "B" were identified as the preferred corridor between Queensville Side Road and Lakeridge Road.

The remaining two routes ("D2C" and "D2D") are extensions of corridor "B". Both routes traverse lands designated as permanent agricultural reserve, general agricultural area and major open space in the Durham Regional Official Plan. The southern alternative, "D2C", would continue the freeway route in an east-west direction midway between the 13th and 14th Lines in the former Township of Brock. Northern alternative "D2D" proposes a route within the existing right-of-way for Highway 48 west of Highway 12, parallel to the current roadway. The facility would likely be situated south of existing Highway 48. Service road connections would be required

for affected property owners to the south of route "D2D". since access from Highway 48 would be restricted by the freeway.

Route alternative "D2C" is marginally preferred for the following reason:

- *Locating the freeway along the route of alternative "D2C" poses the least impact to the existing road network. Selecting alternative "D2C" would enhance the overall flexibility and service of the road network. Siting the freeway in this location would permit Highways 12 and 48 to continue their current transportation network functions. The freeway and arterial facilities would serve complementary roles and improve traffic distribution within Durham Region.*

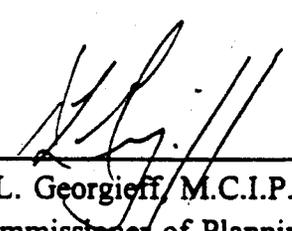
4.2.5 Section 4 - Former Township of Thorah Concession 2 to the North Junction of Highways 12 and 48

Two potential north/south route alternatives are being considered. Alternative "E1" is located east of Highways 12 and 48. Alternative "E2" is located to the west, in close proximity to Beaverton. Both routes traverse similar land uses, primarily designated as permanent agricultural reserve, general agricultural area and major open space in the Durham Regional Official Plan.

Route alternative "E1" is preferred for the following reasons:

- *Alternative "E1" would pose less of an impact to Beaverton residents. The close proximity of alternative "E2" to the urban area would likely have considerable impact on the existing and future residents of the Beaverton urban area. This alternative would necessitate considerable environmental impact mitigation if a freeway were provided along this route.*
- *Alternative "E2" restricts opportunities to provide more local road crossings of the Beaver River. Mara Road is presently the only crossing of the Beaver River in Beaverton. A second local road crossing of the river, west of Highways 12 and 48, would improve transportation service for the town. However, it would be difficult to provide this crossing if alternative "E2" is selected, since a local road could likely not be accommodated in the narrow space between the freeway and the limits of the urban area.*

- 4.3 Attachment No. 1 illustrates the preferred Highway 404 Extension route alternative, at this time, from a transportation planning and land use policy perspective. This preferred route and related comments should be endorsed by Planning Committee and Council, and forwarded to the MTO for their consideration.
5. Detailed Evaluation of Route Alternatives
- 5.1 During Phase Four of the Study, the MTO will select the technically preferred route based on a detailed evaluation of the relative merits of the preliminary alternatives. The MTO is presently assembling the information necessary to evaluate the routes based on these criteria. As noted previously, this is an opportune time for the Region to ensure its transportation planning and land use policy comments are considered by the MTO when the detailed evaluation is conducted to select the preferred route.
- 5.2 The Department will ensure Planning Committee is provided the detailed evaluation results and kept informed of any other pertinent issues.
6. Staff of the Regional Works Department, the Township of Uxbridge and the Township of Brock have reviewed this report and concur with the discussion and recommendations.



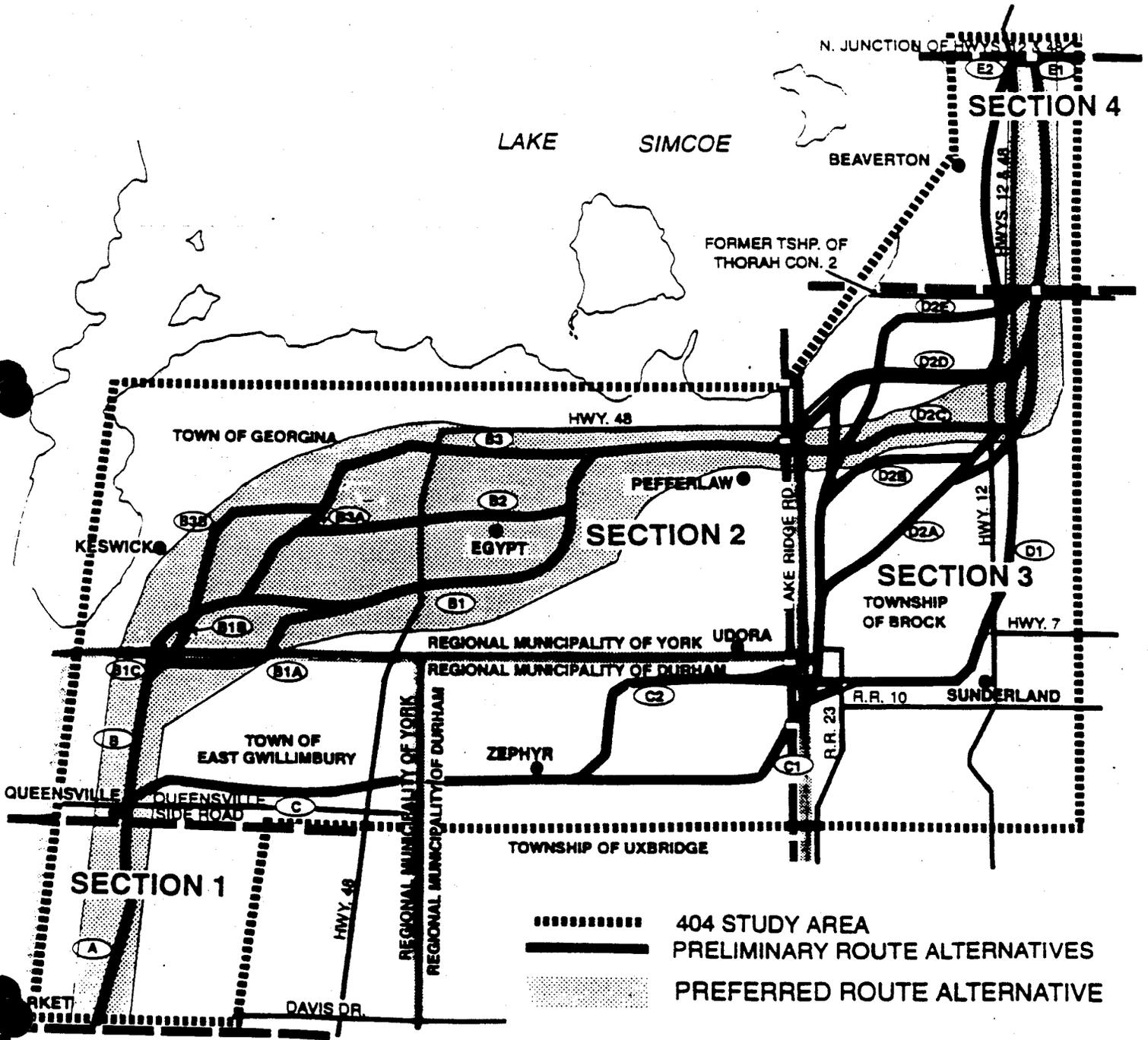
A.L. Georgieff, M.C.I.P., R.P.P.
Commissioner of Planning

- Attachment Nos.:
1. Proposed Highway 404 Route Alternatives and Preferred Route
 2. Proceedings of the Phase Three Public Information Centres

\\wp14-1\cr404ev1.gc

ATTACHMENT NO. 1

PROPOSED HIGHWAY 404 ROUTE ALTERNATIVES AND PREFERRED ROUTE



ATTACHMENT NO. 2



Ministry
of
Transportation

REPORT ON THIRD SERIES OF
PUBLIC INFORMATION CENTRES

HIGHWAY 404

Davis Drive to Highway 12

Summer, 1995

Environmental Assessment Study
Central Region

W.P. 299-86-0



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5.0 MATERIAL DISPLAYED.....	4
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APPENDICES

- APPENDIX A - Newspaper Ad, Brochure, Postal Coverage
- APPENDIX B - Contact List and Letters
- APPENDIX C - Municipal and External Team Meeting Minutes
- APPENDIX D - Display Material
- APPENDIX E - PIC Sign-in Sheets
- APPENDIX F - Workshops sign-up sheets
- APPENDIX G - Comment Sheets

1.0 INTRODUCTION

The third set of Public Information Centres for the Environmental Assessment Study for the Highway 404 Extension - Davis Drive to Highway 12 was held in March and April of 1995. The Information Centres provided the public with an opportunity to review and discuss the project with representatives of the Project Team.

Five Information Centres were held in the study area. The dates and locations were as follows:

Monday, March 27, 1995
Queensville Community Centre

Tuesday, March 28, 1995
Egypt Community Centre

Wednesday, March 29, 1995
Udora Community Centre

Monday, April 3, 1995
Pefferlaw Lions Hall

Thursday, April 6, 1995
Beaverton Memorial Arena

2.0 PURPOSE

The purpose of this set of Information Centres was to:

1. Present the Preliminary Route Alternatives.
2. Present the proposed method for selecting a Preferred Route.
3. Sign-up for upcoming workshops.

3.0 PUBLIC NOTIFICATION

Prior to this series of Public Information Centres, the following measures were carried out to notify study area residents and interested members of the public of the Information Centres:

1. Brochures and project update summaries were distributed to all municipal clerks for municipal council information and public review.
2. An Ontario Government Notice was placed in each of the following newspapers (see Appendix A for notice):

Toronto Star	Saturday, March 18, 1995
Stouffville Uxbridge Tribune	Saturday, March 18, 1995
Georgina Advocate	Monday, March 20, 1995
The Era-Banner	Tuesday, March 21, 1995
Beaverton Express	Tuesday, March 21, 1995
3. Approximately 25,500 brochures detailing the project were sent to area residents inviting them to attend the Information Centres (see Appendix A for brochure and coverage).
4. Letters and brochures were directly sent to those people on the Project Team's mailing list. This mailing list included (see Appendix B for list):
 - MPP's
 - Cottage and Ratepayer Groups.
 - Chambers of Commerce.
 - Environmental Groups.
 - Heritage Groups.
 - Agricultural Groups.
 - Other interested individuals that requested to be placed on the mailing list (approximately 750 people).
5. Numerous articles covering council presentations were published by local and regional newspapers providing area residents with a project update and dates and locations of Public Information Centres.
6. Project Team members attended on a local talk show on Trillium Cable Television (February 16, 1995) to discuss the project and answer phone-in questions from the community.

4.0 PRE-PIC MEETINGS

i) Municipal Team

Prior to the Public Information Centres, meetings were held with municipal staff, and councils. (see Appendix C for Minutes):

Meetings with Planning and Engineering staff were held on the following dates:

- Region of York February 22, 1995
February 28, 1995
- Town of Georgina February 22, 1995
- Town of East Gwillimbury February 23, 1995
- Durham (Brock, Uxbridge and Durham) February 24, 1991

The dates of Council Presentations were:

- Town of Georgina February 27, 1995
- Township of Brock February 27, 1995
- Region of Durham March 1, 1995
- Town of East Gwillimbury March 6, 1995
- Town of Newmarket March 7, 1995
- Region of York March 9, 1995
- Township of Uxbridge March 13, 1995

ii) External Team

Prior to the Public Information Centres meetings were held with key review agencies (see Appendix C for Minutes). Meetings held included:

- Ministry of Natural Resources February 28, 1995
- Lake Simcoe Region Conservation Authority March 3, 1995
- Ministry of Agriculture, Food and Rural Affairs March 14, 1995

The External Team was invited to attend a drop-in meeting prior to the March 27th Public Information Centre. The following External Team members attended:

- Lake Simcoe Region Conservation Authority
- Ontario Hydro
- Town of Georgina Fire Department
- Region of York Health Unit
- Durham Roman Catholic School Board

- Durham School Board
- Canada Coast Guard

5.0 MATERIAL DISPLAYED

The following display material was presented (see Appendix E):

- Information boards introducing the study and the Environmental Assessment Process.
- Summary of the second round of public consultation
- Route generation process.
- Refinement of corridor opportunities
- Preliminary route alternatives.
- Proposed interchange locations.
- Proposed evaluation process and evaluation criteria
- What's next.

6.0 ATTENDANCE/COMMENTS

The following chart illustrates the number of visitors who chose to register their attendance for this series of Public Information Centres (see Appendix E):

The Public Information Centres provided the opportunity for interested individuals to sign-up for workshops. A total of 393 individuals signed-up for the various workshops (see Appendix F).

In addition to verbal comments, Project Team members encouraged visitors to express, in writing, all comments and concerns they had regarding the information presented (see Appendix G). The chart below document the number of comment sheets received.

