



TOWNSHIP OF KING

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REGION OF YORK
MUNICIPAL OFFICE
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November 4, 2009

Denis Kelly, Regional Clerk
Region of York
17250 Yonge Street
NEWMARKET ON L3Y 6Z1



Dear Mr. Kelly,

**RE: Township of King
Comments on the Draft York Region Water and Wastewater
Master Plan Updates and Transportation Master Plan Update**

At its meeting of October 19th, 2009, Committee of the Whole considered and approved, as amended, Planning Department and Engineering & Public Works Department Joint Report JR-2009-09 providing comments with respect to the Draft York Region Water and Wastewater Master Plan Updates and Transportation Master Plan Updates.

Please find enclosed for your information and any action deemed necessary, an extract of C.O.W. Item #2009-235 of the Committee of the Whole Report of October 19th, 2009 as adopted by Council at its meeting of November 2nd, 2009 as well as a copy of Planning Department and Engineering & Public Works Department Joint Report JR-2009-09.

Yours truly,

Chris Somerville
Clerk
Encls.

c.c. Kathleen Llewellyn-Thomas, P. Eng. Commissioner of Transportation Services
Erin Mahoney, M. Eng., Commissioner of Environmental Services
Don Gordon, General Manager York Region Transportation
Rob Flindall, Director of Engineering & Public Works

TOWNSHIP OF KING

COMMITTEE OF THE WHOLE REPORT

The following item from the Committee of the Whole Report of October 19th, 2009 was adopted by Council at its meeting of October 19th, 2009. The minutes of the meeting were approved by Council at its meeting of November 2nd, 2009.

COPIES TO: FILE

STEPHEN KITCHEN, ROB FLINDALL

C.O.W. #2009-235

**Planning/Engineering & Public Works Department Joint Report Number JR-2009-09
Re: Review and Comments on the Draft York Region Water and Wastewater Master Plan
Updates, and Transportation Master Plan Updates**

DEPUTATIONS

- (i) Steven Elia, King City

Mr. Elia commented that it appears staff have not measured the detrimental effects uploading the 15th and 18th Sideroads to the Region will have, that long term issues have not been addressed and the recommendations are based on inadequate data. Mr. Elia advised that there is no record of Council or the residents of King Township requesting the Region of York to take over ownership of these roads. The impact on the residents and the environment that the massive increase in commuter traffic that the uploading of these roads will create, has not been taken into consideration - the emissions and pollution will affect the streams, ground water and the air quality. Mr. Elia asked what is the scientific rationale of the degradation of two nearby pristine

kettle lakes. Mr. Elia felt that the recommendation to upload the 15th & 18th Sideroads to the Region does not represent the interests of the Council nor the residents, and urged Council to consider the long-term effects this decision will have.

Committee recommends that the deputation by Mr. Elia be received.

- (ii) Debbie Schaefer, Concerned Citizens of King Township (CCKT)

Ms. Schaefer read from a prepared brief on behalf of Concerned Citizens of King Township. Ms. Schaefer commented that if Council approves the Joint Report Number JR-2009-09 as it is, our elected representatives have decided that their role is to improve the commuting experience of others as opposed to seeking to protect and improve our rural environment. She advised CCKT is pleased to see a new GO Station north of the King City Station but asked that the station be located east of Bathurst Street to alleviate traffic along the 15th Sideroad, that the GTA Corridor should be located south of King Township and questioned the impact to the Township the proposed new interchange at Highway 400 and the 18th Sideroad will have on King. Ms. Schaefer advised that CCKT opposes the uploading of the 15th and 18th Sideroads to the Region

of York but should this go through, asked that Council ensure an ongoing water quality monitoring program on the kettle lakes and surrounding water courses is implemented as well as assurances that road widths and speed limits will be taken into consideration. Ms. Schaefer provided a copy of the brief to the Clerk.

Committee recommends that the deputation by Ms. Schaefer be received.

Committee considered Planning/Engineering & Public Works Department Joint Report Number JR-2009-09 to provide specific comments and recommendations as they relate to the Township of King with respect to the Draft York Region Water and Wastewater Master Plan Updates and Transportation Master Plan Updates.

Committee recommends that the Report be amended on Agenda Page 78, third paragraph, to read "...consult with the Township regarding the Bathurst Street improvements ..."

