

# PUBLIC INFORMATION CENTRE



# **WELCOME TO THE KING CITY EAST JOINT CLASS 'C' ENVIRONMENTAL ASSESSMENT PUBLIC INFORMATION CENTRE (PIC).**

**Please sign-in, walk around and view display boards.**

**The purpose of this PIC is to present the problem statement, identify alternative solutions and to provide preliminary assessment of each alternative.**

**The main themes presented are:**

- Study Overview and Problem Statement
- Overview of the Municipal Class EA process
- Identification of Project Alternatives
- Preliminary Screening of Alternatives

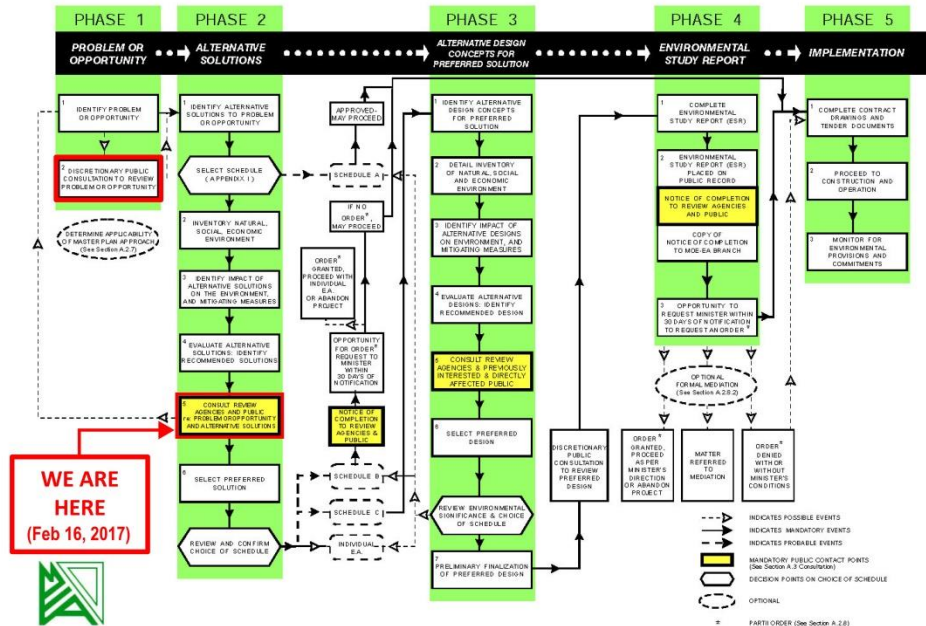
**The Project Team wants to hear from you. Please provide comments and ask questions. We will be pleased to discuss any aspect of the project with you.**

**Comment sheets are available tonight or to take home and send to the Project Team within 30 days (March 16, 2017).**

**Panels are available to view on the Town's website at [www.king.ca](http://www.king.ca)**

# ENVIRONMENTAL ASSESSMENT PROCESS

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA



## Problem Statement:

The findings of the Township's Transportation Master Plan and the Council approved Functional Servicing Study (2007) identified the need to create a transportation network within the King East community that provides internal connectivity for residents while minimizing intrusions into the Natural Heritage System.

## Project History:

This EA process will build on previous and ongoing studies.

King's Official Plan Review establishes seven policy directions that will inform the preparation of the new Official Plan. These will be considered through the EA process.

The Township's Transportation Master Plan (TMP) was completed in 2014 and provides a conceptual road network for the King City East lands. The road network set by the TMP has been used as a basis for determining crossing locations for the EA process.

A Functional Servicing and Development Area Study (FS/DAS) for the King City East lands was prepared in 2006 for the undeveloped lands in the two quadrants of King City east of Keele Street. This study provided guidance for the location of key infrastructure, parks, trails and an elementary school. The FS/DAS will be updated concurrent with the EA process.

The King City East Landowners Group is undertaking an integrated approach with the Planning Act for an Environmental Assessment (EA) to determine if a watercourse road crossing is required in the King City East area. The material presented at this PIC will address Phase 1 and 2 (Schedule 'C') of the Planning and Design process as outlined in the Municipal Engineers Association Class Environmental Assessment document (October 2000, as amended in 2007 & 2011).