DATE	ATTENDANCE	COMMENT SHEETS RECEIVED	% OF PEOPLE WHO FILLED IN A COMMENT SHEET
March 27, 1995 (Queensville)	379	32	9
March 28, 1995 (Egypt)	253	25	11
March 29, 1995 (Udora)	251	38	15
April 3, 1995 (Pefferlaw)	252	36	14
April 6, 1995 (Beaverton)	134	12	11
Sheets mailed in	-	39	
Total	1269	182	14

The following represents a summary of the written comments received from this series of Public Information Centres:

- North alternatives make more sense because they would better serve future population
- There is no need for a highway
- Roadway improvements and/or increased transit should be used to accommodate future demand
- Concern about effects to the rural character of area
- Concern about noise impacts
- Concern about natural environment impacts
- Speed up planning and construction
- Concern about agricultural impacts
- Concern about air pollution
- PIC was a good forum to present information and get questions answered
- Concern about impacts to the TFN Nature Reserves
- South routes are most logical choice because they are straight to Hwy 12 and provide a connection to Hwy 7
- Routes appear to be well thought out
- Highway will provide economic benefit to the area
- Property and lifestyles should take precedent over natural environment
- Concern that the Toronto Field Naturalists did not receive a notification letter
- The Province is in debt and cannot afford a new highway
- Study Area should be extended further South to consider existing corridors (Green Lane, Davis Drive)
- Pefferlaw should not be impacted to serve Keswick and Sutton traffic
- Should be encouraging employment to the area to reduce commuter demand
- North routes minimize impacts to the Natural Environment
- Highway will only provide benefits to cottagers but local residents will be left with the impacts
- Concern about potential impacts to local water quality

- Highway will act as a bypass and have negative impacts on the local economy
- Concern about impacts associated with Pefferlaw crossing
- Concern about decreases in property value due to increased noise
- North route produces too many social and economic impacts
- North route results in a duplication of service (Hwy 48)
- Impacts of Highway will outweigh any benefits
- Route which minimizes cost should be selected
- Highway should be routed along Hwy 12 between north and south junctions of Hwy 48
- Eastern Alternative will impact Beaverton's ability to grow
- Highway will help reduce accident rates
- Church would like to work with MTO early if property is required so they could make plans for the Camp
- Building a Hwy for cottage traffic is redundant because cottage trips will decrease in the future
- Median should be wide enough to allow future expansion
- Toll Road should be considered
- Prior to this set of PICs project was not publicized enough
- Highway will decrease safety
- Uncertainty of planning process has negatively impacted property values
- Highway will only encourage development
- Highway 404 should be extended to Highway 48 and Highway 48 should be widened
- Concerned about increased traffic on local roads as a result of the Highway
- Why were no routes considered in the existing rail or hydro corridors?
- Costs, not impacts, will drive the route selection process
- South routes should be preferred because they appear less disruptive
- Should displace existing development rather than natural areas
- The impacts associated with the connection to the Bradford By-pass should be a major consideration
- Appreciate that public comments have been used to minimize impact to Elm Grove
- North route will create a physical and psychological barrier between Pefferlaw and Lake Simcoe
- Natural Environment appears to have taken precedent over existing communities
- Appears that routes generated produce maximum impacts to inhabitants and natural environment
- Concerned about the impact on tourism as a result of increased noise and air pollution

3. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS cont'd:

Council Members dealt with Item 13.1.8 at this time.

13.1 Recommendations of the Committee of the Whole Meeting held on December 4, 1995:

Councillor Jordan declared an interest in Item 13.1.8 as she owns property within the study area; she did not participate in any discussion or vote.

Moved by Councillor Nicholls

Seconded by Councillor Holborn

That the following Recommendation of the Committee of the Whole Meeting held on December 4, 1995, be approved:

RESOLUTION NO. C-95-580

13.1.8 THAT THE COUNCIL OF THE TOWN OF GEORGINA SUPPORTS THE PROVINCIAL HIGHWAY IMPROVEMENT PRIORITIES IN YORK REGION AS PROPOSED BY REGIONAL TRANSPORTATION STAFF DATED NOVEMBER 16, 1995, WITH THE EXCEPTION OF THE EXTENSION OF HIGHWAY 404 FROM KESWICK TO HIGHWAY 12.

carried.....

Councillor Hackenbrook wanted it noted that, further to the Committee of the Whole Meeting held on December 4, 1995, and the recorded vote wherein he voted in opposition to the Hwy 404 extension, he is in favour of the extension of Highway 404 to Ravenshoe Road, Keswick.

Moved by Councillor Hackenbrook

Seconded by Councillor Nicholls

That the following Recommendations of the Committee of the Whole Meeting held on December 4, 1995, be approved:

RESOLUTION NO. C-95-581

13.1.1 THAT THE COUNCIL OF THE CORPORATION OF THE TOWN OF GEORGINA SUPPORTS THE REGION OF YORK'S REQUEST THAT THE PROVINCE OF ONTARIO INVESTIGATE THE DEFERRAL OF PROPERTY TAXES FOR SENIORS AND OTHER QUALIFIED INDIVIDUALS SIMILAR TO THE PROGRAM IMPLEMENTED BY THE PROVINCE OF BRITISH COLUMBIA.

13. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS cont'd:

13.2.5 Provincial Highway Improvement Priorities within the Region of York

Report No. DPW-95-80

Councillor Nicholls requested that the recommendations contained in the Region of York report entitled "Provincial Highway Improvement Priorities in York Region" be divided and voted on separately.

Moved by Councillor Lindsay

Seconded by Councillor Jamieson

RESOLUTION NO. CW-95-422

THAT THE TOWN OF GEORGINA SUPPORTS THE POSITION TAKEN BY THE REGION OF YORK ON THE PROVINCIAL HIGHWAY IMPROVEMENT PRIORITIES IN YORK REGION AS PROPOSED BY REGIONAL TRANSPORTATION STAFF DATED NOVEMBER 16, 1995, AS FOLLOWS:

- 2) HIGHWAY 9, WIDENING TO FOUR LANES FROM WESTON ROAD TO BATHURST STREET.
- 3) a) HIGHWAY 407, EXTENSION FROM HIGHWAY 48 TO MARKHAM/SCARBOROUGH LINK.
b) HIGHWAY 407, INTERCHANGE AT KIPLING AVENUE.
- 4) MARKHAM/SCARBOROUGH LINK, NEW FREEWAY CONNECTING HIGHWAY 407 TO HIGHWAY 401.
- 5) HIGHWAY 427, EXTENSION TO THE NORTH FROM HIGHWAY 7.
- 6) HIGHWAY 27, WIDENING TO FOUR LANES FROM HIGHWAY 7 TO RUTHERFORD ROAD.
- 7) HIGHWAY 400, WIDENING FROM LANGSTAFF ROAD TO NORTH OF MAJOR MACKENZIE DRIVE.
- 8) BRADFORD BYPASS, NEW FREEWAY CONNECTING HIGHWAY 400 TO HIGHWAY 404.

carried.....

13. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS cont'd:

Moved by Councillor Lindsay

Seconded by Councillor Jamieson

RESOLUTION NO. CW-95-423

- 1) THAT THE TOWN OF GEORGINA SUPPORTS THE POSITION TAKEN BY THE REGION OF YORK ON THE PROVINCIAL HIGHWAY IMPROVEMENT PRIORITIES AS TO THE:
 - A) HIGHWAY 404 EXTENSION FROM DAVIS DRIVE TO GREEN LANE/HERALD ROAD.

carried.....

Councillor Jordan declared an interest in Item 13.2.5 as it relates to the extension of Highway 404 because she owns property within the study area; she did not participate in any discussion or vote.

Moved by Councillor Lindsay

Seconded by Councillor Jamieson

RESOLUTION NO. CW-95-424

- 1) THAT THE TOWN OF GEORGINA SUPPORTS THE POSITION TAKEN BY THE REGION OF YORK ON THE PROVINCIAL HIGHWAY IMPROVEMENT PRIORITIES AS TO THE:
 - B) HIGHWAY 404 EXTENSION FROM GREEN LANE/HERALD ROAD TO KESWICK AREA.

A recorded vote was requested.

The Clerk recorded the vote as follows:

13. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS cont'd:

	YEA	NAY
Mayor Grossi	X	
Regional Councillor Wheeler	X	
Councillor Gunn	X	
Councillor Hackenbrook		X
Councillor Holborn	X	
Councillor Jamieson	X	
Councillor Lindsay	X	
Councillor Nicholls	X	

YEA - 7

NAY - 1

carried.....

Councillor Jordan declared an interest in Item 13.2.5 as it relates to the extension of Highway 404 because she owns property within the study area; she did not participate in any discussion or vote.

Moved by Councillor Lindsay

Seconded by Councillor Gunn

RESOLUTION NO. CW-95-425

1) THAT THE TOWN OF GEORGINA SUPPORTS THE POSITION TAKEN BY THE REGION OF YORK ON THE PROVINCIAL HIGHWAY IMPROVEMENT PRIORITIES AS TO THE:

C) HIGHWAY 404 EXTENSION FROM KESWICK TO HIGHWAY 12.

A recorded vote was requested.

The Clerk recorded the vote as follows:

13. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS cont'd:

	YEA	NAY
Mayor Grossi	X	
Regional Councillor Wheeler	X	
Councillor Gunn	X	
Councillor Hackenbrook		X
Councillor Holborn		X
Councillor Jamieson		X
Councillor Lindsay	X	
Councillor Nicholls		X
YEA -	4	
NAY -	4	

lost.....

Moved by Councillor Nicholls

Seconded by Councillor Lindsay

RESOLUTION NO. CW-95-426

- 1) THAT THE TOWN OF GEORGINA SUPPORTS THE POSITION TAKEN BY THE REGION OF YORK ON THE PROVINCIAL HIGHWAY IMPROVEMENT PRIORITIES AS TO THE:
 - D) HIGHWAY 404 WIDENING FROM HIGHWAY 401 TO MAJOR MACKENZIE DRIVE.
 - E) INTERCHANGE AT ELGIN MILLS ROAD.

carried.....

The Clerk was requested to advise the Region of York that the Town of Georgina supports the Provincial Highway Improvement Priorities in York Region as proposed by Regional Transportation staff dated November 16, 1995, with the exception of the extension of Highway 404 from Keswick to Highway 12.

TOWN OF GEORGINA

REPORT DPW-95-80

FOR CONSIDERATION OF
COMMITTEE OF THE WHOLE
OF DECEMBER 4, 1995

**SUBJECT: PROVINCIAL HIGHWAY IMPROVEMENT PRIORITIES
WITHIN THE REGION OF YORK**

RECOMMENDATION:

1. THAT THE TOWN OF GEORGINA SUPPORTS THE PROVINCIAL HIGHWAY IMPROVEMENT PRIORITIES IN YORK REGION AS PROPOSED BY REGIONAL TRANSPORTATION STAFF DATED NOVEMBER 16, 1995.

REPORT:

The staff of the Regional Transportation Department have been requested by their Committee to prepare a report outlining what the Region sees as the priorities for Ministry of Transportation (MTO) road projects within the Region over the next decade. The attached report has been prepared by Region staff and municipal comment is requested.

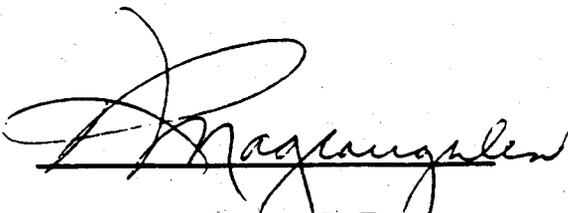
Council will see that eight highways have been identified with Highway 404 heading the list. Specifically the Region is calling for Highway 404 to be extended to Green Lane within five years, to Keswick within 10 years and the through to Highway 12 sometime after that. These dates seem reasonable considering the Environmental Assessment

process and design/approvals stage. Council will also see that the Bradford by-pass is not recommended until after Highway 404 is constructed to Keswick which would also make sense.

Respectfully submitted,

Recommended by:

Approved by:



R. T. Magloughlin, P. Eng.
Town Engineer

R. Martiuk, P. Eng., CMA, CHRP
Chief Administrative Officer

RTM/sed
1995.11.27
Attachment



TRANSPORTATION DEPARTMENT
ADMINISTRATIVE CENTRE
17250 YONGE STREET, BOX 147
NEWMARKET, ONTARIO
L3Y 6Z1

TEL: (905) 895-1200
(905) 773-1200
(905) 764-6345
(705) 437-3921
FAX: (905) 836-4590

ROADS OPERATION CENTRE
WOODBINE AVENUE
TEL: (905) 895-2303
(905) 881-3372
FAX: (905) 895-3047

November 16, 1995

Mr. Robert Magloughlen
Town Engineer
Town of Georgina
Civic Centre
R..R. #2
Keswick, Ontario
L4P 3D9

Dear Mr. Magloughlen:

**Re: Provincial Highway Improvement Priorities in York Region
Report to Transportation and Environmental Services Committee**

As was discussed at our meeting of October 5, 1995, Regional staff have been directed to prepare a position paper on Provincial highway improvements in York Region. This report should be a joint staff position from the Region and all nine area municipalities. Attached is a copy of the draft report prepared by us. We would like to get your comments on this draft report to our Transportation and Environmental Services Committee, particularly on the priority of Provincial highway improvements listed in Table 1 of the report. A reply is requested as soon as possible. If necessary, we will be happy to meet with you, either individually or jointly, to further discuss this report. Alternatively, you may telephone me at extension 5029.