Councillor Mortelliti commented that he cannot support Recommendation C.3.i recommending "proceeding with the transfer of ownership of the 15th Sideroad from Bathurst Street to Keele Street and the 18th Sideroad from Bathurst Street to Dufferin Street, and reconstruction of these roads by the Region using a two-lane Regional road standard", and advised that he will ask that this recommendation be separated for the vote. He suggested that these roads could be pulverized and reverted back to gravel, thus resolving safety and liability issues, and reducing and slowing down the traffic.

Committee recommends that Planning/Engineering & Public Works Department Joint Report Number JR-2009-09 be received, and the recommendations therein be approved, as follows:

- A. The Joint Report JR-2009-09 titled "Review and Comments on the Draft Region of York Water and Wastewater Master Plan Updates, and Transportation Master Plan Updates" dated October 19, 2009 be received.
- B. That a copy of Joint Report JR-2009-09 together with the following comments be forwarded to the Regional Municipality of York as the review and comments from the Township of King with respect to the Water and Wastewater Master Plan Update:
 1. Water Systems
 - i. It is recommended that York Region continue to protect the existing municipal drinking water well sites in Ansonveldt, King City, Nobleton, and Schomberg as part of the Source Water Protection Plan being developed by the Source Water Protection Committee.
 - ii. It is recommended that York Region staff be requested report back to the Township with details of the Source Water Protection Plans as soon as they become available.

- iii. It is recommended that York Region be requested to provide additional funding to permit extension of the sanitary sewer system in Nobleton into the entire two-year time of travel zone around the wells (and beyond) in order to provide greater protection to the drinking water supply.
 - iv. It is recommended that technical comments outlined in this report with respect to details of the Master Plan for each of the drinking water systems be forwarded to York Region Staff.
2. Wastewater Systems
- i. It is recommended that the Region of York be requested provide funding and other resources necessary to implement enforcement and inspection of septic system decommissioning in King City and Nobleton.
 - ii. It is further recommended that the Water and Wastewater Master Plan identify a capital project in the period 2021-2031 for expansion of the wastewater treatment plant in Nobleton to coincide with the water system expansion to meet the needs of the community.
 - iii. It is recommended that technical comments outlined in this report with respect to details of the Master Plan for each of the wastewater systems be forwarded to York Region Staff.
3. Policies and Programs Supporting Sustainable Water and Wastewater Servicing
- i. It is recommended that the Township support all of the Region's Policies and Programs Supporting Sustainable Water and Wastewater Servicing.
 - ii. It is recommended that the Region of York be requested provide funding and other resources necessary to implement the monitoring of the water and wastewater systems at the local level to identify drinking water system leakage; and wastewater collection system inflow/infiltration problems.
- C. That a copy of Joint Report JR-2009-09 together with the following comments be forwarded to the Regional Municipality of York as the review and comments from the Township of King with respect to the Transportation Master Plan Update:
1. Transit Service
- i. It is recommended that the Township support the construction of the proposed new GO Transit station near the intersection of Bathurst Street and the 15th Sideroad.
 - ii. It is recommended that York Region staff report back to the Township with details of the location of the proposed GO Transit station; the requirements for an Environmental Assessment prior to construction; the timelines for construction; and the necessary improvements to the 15th Sideroad resulting from the proposed station.

- iii. It is recommended that the Region include construction of transit supportive features such as appropriate bus stops, shelter and sidewalks on Regional Roads that are not impacted by development applications in the Region's capital program.

2. Road Improvements

- i. It is recommended that the Township of King support the construction of the Bradford By-pass to link Highways #400 and #404 and the conceptual alignment shown.
- ii. It is recommended that York Region staff be requested to report back to the Township with details of the proposed interchange from the Bradford By-pass to Bathurst Street and any improvements planned to Bathurst Street north of Highway #11 as a result.
- iii. It is recommended that Township of King support the early identification and protection of lands for the future construction of the GTA West Corridor highway south of the Oak Ridges Moraine and west of Highway #400.
- iv. It is recommended that the Region Staff work with Township Staff to identify the effect the GTA West Corridor highway link will have on Township and Region Roads. In particular, Regional Staff should identify the additional number of inter-regional vehicular trips that will be generated and the impact that these additional vehicles will have on Township Roads.
- v. It is recommended that the Township of King support the extension of Highway #427 northerly only to the point of the proposed GTA West Corridor highway interchange.
- vi. It is recommended that the Region Staff work with Township Staff to identify the effect the Highway #427 extension will have on Township and Region Roads. In particular, Staff should identify the additional number of inter-regional vehicular trips that will be generated and the impact that these additional vehicles will have on Township Roads.
- vii. It is recommended that Region staff report back to the Township with details of the plans for the Lloydtown/Aurora Road (Y.R. 16), Jane Street (Y.R. 55), and the Highway#400 Interchange. The Region should advise the Township if there are plans to construct a new interchange at the point where the 18th Sideroad terminates at Highway #400.