# TRANSPORTATION MASTER PLAN

The Township's Transportation Master Plan process (completed in 2014), was undertaken to “guide the development of the Township's long-term transportation vision for the next twenty years and will be undertaken in accordance with the applicable planning policy framework at the provincial, regional, and local levels, including the Provincial Policy Statement.”

The study was carried out through an open public process in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process.

## Key objectives of the Transportation Master Plan

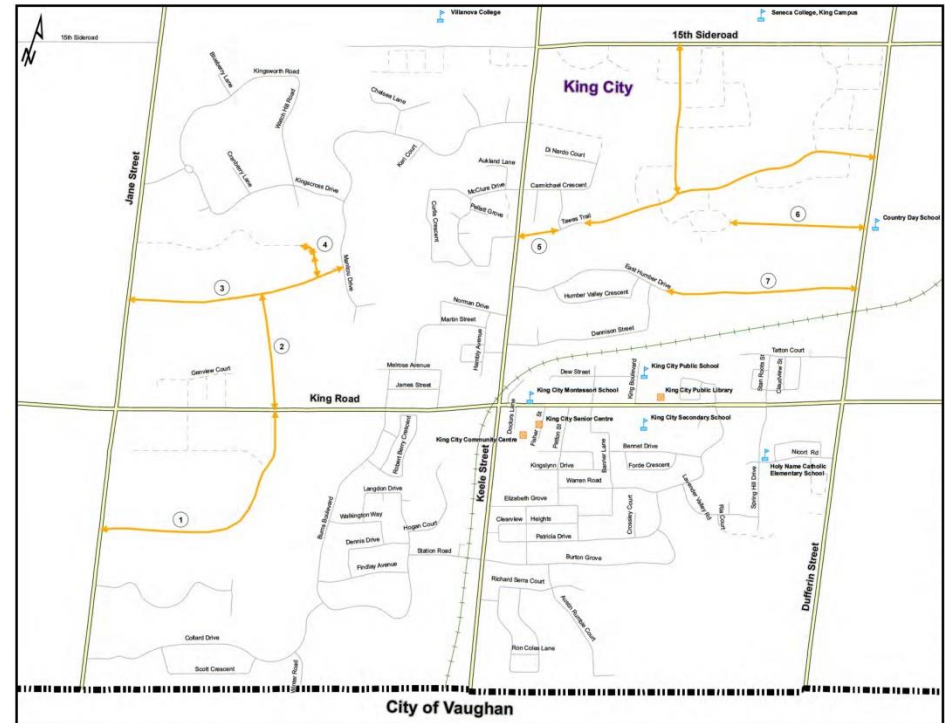
Design urban transportation infrastructure that accommodates all citizens (ages 8 to 80)

Offer alternative modes of transportation to the automobile

Create complete streets designed to enable safe access for all users (pedestrians, bicyclists, motorists, and transit riders) to contribute to sustainable and livable communities

Promote Active Transportation oriented development and alternatives to the automobile

Provide a rational road classification to guide future planning and capital works



# FS/DAS PROCESS

Concurrent with the Environmental Assessment, a Functional Servicing Development Area Study (FS/DAS) update is being carried in support of the development plan and will provide supporting information and details for the EA process.

