



BRYAN W. TUCKEY

Commissioner

Planning and Development Services Department

March 2, 2006

Elizabeth McLaren
Assistant Deputy Minister
Planning and Development Division
Ministry of Municipal Affairs and Housing
777 Bay Street 14th Floor
Toronto Ontario
M5G 2E5

Dear Ms McLaren:

Re: Proposed Modifications to the Proposed Central Pickering Development Plan

The following comments are provided in response to the Minister's modifications to the proposed Central Pickering Development Plan. Regional staff intend to report to Regional Council on April 27, 2006; however to meet the deadline date for comment submission (March 3, 2006) we are submitting this letter and respectfully requesting an extension of the consultation period in order to provide you with Regional Council's comments. Would you please delay the approval of the Central Pickering Development Plan until our Council provides its view on the proposed plan and the issues identified in this letter have been addressed to the satisfaction of York Region.

This letter provides:

- A description of the changes to the Development Plan that occurred from the time Regional Council provided its comments in April 2005.
- The recommendations of York Region that have not been sufficiently addressed by the proposed modifications and the impact this will have on York Region.
- Further suggested modifications that would begin to address York Region's recommendations and issues.

Plan Changes

The modifications issued by the Province on February 1, 2006 are proposing a population of 70,000 persons and 35,000 jobs. In April 2005 when Regional Council provided recommendations to the MMAH, the Development Plan was in its early stages and the planning area was anticipated to accommodate approximately 52,000 people and 33,000 jobs. The proposed modifications add 18,000 additional persons and 2,000 additional jobs compared to the

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Plan commented upon by York Region Council in April 2005. The modifications add an additional 10,000 persons and 5,000 jobs compared to the Plan released by the Province in July 2005.

An important issue is the lack of transportation facilities in the southeast part of York Region to accommodate the proposed growth. The Transportation Study completed in support of the Plan only reflected the earlier proposed development level of 60,000 persons and 30,000 jobs. The Province's modifications propose a 17% increase in level of development without the corresponding transportation analysis. The previous transportation study only identified the road and transit improvements in the immediate development area and did not analyse transportation requirements external to the study area, including those within York Region. This is a very significant shortcoming of the current transportation analysis, which needs to be addressed prior to finalization of the Plan.

York Region's Original Recommendations

In April 2005 Regional Council endorsed Planning staff's recommendations which requested the following:

1. The Ministry of Municipal Affairs and Housing (MMAH) and Durham Region initiate a coordinated transportation infrastructure review to consider the impact of Seaton and the proposed Pickering airport on infrastructure improvements in York Region. Development proposed by Seaton will require, as a minimum, the following road and transit improvements:
 - Completion of the Markham Bypass 407 – 401 Link.
 - Modification of the Highway 407/9th Line and Highway 407/Markham Bypass interchanges to allow traffic from the south to access Highway 407.
 - Widening of 14th Avenue from the York Durham Line to the Markham By-pass Extension.
 - Widening of the York/Durham Line from Steeles Avenue to Highway 7.
 - Widening of Highway 7 from York/Durham Line to Highway 48 (currently under MTO jurisdiction).
 - Extension of the dedicated right-of-way rapid transit services being planned along Highway 7.
 - Extension of local transit routes in Markham.
 - In the longer term, the construction of the northern Markham Bypass- Highway 404 link, identified in the York Transportation Master Plan which will connect Seaton to the 404 north area.
 - The long term construction of the Highway 407 Transit way.
2. The transportation review was to provide an implementation plan that addressed phasing and funding from the Province and/or a mechanism to enable York Region to construct and pay for the work required to accommodate the growth;

3. An expeditious review of the EA for the Markham Bypass Highway 401 - 407 Link
4. MMAH to initiate and participate in a coordinated sanitary sewer infrastructure review with other Provincial ministries, York and Durham Regions to address the servicing options and provide an implementation plan that provides for phasing, funding and timely approvals from the Province.

York Region's recommendations are included in Attachment No. 1 to this letter. The overall intent of the Region's recommendations was to have the Province show leadership in coordinating, implementing and funding the necessary infrastructure required to serve a new community of 50,000 persons and 30,000 jobs.

Minister's Modifications

The Minister's modifications do not address the overall intent of York Region's recommendations. The modifications do not have the Province taking a leadership role in coordinating the cross boundary transportation impacts, do not acknowledge the road improvements in York Region that are required to support development of Seaton, and do not provide a mechanism to fund the required road, transit or servicing infrastructure.

The Minister's modifications require the coordination of interregional transportation infrastructure by:

"encouraging co-operation between provincial ministries, The Regional Municipalities of York and Durham and the City of Toronto to coordinate transportation planning decisions...."
(modification # 17)

York Region requested the Province bring the stakeholders together to ensure a comprehensive transportation review was carried out and an implementation plan put in place. The implementation plan would link population thresholds with the completion of transportation infrastructure (phasing plan). Furthermore, the Province was requested to assist in the funding for the required transportation infrastructure or provide a mechanism for York Region to pay for this infrastructure which is needed to support the development of Seaton. The current Provincial modifications do not address this important issue.