- viii. It is recommended that the Township of King support, in principle, the need to undertake improvements to Regional Roads to ensure that future capacity needs are met and that an efficient and sustainable network of Regional Roads is maintained.
 - ix. It is recommended that the Region be requested to expand the East-West mid-York Transportation Needs Study to include all of the area west of Highway #400, and to consider population growth in Peel Region and Simcoe County and the expansion of arterial roads in those municipalities. This study should also consider the north-south transportation needs in the area west of Highway #400.
 - x. It is recommended that technical comments related to proposed Regional Road improvements be forwarded to Region of York Staff.
3. Uploading of Township Roads and Assumption by the Region
- i. It is recommended that the Township proceed with the request to transfer of ownership of the 15th Sideroad from Bathurst Street (Y.R. 38) to Keele Street (Y.R. 6); and 18th Sideroad from Bathurst Street (Y.R. 38) to Dufferin Street (Y.R. 53); and reconstruction of these roads by the Region using a two-lane Region Road standard.
 - ii. It is recommended that the Region of York assume ownership of the King Caledon Townline road to relieve the Township of the considerable financial burden associated with maintenance of this road due to the large volumes of inter-regional traffic.

CHRIS SOMERVILLE
CLERK



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October 26th, 2009

Paul May, Director of Infrastructure Planning
Region of York
Transportation & Works Department
17250 Yonge Street
NEWMARKET ON L3Y 6Z1

Dear Mr. May,

**RE: Township of King
Comments on the Draft York Region Water and Wastewater
Master Plan Updates and Transportation Master Plan Update**

At its meeting of October 19th, 2009, Committee of the Whole reviewed and approved, as amended, the Planning Department and Engineering & Public Works Department Joint Report JR-2009-09 regarding the Draft York Region Water and Wastewater Master Plan Updates, and Transportation Master Plan Updates. A copy of Joint Report JR-2009-09 is enclosed.

At its Council meeting of the same evening, Council adopted the recommendation of the Committee of the Whole to approve Joint Report JR-2009-09, as amended.

An extract of the Draft Committee of the Whole meeting minutes are enclosed for your information. The minutes will be considered by Council for approval at its meeting of November 2, 2009.

Yours truly,

Chris Somerville
Clerk
Encls.

c.c. Jonathan P'ng, Manager of Water and Wastewater Planning, Region of York
Loy Cheah, Manager of Transportation Planning, Region of York
Stephen Kitchen, Director of Planning
Rob Flindall, Director of Engineering & Public Works

*file 52-1-2A
30-6-3*

TOWNSHIP OF KING

COMMITTEE OF THE WHOLE REPORT

The following item from the Committee of the Whole Report of October 19th, 2009 was adopted by Council with a recorded vote at its meeting of October 19th, 2009. The written minutes of the meeting will be approved by Council at its meeting of November 2nd, 2009.

C.O.W. #2009-235

Planning/Engineering & Public Works Department

Joint Report Number JR-2009-09

Re: Review and Comments on the Draft York Region Water and Wastewater Master Plan Updates, and Transportation Master Plan Updates

DEPUTATIONS

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Committee recommends that the deputation by Mr. Elia be received.

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**Re: Comments Draft York Region Waters & Wastewater, and
Transportation Master Plan Updates**

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on the kettle lakes and surrounding water courses is implemented as well as assurances that road widths and speed limits will be taken into consideration. Ms.Schaefer provided a copy of the brief to the Clerk.

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**Re: Comments Draft York Region Waters & Wastewater, and
Transportation Master Plan Updates**

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**Re: Comments Draft York Region Waters & Wastewater, and
Transportation Master Plan Updates**

1. Transit Service

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**Re: Comments Draft York Region Waters & Wastewater, and
Transportation Master Plan Updates**

Township and Region Roads. In particular, Staff should identify the additional number of inter-regional vehicular trips that will be generated and the impact that these additional vehicles will have on Township Roads.