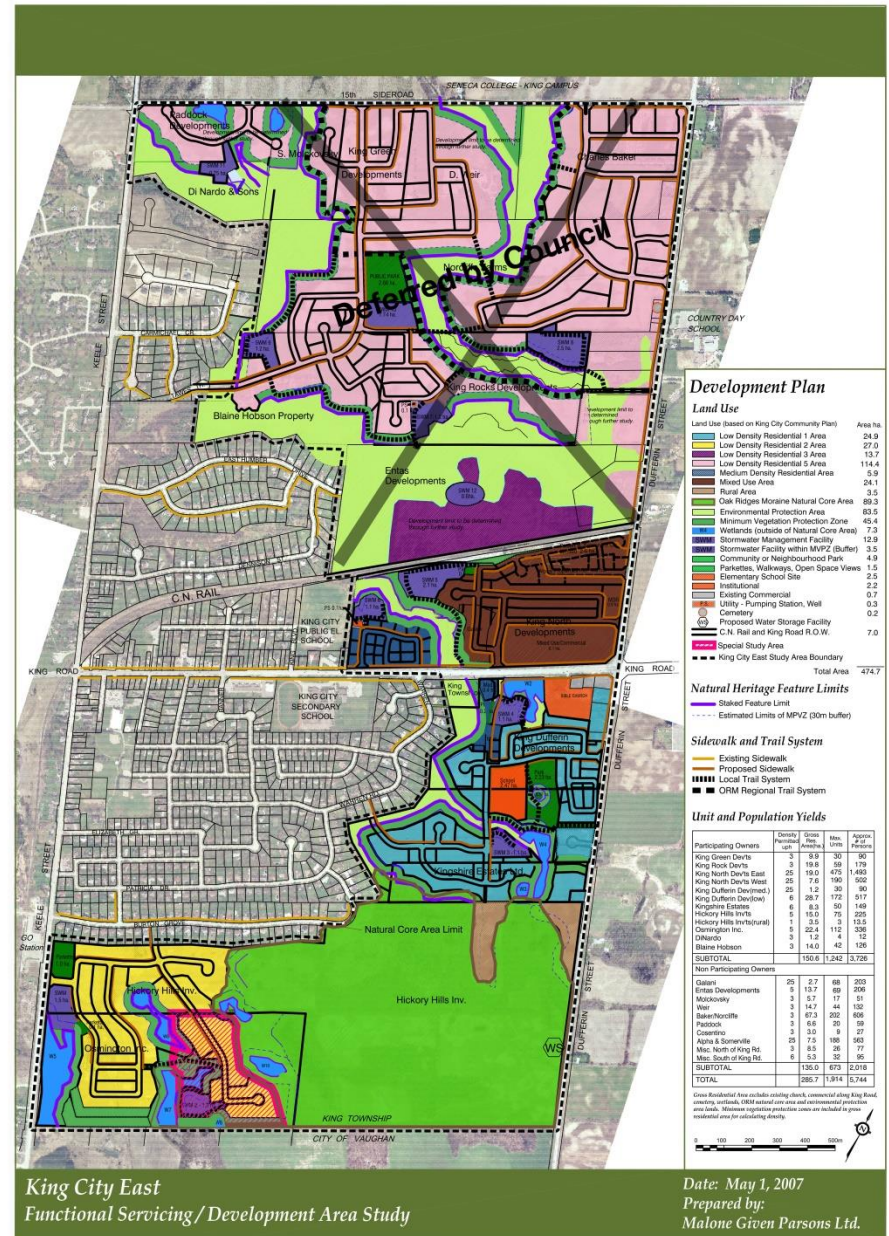
An FS/DAS for the King City East lands was prepared in 2006 for the undeveloped lands in the two quadrants of King City east of Keele Street.

The study provided guidance for the location of key infrastructure, parks, trails and an elementary school. At that time, provision was made for one or two crossings of the valleys.

