Welcome to the Public Information Centre (P.I.C.)!

Britannia Avenue West Extension

Master Plan – Municipal Class Environmental Assessment Study

East of Proposed Windfields Farm Drive West to Thickson Road North

Thursday April 3, 2014
Tribute Communities and the Town of Whitby are carrying out a Master Plan under the Municipal Class Environmental Assessment (E.A.) process to determine the location and characteristics of a proposed westerly extension of Britannia Avenue West from east of proposed Windfields Farm Drive West to Thickson Road North.

The proposed extension will be a “Type C” arterial road planned for by the Region of Durham, City of Oshawa and Town of Whitby. The proposed arterial road will support planned urban growth and the orderly distribution of traffic and will be maintained by the City of Oshawa and the Town of Whitby.

Phases 1 and 2 of the Municipal Class E.A. process will be completed from east of proposed Windfields Farm Drive West to Thickson Road North.

Phases 3 and 4 of the Municipal Class E.A. process will be completed from east of proposed Windfields Farm Drive West to Thornton Road North.
The proposed Britannia Avenue West Extension will be a “Type C” arterial road within the City of Oshawa and Town of Whitby and is subject to a Municipal Class Environmental Assessment (E.A.).

Phases 1 and 2 of the Municipal Class E.A. process will be completed from east of proposed Windfields Farm Drive West to Thickson Road North. Phases 3 and 4 of the Municipal Class E.A. process will be completed from east of proposed Windfields Farm Drive West to Thornton Road North.

Tribute Communities and the Town of Whitby are co-proponents for Phases 1 and 2. For Phases 3 and 4, Tribute Communities is the sole proponent.

Phases 1 and 2 are being completed to establish a corridor in which the entire extension may be constructed. Phases 3 and 4 are not being completed west of Thornton Road North as there are no immediate plans to construct this section and the E.A. approval is only valid for 10 years. This work will be undertaken at a later date.

A Master Plan and Environmental Study Report (E.S.R.) will be prepared and filed with the Ontario Ministry of the Environment. The E.S.R. will satisfy Municipal Class E.A. Schedule ‘C’ requirements for the extension from east of proposed Windfields Farm Drive West to Thornton Road North.

Phases 1 and 2 of the Study will be completed in April 2014, while Phases 3 and 4 will be completed in Summer 2014. There will be a second Public Information Centre held in June 2014 to present the preliminary findings of Phases 3 and 4.
Class E.A. Process

Britannia Avenue West Extension

Class EA Phases 1-2
- Identify Problem or Opportunity
- Notice of Study Commencement
- Consult with Stakeholders
- Collect background information and data

Class EA Phases 3-4
- Establish existing and future environmental conditions
- Determine alternative road corridors from east of proposed Windfields Farm Drive West to Thornton Road North
- Consult with Stakeholders
- Evaluate alternative road corridors
- Determine preferred road corridor
- Hold PIC # 1

Class EA Phase 5
- Identify alternative road alignments from east of proposed Windfields Farm Drive West to Thornton Road North
- Conduct focused environmental studies for alternative road alignments
- Consult with Stakeholders
- Evaluate alternative road alignments
- Determine preferred road alignment
- Hold PIC # 2
- Preliminary design of extension from east of proposed Windfields Farm Drive West to Thornton Road North

EA Report
- Prepare a report to discuss the findings of the EA
- Identify Potential Effects, Mitigation and Monitoring
- Notice of Study Completion
- 30-day Review Period

Detailed Design & Implementation
- Undertake detailed design of preferred road alignment from east of proposed Windfields Farm Drive West to Thornton Road North
- Construct extension from east of proposed Windfields Farm Drive West to Thornton Road North

Public Information Centre # 1
Spring 2014

Public Information Centre # 2
Summer 2014
Existing Natural Environment Conditions

* Significance of Terrestrial Vegetation has not yet been assessed. Further investigations will be undertaken during Phases 3 & 4.
Existing Socio-Economic Conditions

Britannia Avenue West Extension

Study Area
Municipal Boundary
Northern Dancer's Gravesite
Trillium Cemetery
Stone Pillars and Gates
Heritage Properties Listed on Draft Town of Whitby Official Register
Britannia Ave West Approved Alignment
Road Network
Highway 407 East Expansion
Hydro Corridor
Core Farm Area

Width of Proposed Britannia Ave W Rd Allowance

0 100 200 400 m

Phases 1-2

Phases 1-4

Britannia Avenue West Extension

MMMG GROUP
The land use designations and policies of the Durham Region, City of Oshawa and Town of Whitby Official Plans direct significant urban growth to north Whitby and Oshawa. This growth, coupled with the 407 East extension currently under construction, will place additional strain on the existing transportation network, particularly the east-west routes of Winchester Road and Conlin Road.