Yours truly,

Paul May, P.Eng.,
Director
Transportation Planning and Programming

LC/al

attachment

DRAFT

THE REGIONAL MUNICIPALITY OF YORK
TRANSPORTATION AND ENVIRONMENTAL SERVICES COMMITTEE

Report of the
COMMISSIONER OF TRANSPORTATION

PROVINCIAL HIGHWAY IMPROVEMENT PRIORITIES IN YORK REGION

RECOMMENDATIONS

It is recommended that:

1. the attached list be adopted as the position of the Region of York regarding the relative priority of required Provincial highway improvements in York Region; and
2. this report be forwarded to the Ministry of Transportation and all York Region area municipalities.

BACKGROUND

At its meeting of August 22, 1995, the Transportation and Environmental Services Committee had before it a communication from the Minister of Transportation, Ontario to the City of Brampton regarding the extension of Highway 427 north of Highway 7. Committee received the communication and referred the matter to the Commissioner of Transportation with a direction to prepare a report regarding the Region's priority listing of various Provincial transportation projects. Committee also directed that this report be prepared in consultation with the staff of the area municipalities with the aim of producing a commonly accepted priority list.

In consultation with staff of the local municipalities and referring to previous resolutions of Regional Council as well as the York Region Official Plan, a list of major Provincial highway improvements required to support planned population and employment growth in York Region was developed. This list is contained in Table 1.

Transportation and Environmental Services Committee

November 16, 1995

Page 2

All projects identified in Table 1 are in various stages of the planning/design process. For each project, the table indicates the necessary action required from the Ministry of Transportation and the time period in which the improvement must be implemented in conjunction with planned development in York Region.

Paul May, P.Eng.
Director,
Transportation Planning and Programming

Kees J. Schipper, P.Eng.,
Commissioner of Transportation

November 16, 1995

Attachment - 1

LC/al

Table 1
Required Provincial Highway Improvements in York Region

Highway	Improvement Needed	Council Resolution	Required MTO Action	Time Period for Action
Highway 404	<ul style="list-style-type: none"> • extension from Davis Drive to Green Lane/Herald Road • extension from Green Lane/Herald Road to Keswick area • extension from Keswick to Highway 12 • widening from Hwy 401 to Major Mackenzie Drive • interchange at Elgin Mills Road 	<ul style="list-style-type: none"> • March 9, 1995 - Rep. No. 2 Cl. 1 • March 9, 1995 - Rep. No. 2 Cl. 1 • March 9, 1995 - Rep. No. 2 Cl. 1 • May 11, 1995 - Rep. No. 10 Cl. 8 	<ul style="list-style-type: none"> • construct • complete route location and EA studies • construct • complete route location and EA studies • construct • complete EA • construct • co-ordinate with York Region for EA study • construct 	<ul style="list-style-type: none"> • 1 - 5 years • on-going • 6 - 10 years • on-going • 11+ years • on-going • 1 - 5 years • 1 - 5 years • 6 - 10 years
Highway 9	widening to four lanes from Weston Road to Bathurst Street	September 14, 1995 - Rep. No. 17 Cl. 2	construct	1 - 5 years
Highway 407	<ul style="list-style-type: none"> • extension from Hwy 48 to Markham/Scarborough Link • interchange at Kipling Avenue 	<ul style="list-style-type: none"> • York Region OP • February 9, 1995 - Rep. No. 3 Cl. 8 	<ul style="list-style-type: none"> • construct • construct 	<ul style="list-style-type: none"> • 1 - 5 years • 6 - 10 years
Markham/Scarborough Link	new freeway connecting Hwy 407 to Hwy 401	York Region OP	construct	1 - 5 years
Highway 427	extension to the north from Highway 7	October 24, 1991 - Rep. No. 18 Cl. 15	<ul style="list-style-type: none"> • initiate route location and EA studies • construct 	<ul style="list-style-type: none"> • 1 - 5 years • 6 - 10 years
Highway 27	widening to 4 lanes from Hwy 7 to Rutherford Rd.		<ul style="list-style-type: none"> • complete EA • construct 	<ul style="list-style-type: none"> • on-going • 1 - 5 years
Highway 400	widening from Langstaff Rd. to north of Major Mackenzie Dr.		<ul style="list-style-type: none"> • complete EA • construct 	<ul style="list-style-type: none"> • on-going • 6 - 10 years
Bradford By-Pass	new freeway connecting Hwy 400 to Hwy 404	York Region OP	<ul style="list-style-type: none"> • complete EA • construct 	<ul style="list-style-type: none"> • on-going • 11+ years

TOWN OF GEORGINA
REPORT DPW-95-81

FOR CONSIDERATION OF
COMMITTEE OF THE WHOLE
OF DECEMBER 4, 1995

**SUBJECT: TRAFFIC CONTROL SIGNALS
THE QUEENSWAY AND CHURCH STREET**

RECOMMENDATION:

1. THAT DUE TO WARRANTS NOT BEING MET, INSTALLATION OF TRAFFIC CONTROL SIGNALS AT THE INTERSECTION OF CHURCH STREET AND THE QUEENSWAY NORTH IS PREMATURE.

REPORT:

Earlier this year Councillor Jamieson inquired whether there is a need for traffic control signals at the above intersection. Unlike most traffic control issues which are left for the municipality to decide, the approval of the Minister of Transportation is required for the installation of a traffic control signal pursuant to Section 144(31) of the Highway Traffic Act. The Minister will neither approve the installation or provide subsidy for traffic control signals which do not meet the warrants set out in the Manual of Uniform Traffic Control Devices.

The minimum warrants for installation are:

- 720 vehicles per hour on a major street over 8 hours and,
- 170 vehicles per hour on a minor street over 8 hours and,
- 75 vehicles and pedestrians crossing a major street per hour over 8 hours or,
- 5 accidents over 12 months averaged over a 36 month period which likely would have been avoided by traffic signals.



The Regional
Municipality
of Durham
Clerk's Department

605 Rossland Rd. East
P.O. Box 623
Whitby, Ontario
Canada L1N 6A3
(905) 668-7711
Fax: (905) 668-9963

C. W. Lundy A.M.C.T.
Regional Clerk

September 19, 1995

Tammie
Agenda
EC Harold
Bob M.
SEP 22 1995

Mr. S. Jacobs, Project Manager
Ministry of Transportation
1201 Wilson Avenue
Central Building, Room 226
Downsview, Ontario
M3M 1J8

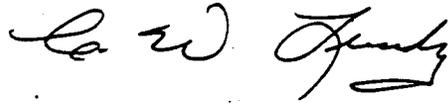
**Highway 404 Extension from Davis Drive to the North Junction of
Highways 12 and 48 - Preferred Route, Our File: T04-3**

Mr. Jacobs, the Planning Committee of Regional Council considered the above matter and at a meeting held on September 13, 1995, Council adopted the following recommendations of the Committee:

- "a) THAT the route for the Highway 404 Extension illustrated on Attachment #1 to Commissioner's Report #95-P-82 be endorsed as the Region's preferred route, at this time;
- b) THAT the comments contained within Commissioner's Report #95-P-82 be endorsed;
- c) THAT the Ministry of Transportation be requested to consider the comments contained in Commissioner's Report #95-P-82 in their detailed evaluation being conducted to select the technically preferred alternative for the Highway 404 Extension; and
- d) THAT copies of Commissioner's Report #95-P-82 be forwarded to the Ministry of Transportation, the Township of Brock, the Township of Uxbridge, the Town of East Gwillimbury, the Town of Georgina, and the Region of York for their information."



Enclosed for your consideration is a copy of Report #95-P-82 of Mr. A. Georgieff, Commissioner of Planning.



C.W. Lundy, A.M.C.T.
Regional Clerk

CWL/cb
encl.

cc: Mr. G.S. Graham, Clerk-Administrator, Township of Brock
Mr. W.E. Taylor, Clerk, Township of Uxbridge
Mr. L.R. Simpson, Town Clerk, Town of Georgina
Mr. J.F. Hopkins, Clerk-Administrator, Town of East Gwillimbury
Mr. D. Hearse, Clerk, Region of York
Mr. A. Georgieff, Commissioner of Planning
Mr. V. Silgailis, Commissioner of Works



Planning Department
Commissioner's Report to Planning Committee
Report No. 95-P-82
Date: September 5, 1995

SUBJECT

**Highway 404 Extension from Davis Drive to the North Junction of Highways 12 and 48
- Preferred Route, File: 4.1.3.20**

RECOMMENDATIONS

1. THAT Regional Council endorse the route for the Highway 404 Extension illustrated on Attachment No. 1 to Commissioner's Report No. 95-P-82 as the Region's preferred route, at this time;
 2. THAT Regional Council endorse the comments contained within Commissioner's Report No. 95-P-82;
 3. THAT the Ministry of Transportation be requested to consider the comments contained in Commissioner's Report No. 95-P-82 in their detailed evaluation being conducted to select the technically preferred alternative for the Highway 404 Extension; and
 4. THAT copies of Commissioner's Report No. 95-P-82 be forwarded to the Ministry of Transportation, the Township of Brock, the Township of Uxbridge, the Town of East Gwillimbury, the Town of Georgina, and the Region of York for their information.
-

REPORT

1. Purpose

This report discusses several issues related to the proposed extension of Highway 404 from Davis Drive in York Region to the north junction of Highways 12 and 48. Specifically, the report:

- reviews recently conducted public consultation activities;
- presents a preferred route from a transportation planning and land use policy perspective; and

- introduces the detailed evaluation process the MTO proposes to use for selecting the technically preferred route in the next phase of the Study.

2. Background

- 2.1 On April 18, 1995, Planning Committee received Commissioner's Report No. 95-P-43 advising that the Ministry of Transportation (MTO) was conducting an Environmental Assessment (EA) Study for the Highway 404 extension. The report outlined the five phases of the EA Study, primarily to identify opportunities when the Region would be able to provide comment.
- 2.2 Since the last report, the MTO has completed Phase Three of the Study, which entailed identifying route alternatives, proposing technical evaluation criteria and presenting this information to the public for comment. The previous report identified this as an opportune time for Durham to provide the MTO with comments in order to ensure the Region's concerns will be considered in Phase Four, which involves the selection of the technically preferred route.

3. Public Consultation

- 3.1 Public consultation was a significant component of Phase Three. The purpose of the consultation program was to solicit feedback on potential route alternatives and proposed evaluation criteria, and to obtain additional information from the public. The information collected would be used to refine the routes and evaluation criteria.
- 3.2 Public information centres and workshop sessions were held in late March-early April and late June-early July, respectively, to consult with residents and other stakeholders potentially affected by the freeway. Concerns expressed at the sessions primarily focused on the perceived impacts the facility would pose to adjacent residents and businesses, especially agricultural operators. The comments did not indicate overwhelming support for any of the proposed alternatives, with attendees often stating contrary opinions on the same alignment. A summary report documenting the public information centres held in March and April is provided as Attachment No. 2.

4. Preferred Route for Highway 404 Extension

- 4.1 The preliminary route alternatives for the extension of Highway 404, as illustrated in Attachment No. 1, were reviewed by Regional staff in accordance with the

transportation planning and land use policies of the Durham Regional Official Plan. Detailed technical evaluations could not be conducted at this stage since the MTO has not provided the necessary quantitative information detailing the specific impacts. The timing and nature of the detailed evaluation process is discussed in Section 5 of this report.

4.2 Discussion of Route Alternatives

4.2.1 The following is a discussion of the relative merits of the various proposed route alternatives. The discussion is presented in four parts, one for each distinct section of the routing. Attachment No. 1 illustrates the limits of each section.

4.2.2 Section 1 - Davis Drive to Queensville Side Road

Alternative "A" is the only route presently identified between the current terminus of Highway 404 at Davis Drive and Queensville Side Road. However, the Region of York and the Town of East Gwillimbury are both recommending that the proposed route be located further to the east than its present location midway between Leslie Street and Woodbine Avenue.

There will be no direct impact on the Region of Durham from either alternative "A" route. Durham will not be affected since this section of the route is located entirely within the Region of York.

4.2.3 Section 2 - Queensville Side Road to Lakeridge Road (R.R. 23)

Several route alternatives are being considered in this section south of Lake Simcoe. The alternatives are grouped into two general corridors. The northern "B" corridor traverses this section closer to the lake, entirely within the Region of York. The southern "C" corridor crosses both the Regions of York and Durham, arriving at Lakeridge Road just southeast of Udora.

Corridor "B" is preferred in this section, regardless of which route in the corridor is technically preferred by the MTO, for the following reasons:

- *Corridor "B" best serves the growth areas identified in the York Regional Official Plan. The provision of a freeway facility in corridor "B" would assist York Region to achieve local development objectives. The forecasted*

transportation demands for north York Region necessitate the provision of a freeway, in addition to several arterial road improvements. Considerably greater arterial improvements would be required to accommodate these travel demands, if the freeway facility were located in corridor "C".