- vii. It is recommended that Region staff report back to the Township with details of the plans for the Lloydtown/Aurora Road (Y.R. 16), Janc Street (Y.R. 55), and the Highway#400 Interchange. The Region should advise the Township if there are plans to construct a new interchange at the point where the 18th Sideroad terminates at Highway #400.
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- x. It is recommended that technical comments related to proposed Regional Road improvements be forwarded to Region of York Staff.

3. Uploading of Township Roads and Assumption by the Region

- i. It is recommended that the Township proceed with the request to transfer of ownership of the 15th Sideroad from Bathurst Street (Y.R. 38) to Kcele Street (Y.R. 6); and 18th Sideroad from Bathurst Street (Y.R. 38) to Dufferin Street (Y.R. 53); and reconstruction of these roads by the Region using a two-lane Region Road standard.
- ii. It is recommended that the Region of York assume ownership of the King Caledon Townline road to relieve the Township of the considerable financial burden associated with maintenance of this road due to the large volumes of inter-regional traffic.

Chris Somerville
Clerk

TOWNSHIP OF KING

DATE: October 19, 2009

TO: Committee of the Whole

FROM: Planning Department and Engineering & Public Works Department

SUBJECT: **Joint Report JR-2009-09**
Review and Comments on the Draft York Region Water and Wastewater Master Plan Updates, and Transportation Master Plan Updates

1. RECOMMENDATIONS

The Planning Department and the Engineering & Public Works Department respectfully submit the following recommendations:

- A. The Joint Report JR-2009-09 titled "Review and Comments on the Draft Region of York Water and Wastewater Master Plan Updates, and Transportation Master Plan Updates" dated October 19, 2009 be received.
- B. That a copy of Joint Report JR-2009-09 together with the following comments be forwarded to the Regional Municipality of York as the review and comments from the Township of King with respect to the Water and Wastewater Master Plan Update:
 - 1. Water Systems
 - i. It is recommended that York Region continue to protect the existing municipal drinking water well sites in Ansnorveldt, King City, Nobleton, and Schomberg as part of the Source Water Protection Plan being developed by the Source Water Protection Committee.
 - ii. It is recommended that York Region staff be requested report back to the Township with details of the Source Water Protection Plans as soon as they become available.
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 - iv. It is recommended that technical comments outlined in this report with respect to details of the Master Plan for each of the drinking water systems be forwarded to York Region Staff.

Cow
Oct. 19/09

2. Wastewater Systems

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- ii. It is further recommended that the Water and Wastewater Master Plan identify a capital project in the period 2021-2031 for expansion of the wastewater treatment plant in Nobleton to coincide with the waster system expansion to meet the needs of the community.
- iii. It is recommended that technical comments outlined in this report with respect to details of the Master Plan for each of the wastewater systems be forwarded to York Region Staff.

3. Policies and Programs Supporting Sustainable Water and Wastewater Servicing

- i. It is recommended that the Township support all of the Region's Policies and Programs Supporting Sustainable Water and Wastewater Servicing.
- ii. It is recommended that the Region of York be requested provide funding and other resources necessary to implement the monitoring of the water and wastewater systems at the local level to identify drinking water system leakage; and wastewater collection system inflow/infiltration problems.

C. That a copy of Joint Report JR-2009-09 together with the following comments be forwarded to the Regional Municipality of York as the review and comments from the Township of King with respect to the Transportation Master Plan Update:

1. Transit Service

- i. It is recommended that the Township support the construction of the proposed new GO Transit station near the intersection of Bathurst Street and the 15th Sideroad.
- ii. It is recommended that York Region staff report back to the Township with details of the location of the proposed GO Transit station; the requirements for an Environmental Assessment prior to construction; the timelines for construction; and the necessary improvements to the 15th Sideroad resulting from the proposed station.
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- ix. It is recommended that the Region be requested expanded the East-West mid-York Transportation Needs Study to include all of the area west of Highway #400, and to consider population growth in Peel Region and Simcoe County and the expansion of arterial roads in those municipalities. This study should also consider the north-south transportation needs in the area west of Highway #400.
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- ii. It is recommended that the Region of York assume ownership of the King Caledon Townline road to relieve the Township of the considerable financial burden associated with maintenance of this road due to the large volumes of inter-regional traffic.