To accommodate this growth, all of the municipal Official Plans and the Town of Whitby Transportation Master Plan have identified the need to extend Britannia Avenue westerly from Simcoe Street North. This proposed arterial road would support the orderly distribution of traffic across the broader transportation network. Locally, the Britannia Avenue West extension will support adjacent residential, institutional and industrial uses and function as an activity corridor with an enhanced streetscape and active transportation facilities, to reflect the objectives of the draft Oshawa Walking and Cycling Master Plan, Oshawa’s on-going Integrated Transportation Master Plan and the Whitby Cycling and Leisure Trails Plan. The extension will also consider the future opportunity for further expansion into Whitby to support the Town’s long-term growth plans, including the land uses and policies resulting from the Brooklin Secondary Plan and Transportation Master Plan Studies.

Together, these elements identify the need and opportunity to support planned growth and policy objectives through the development of a Britannia Avenue West alignment that balances the needs of all stakeholders. The preferred alignment must consider potential impacts to natural and social environmental features such as the West Branch Oshawa Creek valley, the Taylor Woods woodlot, University of Ontario Institute of Technology (U.O.I.T) / Durham College, the Bickle subdivision, the Provincially Significant Wetland north of the subdivision, the core Windfields Farm area (including Northern Dancer’s gravesite) and future land use and transportation needs into the Town of Whitby.
<table>
<thead>
<tr>
<th>Alternative Solution</th>
<th>Advantages</th>
<th>Disadvantages</th>
<th>Conclusion</th>
</tr>
</thead>
</table>
| Do Nothing           | • No impacts to the existing natural or social environment | • Does not support urban growth  
• Does not support additional connectivity or the orderly distribution of traffic  
• Does not provide additional support to adjacent land uses  
• Does not allow for connectivity to future westerly extension | • To be carried forward as a comparator |
| Construct New Roadway| • Provides support for urban growth  
• Supports enhanced connectivity and the orderly distribution of traffic  
• Supports adjacent land uses  
• Allows for a future westerly extension | • Potential for negative impacts to natural and social environment | • To be carried forward |
| Transportation Demand Management (Carpooling, telecommuting, etc.) | • No impacts to existing natural and social environment  
• Somewhat alleviates strain of the existing transportation network | • Does not adequately support urban growth  
• Does not support additional connectivity or the orderly distribution of traffic  
• Does not provide adequate support to adjacent land uses  
• Does not allow for a future westerly extension | • Eliminated from further consideration |
| Widening of Existing Roadways | • Somewhat reduced impacts to existing natural and social environment  
• Somewhat alleviates strain on existing transportation network | • Does not adequately support urban growth  
• Does not support additional connectivity or the orderly distribution of traffic  
• Does not provide adequate support to adjacent land uses  
• Does not allow for a future westerly extension | • Eliminated from further consideration |
| Higher Order Transit (Light Rail Transit, Bus Rapid Transit) | • Reduced impacts to existing natural and social environment  
• Somewhat alleviates strain of the existing transportation network | • Does not adequately support urban growth  
• Does not support additional connectivity or the orderly distribution of traffic  
• Does not provide adequate support to adjacent land uses  
• Does not allow for a future westerly extension | • Eliminated from further consideration |
Alternative Corridors

Britannia Avenue West Extension

Study Area
- North and South Corridors
- Northern Dancer’s Gravesite
- Trillium Cemetery
- Stone Pillars and Gates
- Heritage Properties Listed on Draft Town of Whitby Official Register
- Highway 407 East Expansion
- Britannia Ave West Approved Alignment
- Roads

Legend:
- Municipal Boundaries
- Core Farm Area
- Terrestrial Vegetation
- Wetland
- Wetland (PSW)
- UnEvaluated Wetland
- Natural Heritage Boundary
- Hydro Corridor
- Drainage Corridors