- *Corridor "C" provides little benefit to the surrounding land uses.* The facility would provide limited regional structure and economic benefit to this area of Durham. The Durham Regional Official Plan designates the lands within corridor "C" as permanent agricultural reserve, major open space, general agricultural area and hamlet. Forecasted area travel demands for these land uses can be accommodated adequately through normal arterial road improvements.

A freeway in corridor "C" would not complement these planned land uses and may negatively impact on adjacent agricultural operations. This would be contrary to policy direction established for this area in the Durham Regional Official Plan.

- *The public noted that the north/south extension of corridor "C", east of Lakeridge Road, divided the farming community.* The MTO is investigating an alternative north-south alignment to alleviate this impact.

4.2.4 Section 3 - Lakeridge Road (R.R. 23) to Former Township of Thorah Concession 2 (north of the south junction of Highways 12 and 48)

A total of six route alternatives are being considered in this area. However, four of the alternatives ("D1", "D2A", "D2B", and "D2E") are extensions of corridor "C". These routes could be eliminated if "B" were identified as the preferred corridor between Queensville Side Road and Lakeridge Road.

The remaining two routes ("D2C" and "D2D") are extensions of corridor "B". Both routes traverse lands designated as permanent agricultural reserve, general agricultural area and major open space in the Durham Regional Official Plan. The southern alternative, "D2C", would continue the freeway route in an east-west direction midway between the 13th and 14th Lines in the former Township of Brock. Northern alternative "D2D" proposes a route within the existing right-of-way for Highway 48 west of Highway 12, parallel to the current roadway. The facility would likely be situated south of existing Highway 48. Service road connections would be required

for affected property owners to the south of route "D2D". since access from Highway 48 would be restricted by the freeway.

Route alternative "D2C" is marginally preferred for the following reason:

- *Locating the freeway along the route of alternative "D2C" poses the least impact to the existing road network. Selecting alternative "D2C" would enhance the overall flexibility and service of the road network. Siting the freeway in this location would permit Highways 12 and 48 to continue their current transportation network functions. The freeway and arterial facilities would serve complementary roles and improve traffic distribution within Durham Region.*

4.2.5 Section 4 - Former Township of Thorah Concession 2 to the North Junction of Highways 12 and 48

Two potential north/south route alternatives are being considered. Alternative "E1" is located east of Highways 12 and 48. Alternative "E2" is located to the west, in close proximity to Beaverton. Both routes traverse similar land uses, primarily designated as permanent agricultural reserve, general agricultural area and major open space in the Durham Regional Official Plan.

Route alternative "E1" is preferred for the following reasons:

- *Alternative "E1" would pose less of an impact to Beaverton residents. The close proximity of alternative "E2" to the urban area would likely have considerable impact on the existing and future residents of the Beaverton urban area. This alternative would necessitate considerable environmental impact mitigation if a freeway were provided along this route.*
- *Alternative "E2" restricts opportunities to provide more local road crossings of the Beaver River. Mara Road is presently the only crossing of the Beaver River in Beaverton. A second local road crossing of the river, west of Highways 12 and 48, would improve transportation service for the town. However, it would be difficult to provide this crossing if alternative "E2" is selected, since a local road could likely not be accommodated in the narrow space between the freeway and the limits of the urban area.*

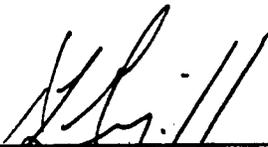
4.3 Attachment No. 1 illustrates the preferred Highway 404 Extension route alternative, at this time, from a transportation planning and land use policy perspective. This preferred route and related comments should be endorsed by Planning Committee and Council, and forwarded to the MTO for their consideration.

5. Detailed Evaluation of Route Alternatives

5.1 During Phase Four of the Study, the MTO will select the technically preferred route based on a detailed evaluation of the relative merits of the preliminary alternatives. The MTO is presently assembling the information necessary to evaluate the routes based on these criteria. As noted previously, this is an opportune time for the Region to ensure its transportation planning and land use policy comments are considered by the MTO when the detailed evaluation is conducted to select the preferred route.

5.2 The Department will ensure Planning Committee is provided the detailed evaluation results and kept informed of any other pertinent issues.

6. Staff of the Regional Works Department, the Township of Uxbridge and the Township of Brock have reviewed this report and concur with the discussion and recommendations.

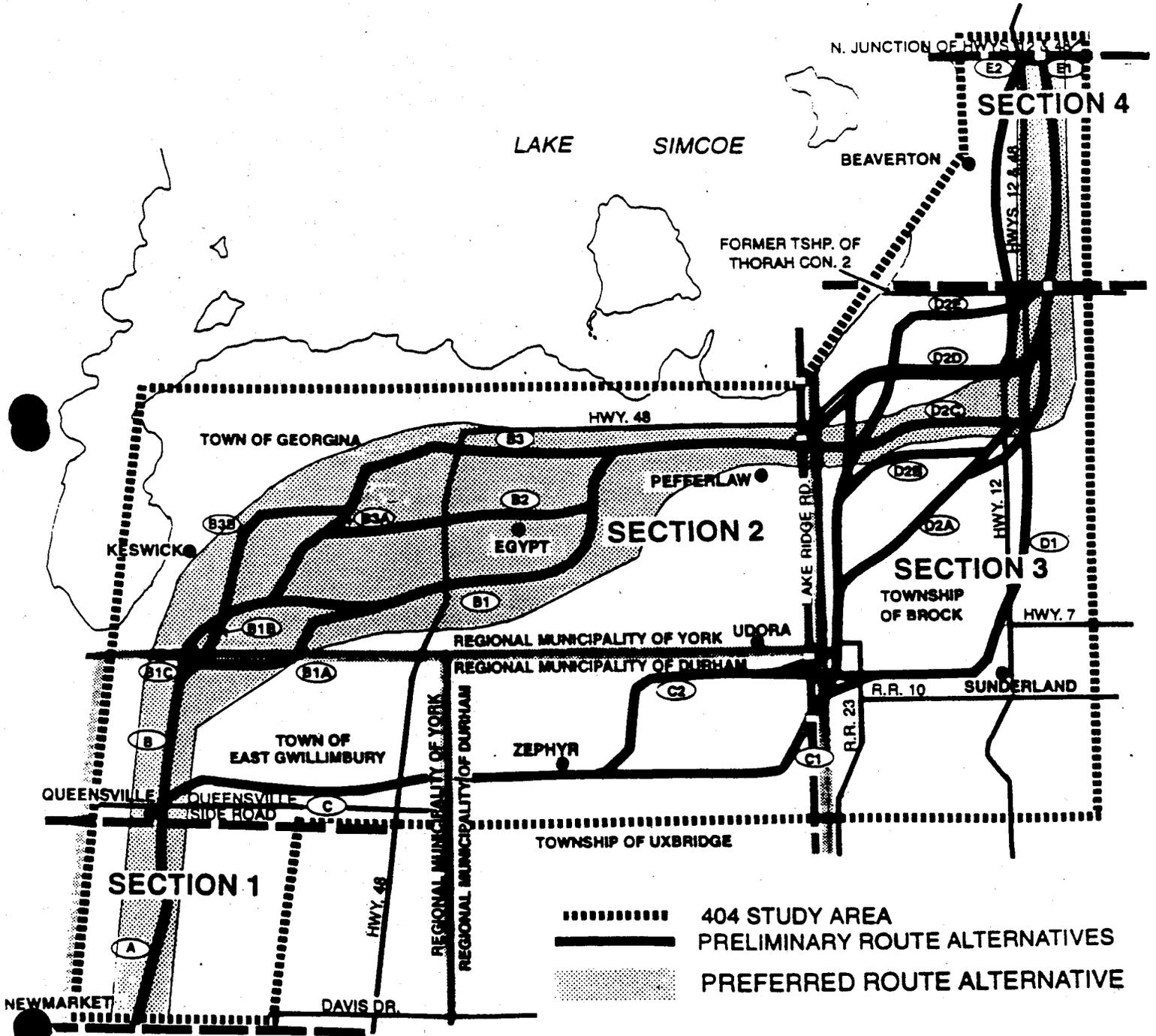


A.L. Georgieff, M.C.I.P., R.P.P.
Commissioner of Planning

- Attachment Nos.:
1. Proposed Highway 404 Route Alternatives and Preferred Route
 2. Proceedings of the Phase Three Public Information Centres

ATTACHMENT NO. 1

PROPOSED HIGHWAY 404 ROUTE ALTERNATIVES AND PREFERRED ROUTE



ATTACHMENT NO. 2



Ontario

Ministry
of
Transportation

REPORT ON THIRD SERIES OF
PUBLIC INFORMATION CENTRES

HIGHWAY 404

Davis Drive to Highway 2

Summer, 1995

Environmental Assessment Study
Central Region

W.P. 299-86-0



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APPENDICES

- APPENDIX A - Newspaper Ad, Brochure, Postal Coverage
- APPENDIX B - Contact List and Letters
- APPENDIX C - Municipal and External Team Meeting Minutes
- APPENDIX D - Display Material
- APPENDIX E - PIC Sign-in Sheets
- APPENDIX F - Workshops sign-up sheets
- APPENDIX G - Comment Sheets

1.0 INTRODUCTION

The third set of Public Information Centres for the Environmental Assessment Study for the Highway 404 Extension - Davis Drive to Highway 12 was held in March and April of 1995. The Information Centres provided the public with an opportunity to review and discuss the project with representatives of the Project Team.

Five Information Centres were held in the study area. The dates and locations were as follows:

Monday, March 27, 1995
Queensville Community Centre

Tuesday, March 28, 1995
Egypt Community Centre

Wednesday, March 29, 1995
Udora Community Centre

Monday, April 3, 1995
Pefferlaw Lions Hall

Thursday, April 6, 1995
Beaverton Memorial Arena

2.0 PURPOSE

The purpose of this set of Information Centres was to:

1. Present the Preliminary Route Alternatives.
2. Present the proposed method for selecting a Preferred Route.
3. Sign-up for upcoming workshops.

3.0 PUBLIC NOTIFICATION

Prior to this series of Public Information Centres, the following measures were carried out to notify study area residents and interested members of the public of the Information Centres:

1. Brochures and project update summaries were distributed to all municipal clerks for municipal council information and public review.
2. An Ontario Government Notice was placed in each of the following newspapers (see Appendix A for notice):

Toronto Star	Saturday, March 18, 1995
Stouffville Uxbridge Tribune	Saturday, March 18, 1995
Georgina Advocate	Monday, March 20, 1995
The Era-Banner	Tuesday, March 21, 1995
Beaverton Express	Tuesday, March 21, 1995
3. Approximately 25,500 brochures detailing the project were sent to area residents inviting them to attend the Information Centres (see Appendix A for brochure and coverage).
4. Letters and brochures were directly sent to those people on the Project Team's mailing list. This mailing list included (see Appendix B for list):
 - MPP's
 - Cottage and Ratepayer Groups.
 - Chambers of Commerce.
 - Environmental Groups.
 - Heritage Groups.
 - Agricultural Groups.
 - Other interested individuals that requested to be placed on the mailing list (approximately 750 people).
5. Numerous articles covering council presentations were published by local and regional newspapers providing area residents with a project update and dates and locations of Public Information Centres.
6. Project Team members attended on a local talk show on Trillium Cable Television (February 16, 1995) to discuss the project and answer phone-in questions from the community.

4.0 PRE-PIC MEETINGS

i) Municipal Team

Prior to the Public Information Centres, meetings were held with municipal staff, and councils. (see Appendix C for Minutes):

Meetings with Planning and Engineering staff were held on the following dates:

- Region of York February 22, 1995
February 28, 1995
- Town of Georgina February 22, 1995
- Town of East Gwillimbury February 23, 1995
- Durham (Brock, Uxbridge and Durham) February 24, 1991

The dates of Council Presentations were:

- Town of Georgina February 27, 1995
- Township of Brock February 27, 1995
- Region of Durham March 1, 1995
- Town of East Gwillimbury March 6, 1995
- Town of Newmarket March 7, 1995
- Region of York March 9, 1995
- Township of Uxbridge March 13, 1995

ii) External Team

Prior to the Public Information Centres meetings were held with key review agencies (see Appendix C for Minutes). Meetings held included:

- Ministry of Natural Resources February 28, 1995
- Lake Simcoe Region Conservation Authority March 3, 1995
- Ministry of Agriculture, Food and Rural Affairs March 14, 1995

The External Team was invited to attend a drop-in meeting prior to the March 27th Public Information Centre. The following External Team members attended:

- Lake Simcoe Region Conservation Authority
- Ontario Hydro
- Town of Georgina Fire Department
- Region of York Health Unit
- Durham Roman Catholic School Board

- Durham School Board
- Canada Coast Guard

5.0 MATERIAL DISPLAYED

The following display material was presented (see Appendix E):

- Information boards introducing the study and the Environmental Assessment Process.
- Summary of the second round of public consultation
- Route generation process.
- Refinement of corridor opportunities
- Preliminary route alternatives.
- Proposed interchange locations.
- Proposed evaluation process and evaluation criteria
- What's next.