2. PURPOSE

The purpose of this report is to provide specific comments and recommendations as they relate to the Township of King with respect to the Draft York Region Water and Wastewater Master Plan Updates, and Transportation Master Plan Updates. Comments received by the Region will be considered and incorporated into the final study reports being prepared. Once completed and adopted by Regional Council, these Master Plans will guide the planning and construction of infrastructure until 2031 and beyond to 2051.

3. BACKGROUND

On June 22, 2006, Regional Council authorized the Water and Wastewater Master Plan Update Study along with an Update to the Transportation Master Plan. This was the first time that Master Plans for these three major components of infrastructure were updated at the same time in a coordinated manner. The Region's Master Plan Updates take into consideration that York Region is the fastest growing region in the Greater Toronto Area and one of the fastest growing municipalities in all of Canada.

Regional Staff made a presentation to the Township Council of King Committee of the Whole on August 24, 2009 that provided highlights of the Region's Master Plan Updates. The Master Plan Update studies followed the "master planning process" as set out in provincial legislation for Municipal Class Environmental Assessments. This process integrated the planning of municipal infrastructure requirements for existing and future land use with the principles environmental assessment. The preparation of the Master Plan Updates conforms to the requirements of both the *Planning Act* and the *Environmental Assessment Act*.

4 DISCUSSION

4.2 Water Systems

4.2.1 King City Drinking Water System

The need for additional supply and storage for the community of King City was identified in the 2004 Water Master Plan Update. The subsequent Environmental Assessment

recommended decommissioning the existing supply wells and obtaining water supply from the York Water System (Lake Ontario based supply). The design of the supply watermain, pumping station and elevated tank is currently underway.

It is recommended that York Region continue to protect the existing drinking water well sites as part of the Source Water Protection Plan being developed by the Source Water Protection Committee.

It is recommended that York Region staff report back to the Township on the anticipated effects on water quality and water aesthetics that may result when the water supply is switched to the Lake Ontario based water supply. York Region is also requested to report back to the Township on any operation and maintenance issues within the local water system that may arise. In the event that significant operation and maintenance issues arise that will result in the need for capital programs (such as iron pipe cement lining) it is recommended that York Region be requested to contribute 100% funding to complete those projects.

Engineering and Public Works staff noted that the Draft Master Plan identified the completion time line of King City – York Water Supply project as 2009-2011 (Table 5-4). York Region staff are requested to revisit the timelines and update the completion date if necessary.

4.2.2 Nobleton Drinking Water System

Residents and businesses in Nobleton are supplied by groundwater, and York Region has identified that the water demand currently exceeds the firm well capacity of 1.9 ML/d. The need for a new well was identified in the 2004 Water Master Plan Update. A new well has been planned and will increase the firm capacity to 4.0 ML/d and is expected to be operational in 2011. An elevated tank is also currently planned to be completed by 2011.

The Master Plan report identifies that population growth in Nobleton will require an increase in firm capacity to 6.5 ML/d by 2031 and a further increase to 7.4 ML/d by 2051 to accommodate further growth.

It is recommended that York Region staff report back to the Township with an explanation of how the future flow rates were determined with respect to anticipated population growth. Population growth and industrial/commercial growth should match the projections in the Region and Township Official/Community Plans. The need for completion of the Nobleton Well Supply and Watermain Phase 2 project within the timeframe of 2011-2016 should be clarified.

Engineering and Public Works staff noted that the Draft Master Plan identified the completion timeline of the Nobleton Well Supply and Watermain Phase 1 project as 2009-2011, and the Nobleton Elevated Tank 2 as 2009-2011 (Table 5-4). York Region staff are requested to revisit the timelines and update the completion date if necessary.

It is recommended that York Region continue to protect the existing drinking water well

sites as part of the Source Water Protection Plan being developed by the Source Water Protection Committee. It is recommended that York Region staff report back to the Township with details of the Source Water Protection Plans as soon as they become available.

The Township has already requested funding from the Region of York for the construction of sanitary sewers to service properties within a 100 metre radius of the drinking water wells. It is recommended that York Region be requested to provide additional funding to permit extension of the sewer system into the entire two-year time of travel zone around the wells (and beyond) in order to provide greater protection to the drinking water supply in Nobleton.