Width of Proposed Britannia Ave W Rd Allowance

Scale: 0 100 200 400 m
<table>
<thead>
<tr>
<th>Factor</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Environment</td>
<td>• Loss of Tree &amp; Vegetation Cover</td>
</tr>
<tr>
<td></td>
<td>• Impacts to Provincially Significant Wetlands (P.S.W.)</td>
</tr>
<tr>
<td></td>
<td>• Hydraulic Regime Impacts</td>
</tr>
<tr>
<td></td>
<td>• Impacts to Wetlands and Watercourses</td>
</tr>
<tr>
<td></td>
<td>• Loss of Valleyland / Riparian Vegetation</td>
</tr>
<tr>
<td>Socio-Economic</td>
<td>• Meets the Intent of Planning Policies</td>
</tr>
<tr>
<td></td>
<td>• Meets the Intent of Local and Regional Official Plans &amp; Transportation Master Plans</td>
</tr>
<tr>
<td></td>
<td>• Future Development Opportunities</td>
</tr>
<tr>
<td></td>
<td>• U.O.I.T. / Durham College Master Plan Impacts</td>
</tr>
<tr>
<td></td>
<td>• Existing Residential &amp; Business Impacts</td>
</tr>
<tr>
<td></td>
<td>• Noise &amp; Vibration Impacts</td>
</tr>
<tr>
<td></td>
<td>• Air Quality Impacts</td>
</tr>
<tr>
<td></td>
<td>• Loss of Agricultural Land</td>
</tr>
<tr>
<td>Technical &amp; Financial</td>
<td>• Flexibility for Future Westerly Extension</td>
</tr>
<tr>
<td></td>
<td>• Geometrics</td>
</tr>
<tr>
<td></td>
<td>• Structure Across Oshawa Creek West Branch</td>
</tr>
<tr>
<td></td>
<td>• Cost</td>
</tr>
</tbody>
</table>
### Evaluation of Alternatives

#### Britannia Avenue West Extension

<table>
<thead>
<tr>
<th>Natural Environment</th>
<th>Do Nothing</th>
<th>North Corridor</th>
<th>South Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss of Tree &amp; Vegetation Cover</td>
<td>No impact</td>
<td>Potential for greater loss</td>
<td>Potential for some loss</td>
</tr>
<tr>
<td>Impacts to Provincially Significant Wetlands (P.S.W.)</td>
<td>No impact</td>
<td>Potential for minimal impact</td>
<td>Potential for minimal impact</td>
</tr>
<tr>
<td>Hydraulic Regime Impacts</td>
<td>No impact</td>
<td>Potential for greater impact</td>
<td>Potential for some impact</td>
</tr>
<tr>
<td>Impacts to Wetlands and Watercourses</td>
<td>No impact</td>
<td>Potential for minimal impact</td>
<td>Potential for minimal impact</td>
</tr>
<tr>
<td>Loss of Valleyland / Riparian Vegetation</td>
<td>No impact</td>
<td>Potential for some loss</td>
<td>Potential for greater loss</td>
</tr>
<tr>
<td>Overall – Natural Environment</td>
<td>MOST PREFERRED</td>
<td>LEAST PREFERRED</td>
<td>MODERATE</td>
</tr>
</tbody>
</table>

#### Socio-Economic

<table>
<thead>
<tr>
<th>Meets the Intent of Planning Policies</th>
<th>Does not meet the intent of wider planning policy</th>
<th>Meets the intent of wider planning policy</th>
<th>Meets the intent of wider planning policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meets the Intent of Local and Regional Official Plans (O.P.) &amp; Transportation Master Plans (T.M.P.)</td>
<td>Does not meet the intent of O.P.s and T.M.P.s</td>
<td>Meets the intent of O.P.s and T.M.P.s</td>
<td>Meets the intent of O.P.s and T.M.P.s</td>
</tr>
<tr>
<td>Future Development Opportunities¹</td>
<td>No impact</td>
<td>Potential significant constraints</td>
<td>Potential minimal constraints</td>
</tr>
<tr>
<td>U.O.I.T. / Durham College Master Plan Impacts</td>
<td>No impact</td>
<td>No impact</td>
<td>Potential for greater impact</td>
</tr>
<tr>
<td>Existing Residential &amp; Business Impacts</td>
<td>No impact</td>
<td>Potential for some impact</td>
<td>Potential for greater impact</td>
</tr>
<tr>
<td>Loss of Agricultural Land</td>
<td>No impact</td>
<td>Potential for some loss</td>
<td>Potential for some loss</td>
</tr>
<tr>
<td>Noise &amp; Vibration Impacts</td>
<td>No impact</td>
<td>Potential for some localized impact</td>
<td>Potential for greater localized impact</td>
</tr>
<tr>
<td>Air Quality Impacts</td>
<td>Potential for greater impact – increased congestion within study area</td>
<td>Potential for some localized impact</td>
<td>Potential for some localized impact</td>
</tr>
<tr>
<td>Overall – Socio-Economic</td>
<td>LEAST PREFERRED</td>
<td>MODERATE</td>
<td>MODERATE</td>
</tr>
</tbody>
</table>