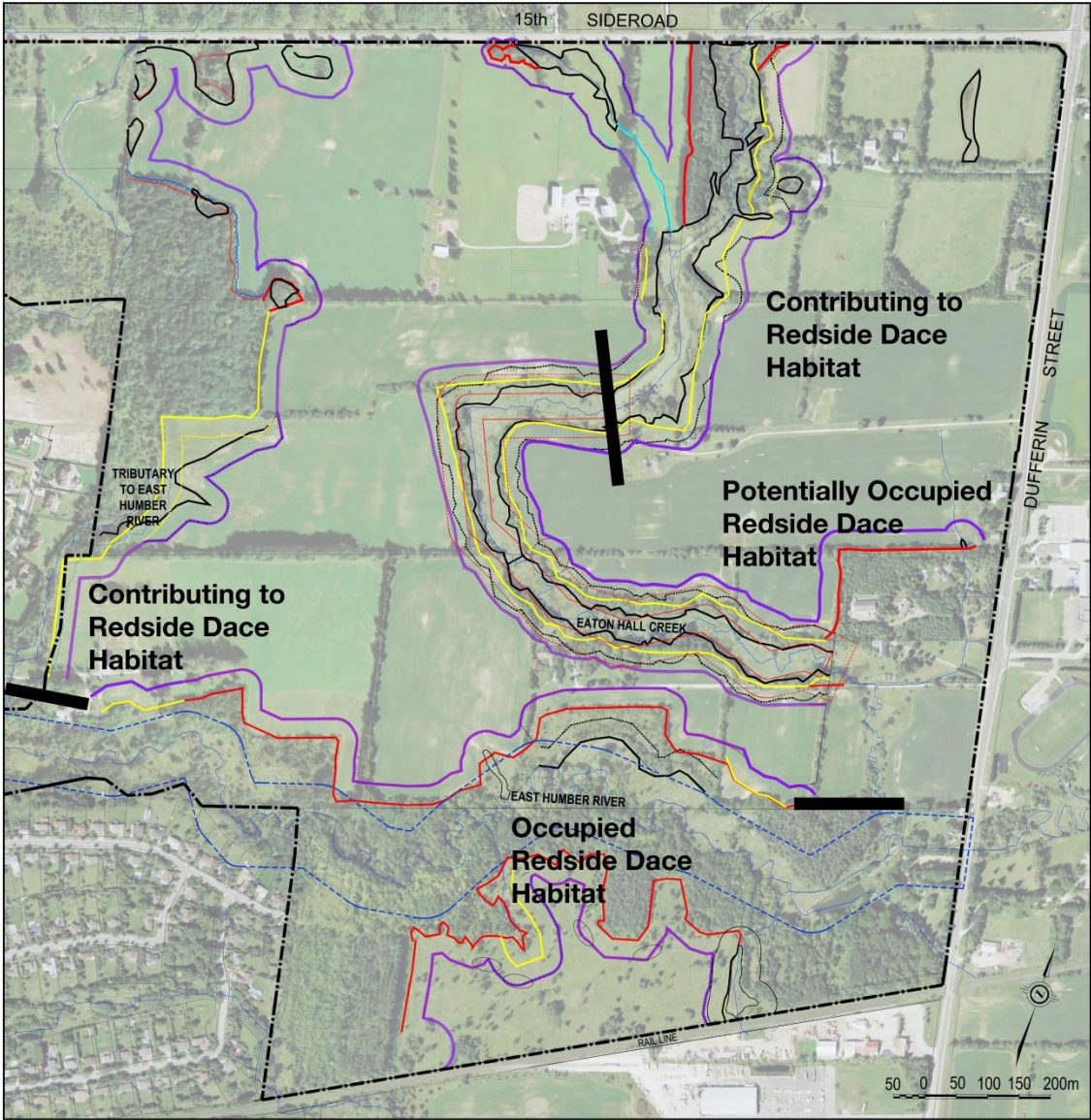
Council approved the FS/DAS in 2007 for the lands south of the rail and deferred the approval of the northern lands.

The EA and FS/DAS process will inform each other to help to determine if a valley crossing is required and where a potential crossing will be located.

The results of the EA will be incorporated into the final FS/DAS.



# STUDY AREA AND NATURAL HERITAGE SYSTEM



- DEVELOPMENT LIMIT (30m buffers \*except where noted)
- MNR STAKED WETLAND LIMIT
- - - - 30m MINIMUM VEGETATION PROTECTION ZONE
- TRCA STAKED TOP OF SLOPE
- - - - 30m MINIMUM VEGETATION PROTECTION ZONE
- TRCA STAKED VEGETATION LIMIT
- - - - 30m MINIMUM VEGETATION PROTECTION ZONE
- CENTRE LINE OF CREEK
- - - - 30m FROM CENTRE LINE OF CREEK
- - - - MEANDER BELT
- · - · - STUDY AREA BOUNDARY

# PRELIMINARY SCREENING CRITERIA

## Internal Connectivity (schools, bussing, sidewalks)

The community planned for the King City East area north of the railway line is expected to yield approximately 1,000 homes. It includes several parks and an elementary school site. Providing a valley crossing would allow residents to more easily access the school and park sites by walking, bussing, cycling and driving.