6.0 ATTENDANCE/COMMENTS

The following chart illustrates the number of visitors who chose to register their attendance for this series of Public Information Centres (see Appendix E):

The Public Information Centres provided the opportunity for interested individuals to sign-up for workshops. A total of 393 individuals signed-up for the various workshops (see Appendix F).

In addition to verbal comments, Project Team members encouraged visitors to express, in writing, all comments and concerns they had regarding the information presented (see Appendix G). The chart below document the number of comment sheets received.

DATE	ATTENDANCE	COMMENT SHEETS RECEIVED	% OF PEOPLE WHO FILLED IN A COMMENT SHEET
March 27, 1995 (Queensville)	379	32	9
March 28, 1995 (Egypt)	253	25	11
March 29, 1995 (Udora)	251	38	15
April 3, 1995 (Pefferlaw)	252	36	14
April 6, 1995 (Beaverton)	134	12	11
Sheets mailed in	-	39	
Total	1269	182	14

The following represents a summary of the written comments received from this series of Public Information Centres:

- North alternatives make more sense because they would better serve future population
- There is no need for a highway
- Roadway improvements and/or increased transit should be used to accommodate future demand
- Concern about effects to the rural character of area
- Concern about noise impacts
- Concern about natural environment impacts
- Speed up planning and construction
- Concern about agricultural impacts
- Concern about air pollution
- PIC was a good forum to present information and get questions answered
- Concern about impacts to the TFN Nature Reserves
- South routes are most logical choice because they are straight to Hwy 12 and provide a connection to Hwy 7
- Routes appear to be well thought out
- Highway will provide economic benefit to the area
- Property and lifestyles should take precedent over natural environment
- Concern that the Toronto Field Naturalists did not receive a notification letter
- The Province is in debt and cannot afford a new highway
- Study Area should be extended further South to consider existing corridors (Green Lane, Davis Drive)
- Pefferlaw should not be impacted to serve Keswick and Sutton traffic
- Should be encouraging employment to the area to reduce commuter demand
- North routes minimize impacts to the Natural Environment
- Highway will only provide benefits to cottagers but local residents will be left with the impacts
- Concern about potential impacts to local water quality

- Highway will act as a bypass and have negative impacts on the local economy
- Concern about impacts associated with Pefferlaw crossing
- Concern about decreases in property value due to increased noise
- North route produces too many social and economic impacts
- North route results in a duplication of service (Hwy 48)
- Impacts of Highway will outweigh any benefits
- Route which minimizes cost should be selected
- Highway should be routed along Hwy 12 between north and south junctions of Hwy 48
- Eastern Alternative will impact Beaverton's ability to grow
- Highway will help reduce accident rates
- Church would like to work with MTO early if property is required so they could make plans for the Camp
- Building a Hwy for cottage traffic is redundant because cottage trips will decrease in the future
- Median should be wide enough to allow future expansion
- Toll Road should be considered
- Prior to this set of PICs project was not publicized enough
- Highway will decrease safety
- Uncertainty of planning process has negatively impacted property values
- Highway will only encourage development
- Highway 404 should be extended to Highway 48 and Highway 48 should be widened
- Concerned about increased traffic on local roads as a result of the Highway
- Why were no routes considered in the existing rail or hydro corridors?
- Costs, not impacts, will drive the route selection process
- South routes should be preferred because they appear less disruptive
- Should displace existing development rather than natural areas
- The impacts associated with the connection to the Bradford By-pass should be a major consideration
- Appreciate that public comments have been used to minimize impact to Elm Grove
- North route will create a physical and psychological barrier between Pefferlaw and Lake Simcoe
- Natural Environment appears to have taken precedent over existing communities
- Appears that routes generated produce maximum impacts to inhabitants and natural environment
- Concerned about the impact on tourism as a result of increased noise and air pollution

11. COMMUNICATIONS: cont

Members of Council requested that the Chief Administrative Officer respond to Mr. Henry's letter to indicate that the letter lacked detail on the process the Ministry will be undertaking and that any future correspondence from the Ministry should be copied to the other interested parties as above.

13. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS:13.2 Report of the Development Services Department:

13.2.1 Zoning By-Law Clarification - Application to Amend Zoning By-Law #500

REPORT NO. DS-95-56

Mr. Bruce Hoppe, Planner for the Town of Georgina, was present and gave a brief review of Report No. DS-95-56.

Moved by Regional Councillor Wheeler

Seconded by Councillor Jamieson

RESOLUTION NO. CW-95-327

THAT THE PROPOSED AMENDMENT TO ZONING BY-LAW NO. 500, FOR LANDS DESCRIBED AS PART OF LOT 10, CONCESSION 3 (NG), BE CLARIFIED TO PROVIDE THAT THE FRONT LOT LINES SHALL BE SOUTH CHANNEL DRIVE FOR THE NORTHERLY PROPERTY, AND CAMERON CRESCENT FOR THE SOUTHERLY PROPERTY, AND THAT NO FURTHER PUBLIC NOTICE BE REQUIRED FOR THE CHANGE SPECIFIED IN A. ABOVE.

Carried....

11. COMMUNICATIONS: cont(B) Matters For Disposition:

Councillor Jordan declared an interest with respect to Item 11.2.1 because she is the owner of land in the study area for the 404 extension and did not take part in the discussion or vote.

11. COMMUNICATIONS: cont

(B) Matters For Disposition: cont

- 11.2.1 C.W. Lundy, A.M.C.T., Regional Clerk, Regional Municipality of Durham, advising Council's recommendations regarding Highway 404 Extension from Davis Dr. to the North Junction of Highway 12 & 48 - Preferred Route.

Moved by Councillor Nicholls

Seconded by Regional Councillor Wheeler

RESOLUTION NO. CW-95-328

THAT THE REPORT FROM THE REGION OF DURHAM REGARDING THE HIGHWAY 404 EXTENSION FROM DAVIS DRIVE TO THE NORTH JUNCTION OF HIGHWAYS 12 AND 48 - PREFERRED ROUTE BE REFERRED TO MR. HAROLD LENTERS, DIRECTOR OF DEVELOPMENT SERVICES, FOR A REPORT.

Carried....

- 11.2.2 Peter Seibert, Supervisor of Community Relations, Lake Simcoe Conservation Authority, seeking nominations of groups and individuals for conservation awards.

Moved by Councillor Jordan

Seconded by Councillor Nicholls

RESOLUTION NO. CW-95-329

THAT THE CORRESPONDENCE FROM PETER SEIBERT, SUPERVISOR OF COMMUNITY RELATIONS, LAKE SIMCOE CONSERVATION AUTHORITY, SEEKING NOMINATIONS OF GROUPS AND INDIVIDUALS FOR CONSERVATION AWARDS BE RECEIVED AND MENTIONED AT THE COUNCIL MEETING ON OCTOBER 10TH, 1995 FOR PUBLIC INPUT.

Carried....

- 11.2.3 Pam Cornelius, R.N., B.Sc.N., Community Health Nurse, York Region Public Health Department requesting Council's support in promoting "AIDS: LISTEN, TALK, CARE".

8. BUSINESS ARISING FROM THE MINUTES (con'td.):

- 2) THAT the Town enter into a trial agreement with Mr. Angelo Stamboultzis for the operation of a parking lot on behalf of the Town.
- 3) THAT the parking agreement requirements as outlined in Appendix I attached hereto be approved.
- 4) THAT the parking agreement be enforced immediately until March 31, 1995, at which time, the Leisure Services Department will report back to Council regarding the impact the new parking area has had on alleviating existing parking problems.

Carried.....

9. DEPUTATIONS:

None.

10. PUBLIC MEETINGS:

None.

11. COMMUNICATIONS:(A) Matters For Routine:

Moved by Councillor Gunn

Seconded by Councillor Nicholls

RESOLUTION NO. CW-95-246

THAT the following routine matters be received for information:

- 11.1.1 Karl Kalonka & Todd Million, Tournament Organizers, Bass Fishing Ontario - Angling Communications Group, thanking the sponsors of the 1995 Celebrity Classic Charity Bass Tournament.
- 11.1.2 Anne Golden, GTA Task Force, forwarding a copy of the GTA Fax News Bulletin of various informational items.

11. COMMUNICATIONS (con'td.):

- 11.1.3 Shirlee Weir, Convenor for Wilfrid Pastoral Charge, expressing her appreciation to Town Council, for the use of picnic tables for their Sunday School Picnic & Strawberry Social.
- 11.1.4 Dennis Hearse, Regional Clerk, regarding Report No. 15 entitled "Road Construction Budget - 1995, Canada/Ontario Infrastructure Works Program".
- 11.1.5 Nora Symington, Clerk's Assistant, Township of Uxbridge, advising of the endorsement of Council's resolution re: Vicious Dogs.
- 11.1.6 Sheila Cops, Deputy Prime Minister and Minister of the Environment, regarding the National Packaging Protocol (waste reduction).
- 11.1.7 Steve Jacobs, Senior Project Manager, Ministry of Transportation, regarding the Highway 404 Extension Environmental Assessment and Route Location Study.
- 11.1.8 A. Bacopoulos, Acting Director, Solid Waste Management Division, Metroworks, regarding Metropolitan Toronto's Landfill Site Search Planning Process.

Carried.....

(B) Matters For Disposition:

- 11.2.1 John M. Bowles, National Volunteer Chairman for Help the Aged Canada, requesting a proclamation to declare October 1, 1995 "International Day for the Elderly".

Moved by Councillor Hackenbrook

Seconded by Councillor Gunn

RESOLUTION NO. CW-95-247

THAT THE REQUEST BY MR. JOHN M. BOWLES, NATIONAL VOLUNTEER CHAIRMAN FOR HELP THE AGED CANADA, REQUESTING A PROCLAMATION TO DECLARE OCTOBER 1, 1995 "INTERNATIONAL DAY FOR THE ELDERLY", BE APPROVED.

Carried.....



035
Ontario

Ministry of
Transportation

Ministère des
Transports

*Tammie
agenda
cc Bob McJ*

Telephone: (416) 235-5522
Facsimile: (416) 235-4382
e-mail: JACOBSS2@EPO.GOV.ON.CA

Planning Office
Central Region
3rd Floor, Atrium Tower
Ministry of Transportation

RECEIVED AUG

July 27, 1995

1 1995

Mr. Larry Simpson.
Town Clerk
Town of Georgina
Corporation of the Town of Georgina
Civic Center
R.R. #2 Keswick
L4P 3G1

Dear Mr. Simpson:

Re: Highway 404 Extension Environmental Assessment and Route Location Study

Thank you for sending the Ministry of Transportation a copy of the minutes of the May 31, 1995 meeting where council took deputations regarding the Highway 404 extension. You may wish to apprise council of the enclosed response.

Many of these concerns have also been expressed to the project team and will be addressed during the Highway 404 extension study. A large number of individuals have expressed to me, and other members of the project team, the support for an extension of Highway 404, in order to accommodate future population growth in the northern part of York Region.

While the Ministry must always act in what it perceives as in the best interest of all citizens of Ontario, I recognize that your council's first priority is its own

Deputy Prime Minister and
Minister of the Environment



Vice-première ministre et
Ministre de l'Environnement

Ottawa, Canada K1A 0H3

0034
Tammie
agency
Committee
filed

JUL 27 1995

RECEIVED AUG 2 1995

Ms. Carolyn Lance
Committee Secretary
Town of Georgina
Civic Centre
Keswick, Ontario
L4P 3G1

Dear Ms. Lance:

Thank you for your letter of March 29, and enclosure, regarding the National Packaging Protocol. Please excuse the delay in my response.

Some difficult decisions had to be taken as a result of the recent Program Review. One of them related to reducing the Department's role in the National Task Force on Packaging.

I have received strong appeals from many municipalities and from industry for Environment Canada to maintain leadership of the Task Force. Upon reflecting on these appeals and re-examining the important role my department has played in forwarding packaging issues, I have reinstated Environment Canada as the chair and secretariat of the Task Force. The Department will now be concentrating its efforts on achieving the next Protocol milestone, a 35-per-cent reduction in packaging waste sent for disposal over the 1988 baseline.

Environment Canada is proud of the contribution it has made in advancing waste reduction in Canada, particularly in the area of packaging. Your recognition of these efforts and your continued partnership in implementing the Protocol are greatly appreciated.

Yours sincerely,

Sheila Copps

Canada

citizens. The Town of Georgina will benefit from the extension of Highway 404 in many ways.

As you are aware, a significantly large proportion of Georgina residents commute to employment areas that are south of Georgina's boundaries. There is no provincial system to connect Georgina to the south, and local or regional roads, such as Woodbine Avenue, are forced to sustain the heavy traffic volumes, of commuter, commercial and recreational traffic. The local roads were not designed to carry this level and type of traffic, resulting in concerns over safety, road maintenance, and social impacts to homes and communities through which these roads must pass.