#### Technical & Financial

<table>
<thead>
<tr>
<th>Flexibility for Future Westerly Extension</th>
<th>Does not provide flexibility for a future westerly extension</th>
<th>Provides flexibility for a future westerly extension</th>
<th>Provides flexibility for a future westerly extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>Geometrics</td>
<td>No impact</td>
<td>Provides for feasible geometric alignments</td>
<td>Provides for feasible geometric alignments</td>
</tr>
<tr>
<td>Structure Across Oshawa Creek West Branch</td>
<td>No impact</td>
<td>Less complex structure</td>
<td>More complex structure</td>
</tr>
<tr>
<td>Cost</td>
<td>Least expensive</td>
<td>Less expensive</td>
<td>Most expensive</td>
</tr>
<tr>
<td>Overall – Technical &amp; Financial</td>
<td>LEAST PREFERRED</td>
<td>MODERATE²</td>
<td>MODERATE²</td>
</tr>
</tbody>
</table>

#### OVERALL EVALUATION

| Overall Evaluation | PRELIMINARY PREFERRED ALTERNATIVE |

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1. Significant weighting has been applied to the Future Development Opportunities criteria due to the large amount of approved and/or planned future development within the Study Area.
2. The difference between the North and South corridor alternatives is marginal.
The South Corridor is the preliminary preferred alternative as it:

- Meets the intent of planning policies by enhancing overall transportation connectivity via a new east-west route
- Provides flexibility for a future westerly extension
- Has the least overall impact to the natural environment
- Is less likely to constrain future development opportunities within the Study Area
Provide Your Input!

Do you agree that the Southern Corridor is preferred? Do you have any other comments? Please provide us with your comments prior to April 18, 2014.

Next Steps:
- Confirm the preliminary preferred alternative corridor based on input received from attendees, written comments and online
- Develop alternative roadway alignments within the preliminary preferred alternative corridor
- Evaluate alternative roadway alignments using evaluation criteria

Email or Mail
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100 Commerce Valley Drive West
Thornhill, ON L3T 0A1
koziolb@mmm.ca

Learn more online at: http://planning.mmm.ca/britannia
## Proposed Evaluation Criteria for Roadway Alignments

### Britannia Avenue West Extension

<table>
<thead>
<tr>
<th>Factor</th>
<th>Criteria</th>
</tr>
</thead>
</table>
| Natural Environment     | • Loss of Tree & Vegetation Cover  
                          | • Ministry of Natural Resources (M.N.R.) Designated Area Impacts  
                          | • Impacts to Geomorphology  
                          | • Impacts to Pringle Creek Tributary  
                          | • Loss of Valleyland / Riparian Vegetation  
                          | • **ANY OTHERS?**                                                      |
| Socio-Economic & Cultural | • Archaeology & Cultural Heritage Impacts  
                          | • Future Development Opportunities  
                          | • U.O.I.T. / Durham College Master Plan Impacts  
                          | • Existing Residential & Business Impacts  
                          | • Loss of Agricultural Land  
                          | • Noise & Vibration Impacts  
                          | • Air Quality Impacts  
                          | • **ANY OTHERS?**                                                      |
| Technical & Financial   | • Traffic Operations  
                          | • Geometrics  
                          | • Structure Across Oshawa Creek West Branch  
                          | • Constructability  
                          | • Staging / Future Extensions  
                          | • Cost  
                          | • **ANY OTHERS?**                                                      |
Which criteria do you think will be the most important when evaluating the alternative roadway alignments? Have we missed any criteria? Please provide us with your input prior to April 18, 2014.

Use the Provided Computers

Email or Mail
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Attn: Bob Koziol
100 Commerce Valley Drive West
Thornhill, ON L3T 0A1
koziolb@mmm.ca

Learn more online at:
http://planning.mmm.ca/britannia
Next Steps

Britannia Avenue West Extension

Provide Your Input!

Please visit [http://planning.mmm.ca/britannia](http://planning.mmm.ca/britannia) to provide your input by April 18, 2014.

For general project information, please visit our project website: [http://www.oshawa.ca/study/britannia.asp](http://www.oshawa.ca/study/britannia.asp)

Public Information Centre #2

P.I.C. #2 will be held in late June, 2014 at this location to present the preferred alignment. In advance of this, further assessment will be undertaken.

Filing of E.A.

The Master Plan and Environmental Study Report (E.S.R.) will be filed with the Ontario Ministry of the Environment and a Notice of Study Completion will be issued to start the 30 day review period.

Detail Design & Construction

After the review period, detail design of the extension from east of proposed Windfields Farm Drive West to Thornton Road North can commence, followed by construction.