The Secondary Plan Community Design Strategy states that “the street pattern and trail system shall provide connectivity between the different areas of the community, but, crossings of natural areas shall be kept to a minimum (Section 9.2.3.2.v).

Internal connectivity also creates benefits for community security and emergency access to the planned community.

The Secondary Plan states that the “safety and security of residents should be a key factor in the design of all development. (Section 9.2.7.1)”

## Minimizes Impacts on the Natural Heritage System (# of crossings)

The natural heritage system (NHS) within the study area is comprised of the East Humber River and tributaries and associated valley corridors, Provincially Significant Wetlands, other wetlands, woodlands and terrestrial and aquatic wildlife habitat.

These features have been identified and delineated in the field with the agencies and provide a connected system within the study area.

- If an alternative does not cross the NHS it “meets Criteria”.
- If the alternative crosses the NHS one time it has been identified as “Moderate”.
- If an alternative has more than one crossing of the NHS it has been ranked as “Not meeting the Criteria”.



Source: GraphiStock.



Source: Google Earth.



Source: Township of King.



Source: Ministry of Natural Resources.

## Consistent with Policy

The Transportation Master Plan (TMP) process undertaken by the Township of King incorporated local, regional and provincial policies including the Places to Grow Plan, the York Region Transportation Master Plan and the Regional Growth Strategy.

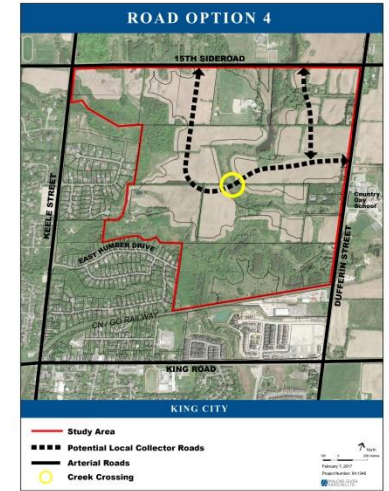
The proposed road network from the TMP provides a number of options for creating a connected community in the King East Development area including linkages from Dufferin Street to 15th Sideroad and to Keele Street.

## Avoids Impact on Redside Dace Habitat- Endangered Species

The watercourses on the subject property provide either Occupied and Contributing Habitat for the Provincially Endangered fish species, Redside Dace.

- If an alternative avoids any impact on both contributing or occupied habitat it “Meets Criteria”.
- If an alternative crosses contributing habitat it has ranked “Moderate”.
- If an alternative requires work within occupied Redside Dace habitat it has been identified as “Does Not Meet Criteria”.

# ROAD NETWORK AND CROSSING ALTERNATIVES



- Internal Connectivity (schools, bussing, sidewalks)
- Number of Crossings
- Consistent with Policy
- Impact to Reside Dace Habitat

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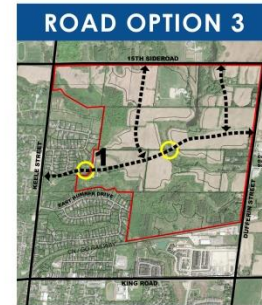
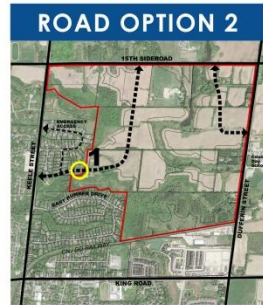
- Meets criteria
- Moderate
- Does not meet



# POTENTIAL CROSSING LOCATION 1

## DESCRIPTION:

- Existing asphalt / culvert crossing
- New span required
- Contributing to Redside Dace habitat
- Tawes Trail R.O.W. encumbered
- Crosses unevaluated wetland and woodland communities



VIEW FROM EAST TO WEST



VIEW FROM WEST TO EAST



VIEW FROM SOUTH

# POTENTIAL CROSSING LOCATION 2

## DESCRIPTION:

- Central crossing location
- Occupied Redside Dace habitat
- Span required to cross Eaton Hall Creek
- Area identified as a Provincially Significant Wetland
- Valley and woodland crossing