The existing problem is further compounded when accommodating future growth. As Georgina's population grows towards the 2021 level of 65,000 from the current 30,000, these kinds of impacts will increase. In fact, our study shows that the volume of recreational traffic experienced on summer Sunday evenings through Georgina and Brock will become a daily experience in the morning and afternoon peak periods. To deal with this amount of traffic additional infrastructure will be required.

As you are aware the study is considering an alternative route that is well south of Georgina, as well as ones that pass through Georgina.

Through the Environmental Assessment process, both the benefits and the impacts will be studied. The Ministry remains committed to an extensive public consultation process even after identifying the preferred route in fall of 1995. In this way benefits can be maximized and impacts can be minimized through various mitigation methods. I look forward to a continued and open dialogue with your council as well as the citizens of Georgina.

Thank you again for your participation in this study.

Yours Truly,

A handwritten signature in black ink that reads "Steve Jacobs". The signature is written in a cursive, slightly slanted style.

Steve Jacobs, P.Eng.
Senior Project Manager

c.c. C. Ricketts CSA
H. Pearson

CORPORATION OF THE TOWN OF GEORGINA

IN THE

REGIONAL MUNICIPALITY OF YORK

PUBLIC HEARING
HIGHWAY 404 EXTENSION
MINUTES

1995-05-31
7:00 P.M.

Mayor Grossi indicated the reason for holding this hearing was so that concerned residents could voice their opinions and concerns regarding the Highway 404 extension, and that a list of these concerns would be forwarded to the MTO and their consultants.

1. ROLL CALL:

The Deputy Clerk gave the roll call and the following members of council were present:

Mayor Robert Grossi	Regional Councillor Wheeler
Councillor Jordan	Councillor Jamieson
Councillor Holborn	Councillor Gunn
Councillor Hackenbrook	Councillor Lindsay
Councillor Nicholls (arrived at 7:20 p.m.)	

2. DISCLOSURE OF PECUNIARY INTEREST:

Councillor Jordan advised she has a pecuniary interest with the subject of the hearing - she is the owner of land located in the proposed area being considered for the Highway 404 extension and vacated her chair at this time.

3. MOMENT OF MEDITATION:

A moment of meditation was observed.

4. DEPUTATIONS:

4.1 Ralph MacDonald - 136 Riverbank Dr., Pefferlaw

Mr. MacDonald stated that he represented the residents of Riverbank Drive who are opposed to the development of the Highway 404 extension.

Mr. MacDonald advised he wishes to keep the area environmentally sound and his concerns were for the fish sanctuary, wildlife and swampland, and the effect the proposed highway will have on his home.

Mr. MacDonald advised he is concerned that the bridge that must be constructed over the Pefferlaw River, will be constructed beside his home, which is located at the end of Riverbank Drive. Mr. MacDonald advised that he and his wife built their home, and no amount of money could compensate them for their time and effort spent.

4.2 J. Rosenberg - General Delivery, Udora

Mr. Rosenberg advised he and his wife are new to Georgina and that they moved here to avoid the city life.

Mr. Rosenberg questioned the need for more roads in the community and stated that he was opposed to the extension of the 404 so that Georgina doesn't become similar to Toronto.

(Councillor Nicholls arrived at this time)

4.3 Nancy Wallingford - 6099 Frog St., Pefferlaw

Ms. Wallingford stated that she doesn't feel there is a need for a new road, as the only foreseeable traffic concerns are in the Keswick area, and upgrading Woodbine Ave. would be a possible solution. Ms. Wallingford advised Council Members of the constant traffic backups on the existing Highway 404, and how adding more traffic to the highway would only increase the congestion problem further south.

Ms. Wallingford stated that the construction of the highway would not create new jobs for Georgina residents, as contractors would be hired to come in, as well as it would take away from local business. Ms. Wallingford also expressed her concerns about spending millions of dollars to create a new highway that in her opinion really isn't necessary.

Ms. Wallingford stated that land values would decrease as noise and pollution levels increased, and the possibility of another dump issue could arise if Georgina had road access available. Ms. Wallingford is concerned that local businesses will suffer due to residents travelling south to shop instead of shopping locally.

4.4 Valli Scheuring - 8951 Old Homestead Road

Ms. Scheuring stated that she is a member of the South Lake Simcoe Naturalists as well as a Federation of Ontario Naturalists board director representing the Huronia and Lake Simcoe watershed region.

Ms. Scheuring advised Council of her fears of having her children grow up surrounded by concrete instead of nature, and fears they won't have a lake to swim in due to damage to agricultural land caused by the development of a highway corridor.

Ms. Scheuring expressed concerns regarding the residents going elsewhere to shop, thereby creating a loss to the businesses in the community.

4.5 Ervin Cunningham - 280 Parkwood Ave., Keswick

Mr. Cunningham advised he was representing the Georgina Trailriders Snowmobile Club.

Mr. Cunningham stated his concerns of the snowmobile trails being depleted should the Highway 404 extension be constructed. The construction of the highway would restrict the area of the trails, and thereby reduce revenues created by riders, such as new snowmobiles and trail passes, would diminish also.

4.6 Paul Rothfels - R.R.#1, Pefferlaw

Mr. Rothfels stated his concerns for the watershed if the proposed extension of Highway 404 is constructed. Mr. Rothfels stated that 75% of the water flows into Lake Simcoe, therefore there is a need to protect the lake.

Mr. Rothfels also stated that approximately one hundred (100) farms would be negatively affected by the highway.

4.7 Ernie Henn - 112 Riverbank Dr., Pefferlaw

Mr. Henn advised that the only problem area for traffic is Keswick, and that could be solved by creating a proper traffic corridor.

Mr. Henn stated his concerns that Highway 48 could become obsolete, thereby creating "ghost towns" of all the villages along that route. Mr. Henn is also concerned that Georgina will lose its "homey" atmosphere by allowing the extension of the 404, and he doesn't want to see a mistake which can not be corrected later.

4.8 Dianne Grubbe - 456 Pefferlaw Road, Pefferlaw

Ms. Grubbe advised Council that her home and lifestyle are at stake, as her property is located directly beside one of the proposed routes (Route "B"). Ms. Grubbe stated that she is concerned that the commuting traffic, that being people passing through our community, are being given more consideration than the residents of Georgina who live here every day. Ms. Grubbe fears the highway will divide the community and will be a detriment to the future growth of the area, as the land will be used for highway instead of homes.

Ms. Grubbe stated her concerns that the local businesses will suffer due to a loss of income and fears the taxes will increase, and is concerned about the possible polluting of Lake Simcoe as well as the swamplands and wildlife that exist there.

Ms. Grubbe questioned the proposed length of the bridge that would be required to take into consideration Pefferlaw Road, Pefferlaw River, the railway, Durham Road 23 and Highway 48. Ms. Grubbe advised Council that according to the map, all of the aforementioned must be dealt with in less than 2 miles.

4.9 Wes Brown - 255 Rayner's Road, Keswick

Mr. Brown advised Council of his concerns regarding the wetlands and traditional land use, as all of the proposed routes will bisect a wetland and most of the wetlands are gone now - mostly due to road construction.

Mr. Brown stated his concern that the agricultural land will be divided, as well as the community itself, and proposed that a solution be reached to avoid bisecting any wetlands; as once the extension begins, the wetlands would be ruined forever.

4.10 Lynn Fairweather-Leinster - 4 Station Road, Pefferlaw

Ms. Fairweather-Leinster expressed her concerns that her home environment would be ruined if the extension of the highway is allowed, as she is able to view various types of wildlife from her home, and is concerned that her well water will be ruined.

Ms. Fairweather-Leinster stated that she hopes Council will work towards preserving the environment.

4.11 John Sibbald - 55 Hedge Road, Jackson's Point

Mr. Sibbald advised he was speaking on behalf of his family and the Briars Resort.

Mr. Sibbald stated that he was in agreement with all of the previous deputations, and that Council should consider the goals of the Sutton Secondary Plan.

Mr. Sibbald advised he has researched the Highway 404 proposal, and feels the MTO has not done a good job with their research.

Mr. Sibbald stated his concerns that the extension of the highway will have a negative effect on the Briars as well as Lake Simcoe and that he hopes Council will endeavour to limit the growth of Georgina, thereby strengthening the community, and to provide Georgina with a safe and economical means of transportation.

4.12 Jim Reeves - 27350 Highway 48, Sutton West

Mr. Reeves advised that there really isn't any justification for the extension of Highway 404 and that it will have a negative effect on Georgina.

Mr. Reeves stated that he has social and economic concerns regarding the 404. Mr. Reeves advised he wants to keep Georgina "a special place by the lake", not an area full of subdivisions and encouraged Council to view how they want the community to be in the future.

Mr. Reeves advised he is concerned about loss to businesses in the municipality because we would lose control of the development of Georgina. Mr. Reeves stated that major retailers would move in and close down the small businesses. Mr. Reeves fears that if this were to happen, it would take the life and self-esteem out of the community.

4.13 Paul Harpley - Frog Street, Pefferlaw

Mr. Harpley advised he is a member of the South Lake Simcoe Naturalists and that Georgina is part of the most significant watershed in the GTA.

Mr. Harpley advised Council that the ESA study was done in 1982 and is out of date as of 1987, therefore, there is no accurate information on the number of natural wetland areas in our community.

Mr. Harpley stated that there is no justification for the proposed 404 northern route; it should be built further south, and the MTO needs to do more research on the wetland study. Mr. Harpley stated that he has a petition from members of the community who are in agreement with his concerns.

Moved by Regional Councillor Wheeler

Seconded by Councillor Gunn

THAT the rules of procedure be waived to allow a deputation which was not scheduled prior to the commencement of the hearing.

Carried.....

4.14 Brian Burr - 29 Riveredge Drive, Keswick

Mr. Burr advised he was representing the wilderness and wildlife of the community.

Mr. Burr proposed that the existing highways be widened and upgraded, thereby minimizing the disturbance to animal habitats.

Mr. Burr expressed his concern for the natural environment of the rivers and streams and the ecosystem within them. Mr. Burr encouraged Council to preserve these ecosystems at any cost.

5. ADJOURNMENT:

Moved by Councillor Nicholls

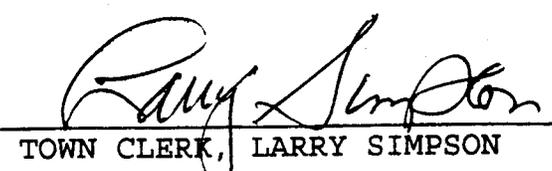
Seconded by Councillor Gunn

THAT the hearing adjourn at this time (8:20 p.m.).

Carried.....



MAYOR, ROBERT A. GROSSI



TOWN CLERK, LARRY SIMPSON

9. COMMITTEE AND OTHER REPORTS:

8. THAT THE TERMS OF REFERENCE FOR THE MAYOR'S ADVISORY COMMITTEE ON YOUTH AND THE MAYOR'S ADVISORY COMMITTEE ON SENIORS BE APPROVED.

Carried.....

Committee Members requested that Appendix 'V' section 4 "Length of Term" of the report be amended to provide that the Committee's Terms of Reference be reviewed again at the end of the Strategic Planning Program.

10. UNFINISHED BUSINESS:

None.

Councillor Jordan left the Committee of the Whole Meeting at this time (12.01 p.m.)

11. REGIONAL BUSINESS:

None.

12. MOTIONS ORIGINATING BY WAY OF PREVIOUS NOTICE OF MOTION:

None.

13. OTHER MOTIONS:

None.

14. NOTICES OF MOTION:

Moved by Paul Nicholls

WHEREAS the extension of Highway 404 is an important matter that involves all of the citizens of the Town of Georgina; and

WHEREAS the citizens of the Town of Georgina have expressed a desire for their concerns to be heard about the project; and

14. NOTICES OF MOTION:

WHEREAS the Council of the Town of Georgina is extremely interested in hearing the concerns of the people of the Town;

BE IT THEREFORE RESOLVED THAT the Council of the Town of Georgina will hold a Public Hearing on Tuesday, May 30th, 1995, at 7:00 p.m. in the Council Chambers, at the Town of Georgina Civic Centre, to allow interested citizens to apprise Council of their concerns regarding the extension of the 404 and that the minutes of this meeting will be forwarded to the Ministry of Transportation Ontario, and their consultant on this project. Further, that Trillium Cable 10 will be invited to televise this meeting, and that the press be invited to attend. All deputants will have a 3-5 minute time period to address Council with their remarks.

15. OTHER BUSINESS:

Representatives of the Multiple Sclerosis Society presented Council with carnations at this time.

16. ADJOURNMENT:

Moved by Councillor Nicholls

Seconded by Councillor Gunn

That the Committee of the Whole Meeting adjourn at this time (12:15 p.m.).

9. DEPUTATIONS (con'td.):

Ms. Hewitt requested that the Town donate some space in which to set up the business, as they are trying to maintain a low-budget working cost. Ms. Hewitt also advised they were exploring other avenues to obtain other items required (ie. computers, etc.). Ms. Hewitt also requested that she be given a letter of support from Town Council.