Modification #27 inserts a new policy that states:

"Require that the Province, in making transportation infrastructure investment decisions that impact on the Development Planning Area, consult with affected municipalities to maximize the opportunity for aligning provincial and municipal capital priorities, within the context of achieving the intent of the proposed Growth Plan for the Greater Golden Horseshoe."

However, this policy only requires consultations and does not provide the commitment to infrastructure implementation that is an absolute necessity.

Modification # 31 does indicate that “...As part of the *Master Environmental Servicing Plan*, a phasing plan shall be prepared for the construction of major community facilities, transportation links and stormwater, water and wastewater servicing ...” However, the modification fails to identify the major transportation infrastructure that is needed to support a population of 70,000 persons and 35,000 jobs and does not provide any funding, or funding mechanism.

Additional Modifications being Proposed by York Region

To ensure York Region’s previous recommendations are included in the Central Pickering Development Plan additional modifications are being requested. The additional modifications are limited to the requirements for York Region. We will leave it to other municipalities to advocate for required modifications important to their jurisdiction. Would you kindly include the following additional modifications:

1. Add the following at the end of modification #17:

“In recognition of the importance of the movement of goods and people in this area, the Province will enter into a Memorandum of Understanding (MOU) with York Region, Durham Region and the City of Toronto on transportation infrastructure that is located outside of, but having a direct impact on, the Development Planning Area. The MOU will include the following:

- i. A commitment of funding assistance to York and Durham Regions and the City of Toronto by the Province for:
 - Construction of the Markham Bypass/Morningside Avenue Highway 401 - 407 Link.
 - The widening of Steeles Avenue from York/Durham Line to Tapscott Avenue.
 - The widening of the York/Durham Line from Steeles Avenue to Highway 7.
 - The widening of 14th Avenue from the York Durham Line to the Markham Bypass Extension.
 - The widening of Highway 7 from York Durham Line to Highway 48 (currently under MTO jurisdiction)
- ii. The following infrastructure being included in the Provincial 10 year Capital Plan:
 - The widening of Highway 7 from York Durham Line to Highway 48 (currently under MTO jurisdiction)
 - Completion of the missing ramps at Highway 407/9th Line and Highway 407/Markham Bypass.

- Planning and environmental assessment work for the northern Markham Bypass Highway 404 link that will connect Seaton to the Highway 404 area, as identified in the York Transportation Master Plan.
- iii. Provincial commitment to ensure that the required transit services are implemented at the same time as development proceeds including:
 - Extension of local transit routes.
 - Extension of the dedicated right-of-way rapid transit services being planned along Highway 7.
 - Implementation of GO Rail services on the Havelock line.
 - Implementation of the Highway 407 transitway.
- iv. Acknowledgement of the importance of the Markham Bypass/Morningside Avenue Highway 407 – 401 Link to the Seaton Development Planning Area and support for the Regions of York and Durham in their efforts to have this vital link constructed.

2. Add the following at the end of modification # 31:

“The phasing plan shall ensure that residential and non residential development does not precede the required transportation improvements and occurs concurrently and incrementally as the transportation improvements are constructed and put into operation. Conditions of draft plan approval for plans of subdivision located within the Development Plan Area will utilize triggers tied to transportation and servicing infrastructure such that final approval and registration does not occur until 6 months prior to the infrastructure being in service.

The phasing plan shall provide for the development of employment lands concurrent with the development of residential lands and provide the ability to meet the population to employment ratio of 1 job for every 1.97 to 1.76 residents, as identified in the Development Plan.”

3. Include the additional paragraph at the end of the Implementation section, as follows:

“The Master Environmental Servicing Plan(s) shall be circulated to York Region for their review and comment and to ensure it is satisfactory to York Region. The expeditious approval of the expansion to the Duffin Creek Water Pollution Control Plant, which will provide the necessary servicing capacity for full build out of the Seaton Community and other approved planned growth in Durham and York Regions, is required prior to development occurring within the Development Plan area.”

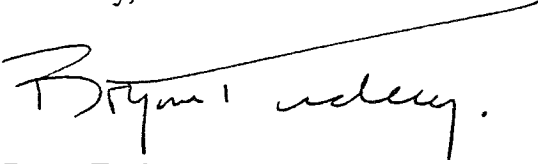
Plans of subdivision within the Development Plan Area shall be circulated to York Region for their review, monitoring and comment.

March 2, 2006

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If you require clarification or have questions regarding the above, please contact the undersigned, or Paul May, Director of Infrastructure Planning (905 830-4444 extension 5029).

Sincerely,

A handwritten signature in black ink, appearing to read "Bryan Tuckey". The signature is fluid and cursive, with a long horizontal stroke extending from the end.

Bryan Tuckey M.C.I.P., R.P.P.
Commissioner of Planning and Development Services

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Attachment (York Region recommendations)

Copy to: Michael Garrett CAO
Bill Fisch, Regional Chair
Jim Baird, Planning Commissioner, Town of Markham
A. Georgieff, Planning Commissioner, Durham Region
Clerk, City of Pickering
Pat Boeckner, Director of Transportation Planning branch, MTO
Brian Ogden, Urban Planning Office, MTO
Susan Siopis, Director of Transportation & Field Services, Durham Region
Rod McPhail, Director of Transportation Planning, City of Toronto

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