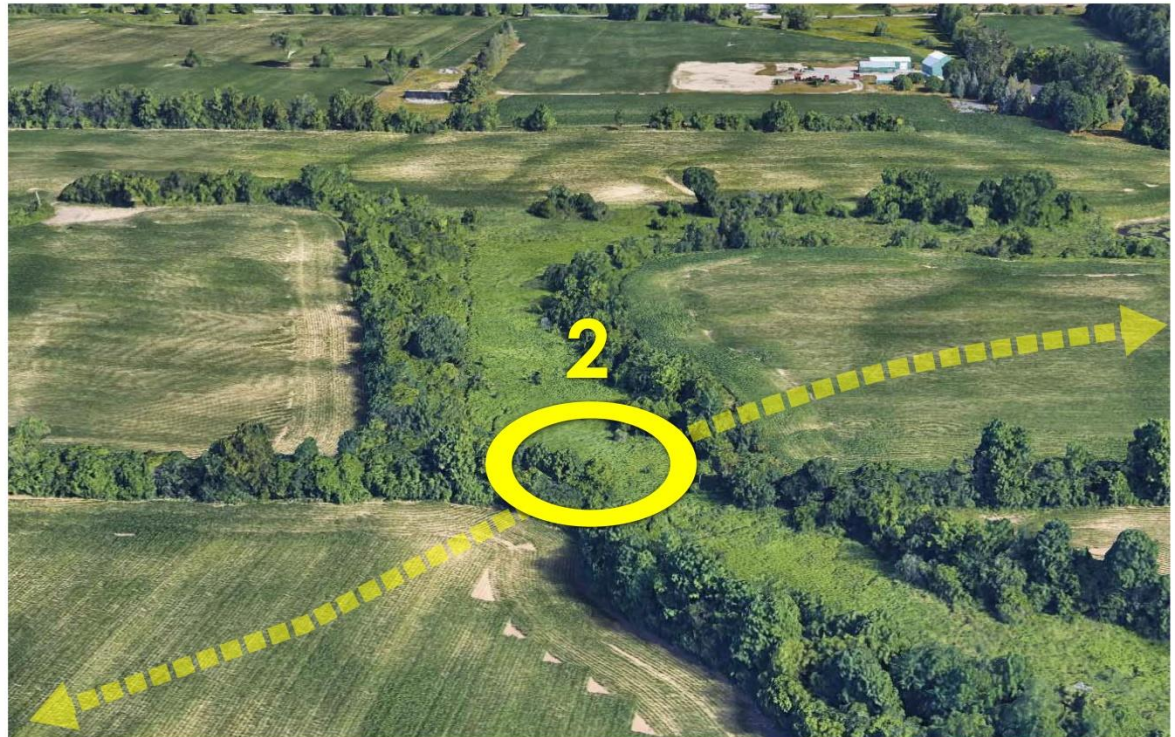
KEY MAP



VIEW FROM NORTHEAST TO SOUTHWEST



VIEW FROM SOUTHWEST TO NORTHEAST

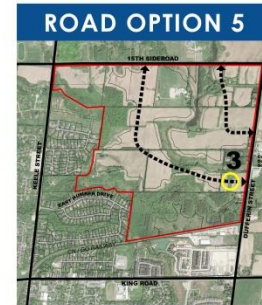


VIEW FROM SOUTH

# POTENTIAL CROSSING LOCATION 3

## DESCRIPTION:

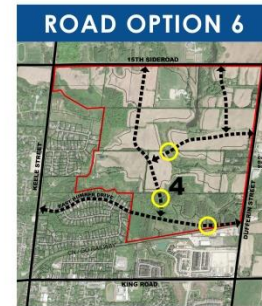
- East crossing location across from the Country Day School
- Occupied Redside Dace habitat
- Span required to cross Eaton Hall Creek
- Area identified as a Provincially Significant Wetland



# POTENTIAL CROSSING LOCATION 4

## DESCRIPTION:

- South crossing location in treed valley / wetland area
- Occupied Redside Dace habitat
- Span required to cross East Humber River
- Area identified as a Provincially Significant Wetland
- Butternut trees present in proximity to crossing