Moved by Councillor Gunn

Seconded by Councillor Hackenbrook

RESOLUTION NO. C-95-269

THAT THE REQUEST BY TERRI HEWITT, YOUTH SERVICES CO-ORDINATOR, GEORGINA COMMUNITY RESOURCE CENTRE, BE RECEIVED, AND THAT ROMAN MARTIUK, CHIEF ADMINISTRATIVE OFFICER, FILE A REPORT FOR COUNCIL REGARDING THE VACANT PROPERTIES/LEASING PROPERTIES AVAILABLE WITHIN THE TOWN.

Carried.....

9.6 Paul Rothfels, regarding the Highway 404 extension.

Mr. Rothfels advised Council of certain specific reasons why he is opposed to the MTO'S study. Mr. Rothfels feels the following items were not considered:

- the projected growth of the south end of Durham and lack of an efficient Durham corridor to pass the east side of Lake Simcoe;
- the integration of Highway 407;
- the possible use of the Highway 404/Bradford by-pass for traffic between Orangeville and Peterborough;
- the impact on local traffic;
- the upgrading of Woodbine Avenue which would be required to handle the increased amount of traffic;
- any infrastructure planning should include light rapid clean transit in combination with road upgrades to reduce commuting traffic.

9. DEPUTATIONS (con'td.):

Mr. Rothfels advised that the MTO ignored the study submitted by Cole Sherman and that the MTO has not responded to the inquiries as of yet.

Moved by Councillor Holborn

Seconded by Councillor Gunn

RESOLUTION NO. C-95-270

THAT THE DEPUTATION BY PAUL ROTHFELS REGARDING THE HIGHWAY 404 EXTENSION, BE RECEIVED.

Carried.....

- 9.7 George Novak, President, Royal Canadian Legion, seeking approval to hold a "Legion Week" parade on September 16, 1995, and discuss the conditions of Old Homestead Road.

Moved by Councillor Holborn

Seconded by Councillor Hackenbrook

RESOLUTION NO. C-95-271

THAT THE CORRESPONDENCE FROM MR. GEORGE NOVAK, PRESIDENT, ROYAL CANADIAN LEGION, BE RECEIVED AND DEFERRED TO THE COMMITTEE OF THE WHOLE MEETING OF JUNE 5TH, 1995.

Carried.....

10. PUBLIC HEARINGS:

None.

Paul Rothfels
R.R. #1
Pefferlaw, ON
LOE 1N0

Mr. L. Simpson
Town Clerk
Town of Georgina
26557 Civic Center Road
R.R. #2
Keswick, ON
L4P 3G1

RECEIVED MAY 13 1995

May 16, 1995

Dear Larry Simpson,

We request permission to present a deputation on Tuesday, May 23 to brief Council on our work indicating why we feel that the present 404 planning process is doomed to failure at the Environmental Assessment Hearing regardless of whether one is in favor or not of the project. This deputation request has been in the works for a while but we have been caught short by the scheduled Town meeting for May 30. We feel that it is in the interests of Council to be fully briefed so they are prepared for our position at the public meeting hence the request for the 23rd.

We anticipate between two to three separate presentations at 10 minutes maximum each. Allowing for clarification/questions, I suggest a total presentation time of 45 minutes.

We have presented to the East Gwillimbury Council. We anticipate that we will be presenting to York Region following the Georgia presentation.

In the event further clarification is required, I may be reached at (work) 722 3281 (home) 437 1331. This request has been submitted on behalf of the Stakeholders who prepared and released the report *STAKEHOLDER'S ARGUMENTS OF DEFICIENCY REGARDING THE MTO'S BRADFORD BYPASS and HIGHWAY 404 EXTENSION ENVIRONMENTAL ASSESSMENT STUDIES*, February 27, 1995. Thank you for consideration.

Yours,


Paul Rothfels

7. COMMUNICATIONS CONT'D:

7.1.5. United Way of York Region requesting nominations for 'The Douglas E. Lear Memorial Award' by May 12, 1995.

Moved by Councillor Jordan

Seconded by Councillor Holborn

RESOLUTION NO. CW-95-125

THAT CORRESPONDENCE FROM UNITED WAY OF YORK REGION REQUESTING NOMINATIONS FOR 'THE DOUGLAS E. LEAR MEMORIAL AWARD' BY MAY 12TH, 1995 BE REFERRED TO DIRECTOR OF LEISURE SERVICES FOR DISPOSITION.

carried.....

7.1.6 Pefferlaw & District Lions Club requesting Council's endorsement for its' application to the Lotteries Branch of the Ministry of Consumer and Commercial Relations for issuance of a license for a Monte Carlo event on May 5, 6 and 7, 1995 at the Pefferlaw Community Centre.

Moved by Councillor Nicholls

Seconded by Councillor Hackenbrook

RESOLUTION NO. CW-95-126

THAT THE COUNCIL OF THE TOWN OF GEORGINA HAS NO OBJECTION TO THE GAMING CONTROL COMMISSION ISSUING A LOTTERY LICENCE TO THE PEFFERLAW & DISTRICT LIONS CLUB FOR A MONTE CARLO EVENT TO BE HELD ON MAY 5, 6 AND 7, 1995 AT THE PEFFERLAW COMMUNITY CENTRE.

7.2 Routine Matters

Moved by Councillor Jamieson

Seconded by Councillor Hackenbrook

That the following Routine matters be received:

7. COMMUNICATIONS CONT'D:**RESOLUTION NO. CW-95-127**

- 7.2.1 Dennis Hearse, Regional Clerk, Region of York, respecting adoption of Report No. 2 entitled 'Highway 404 Extension - Environmental Assessment Study'.

RESOLUTION NO. CW-95-128

- 7.2.2 Replacement Exhibit regarding the York Region HOV/Rapid Transit Study.

RESOLUTION NO. CW-95-129

- 7.2.3 Sign Enforcement Report for the months of January and February, 1995.

RESOLUTION NO. CW-95-130

- 7.2.4 Susan Westbrook, Campaign Director, United Way of York Region, thanking Roman Martiuk for the Town's support in the 1994 United Way Campaign.

RESOLUTION NO. CW-95-131

- 7.2.5 J. F. Hopkins, Clerk-Administrator, Town of East Gwillimbury, endorsing the action taken by the Town of Georgina respecting Major League Baseballs' proposal regarding a charge for use of team names by local associations.

RESOLUTION NO. CW-95-132

- 7.2.6 Michele Kennedy, Clerk, Town of Whitchurch-Stouffville, supporting the Town of Georgina's resolution urging Major League Baseball to withdraw its plan to subject the use of professional baseball team names to a licensing fee of \$6.00 U.S. per item of apparel worn.

RESOLUTION NO. CW-95-133

- 7.2.7 C.W. Lundy, Regional Clerk, Regional Municipality of Durham, endorsing the Town of Georgina's resolution respecting Major League Baseball's proposal regarding a charge for use of team names by local associations.



OFFICE OF THE REGIONAL CLERK
17250 YONGE STREET, BOX 147
NEWMARKET, ONTARIO
L3Y 6Z1

TEL: (905) 865-1231
(705) 437-1817
(905) 773-3004
(905) 731-0201
FAX: (905) 865-3031

0043

March 13, 1995

Mr. Larry Simpson
Clerk
Town of Georgina
26557 Civic Centre Road
R.R. #2
Keswick, Ontario
L4P 8G1

*Carolyn
Agenda
cc Bob May*

Dear Mr. Simpson:

The Council of The Regional Municipality of York, at its meeting held on Thursday, March 9, 1995, adopted the appended Clause No. 1 contained in Report No. 2 of the Regional Commissioner of Transportation, entitled "Highway 404 Extension - Environmental Assessment Study".

Regional Council, by the adoption of the foregoing clause, advises it supports the early approval and construction of the extension of Highway 404 from Davis Drive northerly to serve the Keswick area.

Furthermore, Regional Council requests that the Ministry of Transportation:

1. separate the first stage of the Highway 404 Extension to Green Lane/Herald Road in the Environmental Assessment approval process and implement the construction of this section coincident with the Region of York construction of Green Lane/Herald Road; and
2. separate the second stage of the Highway 404 Extension from Green Lane/Herald Road northerly to serve the Keswick area in the Environmental Assessment approval process and to begin construction of this stage immediately following the extension to Green Lane/Herald Road.

Yours truly,

Dennis Hearse
Regional Clerk

Doris
Doris Sma/min
Encl.
Sent to

Mr. S. Jacobs, Ministry of Transportation
Senior Approvals Officer, Ministry of Environment & Energy
Clerk, Regional Municipality of Durham
Clerk, Town of East Gwillimbury
Clerk, Town of Georgina
Clerk, Town of Newmarket

cc: Commissioner of Transportation
MUNICIPALITY OF YORK

0044 Clause No. 1 embodied in Report No. 2 of the Regional Commissioner of Transportation, which was adopted, without amendment by the Council of The Regional Municipality of York on Thursday, March 9, 1995.

1

HIGHWAY 404 EXTENSION ENVIRONMENTAL ASSESSMENT STUDY

Recommendations

It is recommended that:

1. the Ministry of Transportation be advised that the Region of York supports the early approval and construction of the extension of Highway 404 from Davis Drive (Y.R. 31) northerly to serve the Keswick area;
2. the Ministry of Transportation be requested to separate the first stage of the Highway 404 Extension to Green Lane/Herald Road (Y.R. 19) in the Environmental Assessment approval process and implement the construction of this section coincident with the Region of York construction of Green Lane/Herald Road;
3. the Ministry of Transportation be further requested to separate the second stage of the Highway 404 Extension from Green Lane/Herald Road (Y.R. 19) northerly to serve the Keswick area in the Environmental Assessment approval process and to begin construction of this stage immediately following the extension to Green Lane/Herald Road (Y.R. 19);
4. the Ministry of Environment and Energy be requested to approve the three stage process for the Environmental Assessment Study for the Highway 404 Extension; and
5. copies of this report be forwarded by the Regional Clerk to the Ministry of Transportation (attention Mr. S. Jacobs, Project Manager), the Ministry of Environment and Energy, the Towns of Newmarket, East Gwillimbury, and Georgina and the Region of Durham.

Background

The Ministry of Transportation began the current Environmental Assessment Study for the Extension of Highway 404 in the Spring of 1993. The study is examining routes and alignments for Highway 404 from its current terminus at Davis Drive (Y.R. 31) in Newmarket, north and east to Highway 12 in Durham Region.

The first set of public information centres for the project were held in June, 1993. The main purpose was to introduce the study and present the draft of the Environmental Assessment Proposal (EAP). The EAP outlined the scope of the project, the study process that would be followed and preliminary findings with regards to the extension. The input received from the public and other agencies was incorporated into the EAP. The results of the EAP were reported to Regional Council in Clause 5 of Report No. 16 of the Transportation and Environmental Services Committee, which was adopted on September 9, 1993.

Clause No. 1, Report No. 2
Regional Commissioner of Transportation

2 0045

A second set of public information centres were held by the Ministry of Transportation in June, 1994. The purpose was to present the data collected, identify the potential corridors for the Highway alignment and to document the proposed evaluation process. Workshops were also held with interested individuals in September, 1994. These workshops were intended to gather additional information regarding the Study Area to help in generating the alternative route alignments generally within the corridors. A map indicating the Highway 404 Extension corridor opportunities is attached.

The Ministry of Transportation and their consultant have now developed the preliminary route alternatives and the proposed evaluation process to select the preferred route. A third set of public information centres have been scheduled for late March and early April, 1995 to present the preliminary route alternatives. This information is scheduled to be presented to Regional Council on March 9, 1995. Presentations are also being made to the local municipal Councils within the study area.

Following this set of public information centres, the Ministry of Transportation is intending to select the technically preferred route by the Fall, 1995. The preliminary design will be completed by the Winter, 1995/96 and the draft of the Environmental Assessment Report by the Spring, 1996.

Region of York Staging Concerns

The Region of York has long recognized the need for additional north/south transportation capacity in the northern part of the Region. The existing Regional Road network will not be able to accommodate the Official Plan growth forecasts for the Towns of Georgina and East Gwillimbury. Therefore, the Highway 404 extension is an integral part of the development objectives for the northern part of the Region.