KEY MAP



VIEW FROM WEST TO EAST



VIEW FROM NORTHEAST TO SOUTHWEST

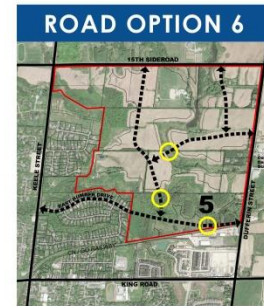


VIEW FROM SOUTH

# POTENTIAL CROSSING LOCATION 5

## DESCRIPTION:

- South/east crossing location in treed / wetland area
- Adjacent to occupied Redside Dace habitat
- Span required to cross wetland area adjacent to East Humber River
- Area identified as a Provincially Significant Wetland
- Valley and wetland crossing



KEY MAP



VIEW FROM NORTHWEST TO SOUTHEAST



VIEW FROM NORTHEAST TO SOUTHWEST

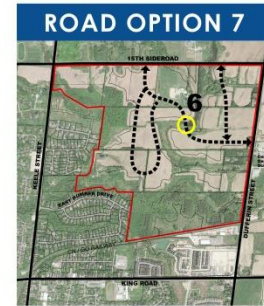


VIEW FROM SOUTH

# POTENTIAL CROSSING LOCATION 6

## DESCRIPTION:

- Existing Dam crossing
- Contributing to Redside Dace habitat
- Span required to cross Eaton Hall Creek
- Area identified as a Provincially Significant Wetland
- Valley and wetland crossing



KEY MAP



VIEW FROM WEST TO EAST



VIEW FROM NORTHEAST TO SOUTHWEST



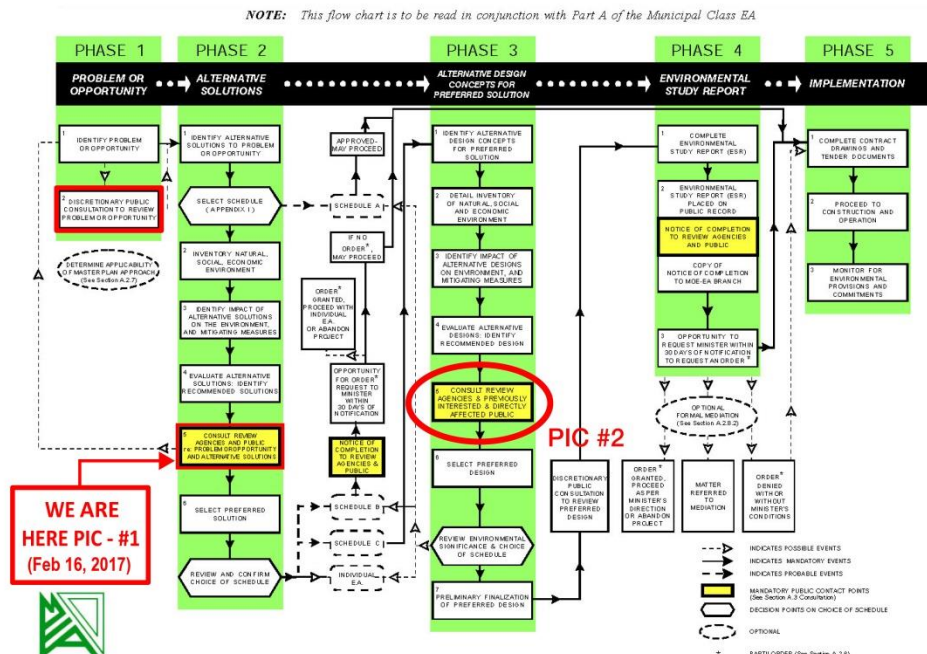
VIEW FROM SOUTH

# NEXT STEPS

Based on the four assessment criteria presented today and input received from stakeholders and agencies, 2-3 alternative road networks will be carried forward to the detailed design phase.

Following the selection of these alternatives, the project team and Township will:

- Complete detailed assessments of the carried forward alternatives (based on Planning, Engineering, Transportation, Social, Economic and Environmental criteria);
- Identify the potential impact of alternative designs and mitigating measures;
- Compile an Assessment Matrix to evaluate the identified alternative road networks;
- Identify a recommended road network (preferred solution); and
- Present the impact assessments and preliminary preferred solution at PIC #2.



Questions and comments?  
Please contact

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