The Region of York has also long recognized that Davis Drive is an inappropriate location for the terminus of Highway 404, due to it being the main east/west arterial road in the Town of Newmarket. As a result, traffic from the northern part of York Region and other points beyond York must often travel through Newmarket and mix with local traffic in order to access Highway 404. On numerous occasions, the Region of York has requested the Ministry of Transportation to expedite the extension of Highway 404 to at least Green Lane/Herald Road. In Clause 5 of Report No. 16 of the Transportation and Environmental Services Committee, adopted September 9, 1993, it was recommended that:

1. the Ministry of Transportation be advised that the Region supports and endorses the Highway 404 Extension and the Bradford Bypass Environmental Assessment Proposals;
2. the Ministry of Transportation be requested to expedite the early approval and construction of the extension of Highway 404 from Davis Drive (Y.R. 31) to Green Lane/Herald Road and the extension of Highway 9 easterly from Bathurst Street (Y.R. 38) to Highway 404 along the Green Lane/Herald Road corridor;

0046
Clause No. 1, Report No. 2
Regional Commissioner of Transportation

3

To date, the Ministry of Transportation has not acted upon the recommendation to expedite the first section of the Highway 404 Extension as they have felt that the jurisdictional and implementation issues with regard to Green Lane/Herald Road need to be resolved first. York has recently taken over jurisdiction of Green Lane/Herald Road from Highway 11 to Woodbine Avenue (Y.R. 8) and the Regional Transportation Department is now beginning the Environmental Assessment Study for the required improvements. This study is anticipated to be completed by Spring, 1996, around the same time as the completion of the Highway 404 Extension Environmental Assessment Study. Once the Environmental Assessment Study is approved, the design and construction of Green Lane/Herald Road can immediately begin, and can be timed to coincide with construction of the Highway 404 Extension. As it is recognized that Green Lane/Herald Road also serves a Provincial function by connecting Highways 9 and 11 to Highway 404, it is intended that the Region of York will further pursue special supplemental Provincial subsidy for its construction.

In order to coincide with the proposed improvements for Green Lane/Herald Road, the Ministry of Transportation should separate the section of Highway 404 between Davis Drive and Herald Road from the rest of the Environmental Assessment Study to expedite the approval process. It is noted that the alignment of the first section is more or less fixed and will not impact other alternative alignments which are being considered further north.

The proposed extension of Highway 404 to Green Lane/Herald Road will solve short term traffic operational problems around Newmarket but will not serve the longer term transportation demand from Georgina and East Gwillimbury. Therefore, even after this first section of the extension, there will still be the need for the early construction of the Highway 404 Extension to serve the Keswick area. The need for the northerly extension of Highway 404 is much more urgent than the need for the further easterly extension to Highway 12. Therefore, consideration should also be given to separating the Environmental Assessment and approval of the second stage of the Highway 404 Extension to the Keswick area from the remainder of the extension. The Ministry of Transportation should be urged to expedite the construction of the Highway 404 Extension to serve the Keswick area as soon as possible.

The separation of the Environmental Assessment process into three distinct stages is necessary in case any problems are encountered with the approval of the third stage, which would be the east/west section to connect to Highway 12 in Durham Region. If the Environmental Assessment Study is not separated then any problem encountered will hold up the approval of the whole project.

It would appear that there are more environmental concerns along the east/west section of the alignment than on the north/south section from Davis Drive to the Keswick area. Therefore, the approval of the east/west section may take a lot longer than for the north/south section. However, if the Environmental Assessment process is separated into distinct phases, the east/west section may not be required for a number of years.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council and a copy thereof is also on file in the office of the Regional Clerk.)

8. DEPUTATIONS CONT'D:8.5 Continuation of a Planning Application:

(9:33 P.M.)

- 8.5.1 Proposed Amendment to the Zoning By-law
KOVACS, Arpad & Lodivinia
Part Lot 27, Conc. 3 (NG)

Report No. DS-95-11

Mr. Kovacs was in attendance and had nothing to add at this time.

Mr. Bruce Hoppe, Town Planner, reviewed his report at this time.

Moved by Councillor Holborn

Seconded by Councillor Jamieson

RESOLUTION NO. C-95-103

1. THAT THE APPLICATION SUBMITTED BY ARPAD AND LODIVINIA KOVACS, BEING AN APPLICATION TO AMEND ZONING BY-LAW NOS. 911 AND 500 TO REZONE LAND DESCRIBED AS PART OF LOT 27, CONCESSION 3 (NG), TO PERMIT A HOME FOR SPECIAL CARE AS DEFINED BY THE HOMES FOR SPECIAL CARE ACT, BE APPROVED.

carried.....

- 8.1 Chris Ricketts, P. Eng., Project Manager, Cole, Sherman, respecting the Environmental Assessment Study of Highway 404 from Davis Drive to Highway 12.

Mr. Ricketts of Cole, Sherman & Associates was in attendance and stated that he is making a presentation to Council for information purposes at this time and informing Council of the information that will be presented at future public meetings.

Mr. Ricketts indicated that two main routes for the Highway 404 extension were discussed, either south of Georgina along Queensville Sideroad to Highway 12 or north of Georgina connecting to Highway 48. He stated that the location of rural areas and agricultural lands were defined and three separate possible routes are now shown on the maps.

8. DEPUTATIONS CONT'D:

Mr. Ricketts indicated that the extension of Highway 404 will be as the present highway is, with two lanes of pavement, a grass medium and two more lanes of pavement which cover approximately a 100 metre wide strip of land. He indicated that the other maps that are available for viewing tonight show which properties will be affected by the different routes.

Mr. Ricketts indicated that in designing the routes, that the consulting firm of Cole, Sherman attempted to create the least amount of damage to the least amount of properties and reduce the impact to existing urban areas.

Mr. Ricketts stated that the public information centres will be held on March 27th in Queensville, March 28th in Egypt, March 29th in Udora, April 3rd in Pefferlaw and April 6th in Beaverton, at which time the public may sign up for workshops.

Mr. Ricketts indicated that a preferred route has not yet been chosen but should be chosen in September, 1995. He stated that construction will commence in approximately the year 2000, and the portion of the extension from Davis Drive to Ravenshoe Road will be completed by the year 2015. He noted that the Region of York has in its plans a proposal to widen Woodbine Avenue, but no time frame has been set.

Mr. Harold Lenters indicated that there must be road improvements and improved transportation facilities in Georgina to realize any substantial growth in the area.

Mr. Steve Jacobs, Senior Project Manager, Planning Office, Ministry of Transportation, was in attendance and indicated that the Environmental Assessment of the study area will be completed by mid 1996 and then forwarded to the Ministry of Environment and Energy.

Mr. Jacobs stated that traffic in the study area has been looked at and shows a definite need for a four lane highway, with a large internal amount of traffic.

8. DEPUTATIONS CONT'D:

Moved by Councillor Nicholls

Seconded by Councillor Jordan

RESOLUTION NO. C-95-104

THAT THE DEPUTATIONS FROM MR. CHRIS RICKETTS, P. ENG., PROJECT MANAGER FOR COLE, SHERMAN, AND MR. STEVE JACOBS, SENIOR PROJECT MANAGER, PLANNING OFFICE, MINISTRY OF TRANSPORTATION, RESPECTING THE ENVIRONMENTAL ASSESSMENT STUDY OF HIGHWAY 404 FROM DAVIS DRIVE TO HIGHWAY 12, BE RECEIVED.

carried.....

9. COMMUNICATIONS:9.1 Disposition:

- 9.1.1 Sheril Thomson, President, Optimist Club of Keswick Inc., requesting Council consider donating the use of the Keswick ice surface on May 27th to the Optimist Club for the purpose of its annual Bike Safety Rodeo.

Moved by Councillor Lindsay

Seconded by Regional Councillor Wheeler

RESOLUTION NO. C-95-105

THAT CORRESPONDENCE FROM SHERIL THOMSON, PRESIDENT, OPTIMIST CLUB OF KESWICK INC., REQUESTING COUNCIL CONSIDER DONATING THE USE OF THE KESWICK ICE SURFACE ON MAY 27TH TO THE OPTIMIST CLUB FOR THE PURPOSE OF ITS ANNUAL BIKE SAFETY RODEO, BE REFERRED TO THE YORK REGION BIKE HELMUT COALITION FOR POSSIBLE MONETARY ASSISTANCE AND TO THE TOWN OF GEORGINA'S 1995 BUDGET COMMITTEE FOR CONSIDERATION.

carried.....

0022



ENGINEERS • ARCHITECTS • PLANNERS

February 14, 1995
Our Ref: 6891

Mr. Larry Simpson
Clerk
Town of Georgina
Civic Centre
Keswick, Ontario
L4P 3E9

Dear Mr. Simpson:

Re: Environmental Assessment Study of Highway 404
from Davis Drive to Highway 12

We are preparing to present the route alternatives under consideration at the third series of Public Information Centres for the above project. Prior to these public meetings, we would like to make a brief presentation to Georgina Council to update your council on the project's progress.

Please arrange to have our delegation included on the agenda of the February 27, 1995 meeting. The presentation is expected to last approximately twenty minutes. A member of our staff will contact you in a couple of days to confirm the date and time.

Thank you for your co-operation. If any additional information is required, please feel free to contact us.

Yours very truly,

COLE, SHERMAN & ASSOCIATES LTD.

Chris Ricketts, P.Eng.
Project Manager

CR/ks

16. OTHER MOTIONS CONT'D:

THEREFORE BE IT RESOLVED THAT GEORGINA MUNICIPAL COUNCIL RECOGNIZES, REAFFIRMS AND DEFENDS THE RIGHT OF CITIZENS OF THIS COMMUNITY INDIVIDUALLY TO DECIDE WHAT HE OR SHE WILL OR WILL NOT READ (THE FREEDOM TO READ);

AND FURTHER IN SUPPORT OF THIS RESOLUTION, THIS COUNCIL, ON BEHALF OF THE CITIZENS OF THE COMMUNITY, PROCLAIMS THIS TOWN HENCEFORTH A "FREEDOM TO READ ZONE" IN WHICH THE FREEDOM TO READ IS INVIOABLE.

carried unanimously.....

Moved by Councillor Holborn

Seconded by Councillor Lindsay

RESOLUTION NO. C-95-93

WHEREAS REPORT NO. LS95-07 OF THE LEISURE SERVICES DEPARTMENT BY RESOLUTION INDICATED THAT A COMMITTEE WOULD BE APPOINTED BY MUNICIPAL COUNCIL;

THEREFORE BE IT RESOLVED THAT THE FOLLOWING INDIVIDUALS BE APPOINTED ON BEHALF OF THE MUNICIPALITY TO THE "CANADIAN ICE FISHING CHAMPIONSHIP COMMITTEE":

- | | | |
|----------------|-----------------|------------------|
| MIKE BURROWS | CLIFF PERRY | TEDDY PEDERSEN |
| JOHN REDDINGS | DAVE BRILLINGER | MARVIN SHEPHERD |
| JOE MONTGOMERY | LIONEL STRINGER | BELINDA MULLIGAN |
| SHANE MULLIGAN | | |

carried.....

Moved by Councillor Lindsay

Seconded by Councillor Nicholls

RESOLUTION NO. C-95-94

WHEREAS THE HIGHWAY 404 EXTENSION AND THE BRADFORD BY-PASS ARE IMPORTANT TO THE ECONOMIC VITALITY OF THE TOWN OF GEORGINA;

AND WHEREAS THE FUTURE RESIDENTIAL AND EMPLOYMENT GROWTH OF GEORGINA WILL NECESSITATE THE NEED FOR IMPROVED TRANSPORTATION CORRIDORS;

16. OTHER MOTIONS CONT'D:

AND WHEREAS THE TOWN OF GEORGINA IS COGNISANT OF THEIR RESPONSIBILITY TO REPRESENT ITS RESIDENTS' CONCERNS REGARDING POSSIBLE ENVIRONMENTAL IMPACTS;

AND WHEREAS THE TOWN OF GEORGINA'S ECONOMIC DEVELOPMENT PLAN WILL BE REINFORCED THROUGH AN IMPROVED TRANSPORTATION NETWORK;

AND WHEREAS THE TOWN OF GEORGINA SHOULD BE AT THE FOREFRONT OF PLOTTING OUT HOW THIS HIGHWAY CAN BEST SERVE ITS RESIDENTS;

THEREFORE BE IT RESOLVED THAT THE TOWN OF GEORGINA WILL CAREFULLY CONSIDER ALL ALTERNATIVES UNDER INVESTIGATION REGARDING THESE HIGHWAY IMPROVEMENTS AND WILL FULLY PARTICIPATE IN THE PROCESS IN ORDER TO PROTECT THE RESIDENTS OF THE TOWN AND TO ASSURE THE BEST ALTERNATIVE FOR GEORGINA IS CAREFULLY CONSIDERED.

THAT THIS RESOLUTION BE FORWARDED TO THE MINISTRY OF TRANSPORTATION, THE REGIONAL DIRECTOR OF TRANSPORTATION, THE REGIONAL CHAIRMAN OF TRANSPORTATION AND THE LOCAL MPP FOR THEIR INFORMATION.

carried unanimously.....

17. NOTICES OF MOTION:

None.

18. OTHER BUSINESS:

Moved by Councillor Lindsay

Seconded by Councillor Jordan

RESOLUTION NO. C-95-95

THAT REPORT NO. TE-95-07 OF THE PUBLIC WORKS DEPARTMENT ENTITLED 'DESIGN CONSIDERATIONS, THE QUEENSWAY AND METRO ROAD, RECONSTRUCTION PROJECTS' BE PLACED ON THE COMMITTEE OF THE WHOLE AGENDA FOR THE MEETING TO BE HELD ON FEBRUARY 20, 1995, FOR FURTHER DISCUSSION.

carried.....