4.2.3 Schomberg Drinking Water System

Residents and businesses in Schomberg are supplied by groundwater, and York Region has identified that the water demand currently exceeds the firm well capacity of 1.6 ML/d. The need for a new well was identified in the 2004 Water Master Plan Update. A new treatment facility has been constructed which will address significant water quality concerns related to trihalomethane formation during chlorination of the water. In addition, a new well is being developed which together with the new treatment facility increase the firm capacity to 3.1 ML/d and is expected to be operational in 2010.

The Master Plan report identifies that population growth and water demand in Schomberg will exceed the increased well capacity of 3.1 ML/d by 2031 and a further increase in capacity along with additional storage capacity will be required.

It is recommended that York Region staff report back to the Township with an explanation of how the future flow rates were determined with respect to anticipated population growth. Population growth and industrial/commercial growth should match the projections in the Region and Township Official/Community Plans. The need for completion of the Schomberg Well Supply and Watermain project within the timeframe of 2026-2031, and the need for completion of the Schomberg Well Supply and Watermain project within the timeframe of 2021-2026 should be clarified.

It is recommended that York Region continue to protect the existing drinking water well sites as part of the Source Water Protection Plan being developed by the Source Water Protection Committee. It is recommended that York Region staff report back to the Township with details of the Source Water Protection Plans as soon as they become available.

4.2.4 Ansnorveldt Drinking Water System

No expansions or upgrades are identified for the Ansnorveldt communal water system. There are no plans to significantly increase the population or businesses served by the system.

It is recommended that the Township support the proposed plan not to expand the Ansnorveldt communal water system. It is recommended that York Region staff report back to the Township with an estimate of the maximum population that can be serviced by this system and the limitations to expansion of the existing system. The text

of the Master Plan should be corrected to remove the reference to an existing reservoir in the Ansnorveldt drinking water system.

It is recommended that York Region continue to protect the existing drinking water well site as part of the Source Water Protection Plan being developed by the Source Water Protection Committee. It is recommended that York Region staff report back to the Township with details of the Source Water Protection Plans as soon as they become available.

4.3 Wastewater Systems

4.3.1 King City Wastewater System

Growth in wastewater flows is expected to be within the firm capacity of the King City Pumping Station until 2031 and beyond to 2051. No expansion of this infrastructure is planned.

The King City servicing program includes a requirement for mandatory connection to the collection system once it is constructed and commissioned for use. It is recommended that the Region of York be requested provide funding and other resources necessary to implement enforcement and inspection of septic system decommissioning in King City.

4.3.2 Nobleton Wastewater System

In 2003, York Region completed a Class EA of wastewater servicing alternatives for the community of Nobleton. The Class EA recommended a preferred solution that would accommodate the planned future growth by construction of a local wastewater treatment plant and associated pumping station (Region of York Infrastructure), and no connection to the York-Durham Sewage System (YDSS). Construction of the new treatment plant and pumping station is nearing completion. The rated capacity of the plant is 2.93 ML/d. The approval for the design and operation of the treatment plant includes the requirement for phosphorus offsetting within the East Humber River watershed equal to a minimum of twice the loading from the new treatment plant. The reduction in phosphorous contributions to the East Humber River are to be achieved through a combination of decommissioning of existing septic systems (aging tile-bed fields), reforestation, and improvements in agricultural practices on TRCA owned lands in the watershed. Any future treated flows in excess of 2.93 ML/d will require a higher level of treatment in the plant to remove additional phosphorous.

The York Region Master Plan acknowledges that growth in wastewater flows to the Nobleton treatment plant will exceed the rated plant capacity at some point prior to 2031. As a result an expansion of the treatment plant or a re-rating of the plant's existing capacity will be required.

It is recommended that York Region staff report back to the Township with an explanation of the relationship between the rated treatment plant capacity and the expected growth in water demand and usage. Population growth and industrial/commercial growth should match the projections in the Region and Township Official/Community Plan.

It is further recommended that the Water and Wastewater Master Plan identify a capital project in the period 2021-2031 for expansion of the treatment plant in Nobleton to coincide with the water system expansion to meet the needs of the community.

It is recommended that York Region staff and Township work together to develop a detailed implementation program for the addition of flows to the treatment plant from approved new development and the required phosphorous offsetting through septic system decommissioning and other strategies.

It is recommended that the Region of York be requested provide funding and other resources necessary to implement enforcement and inspection of septic system decommissioning in Nobleton.

4.3.3 Schomberg Wastewater System

In 2004, York Region completed a Class EA of wastewater servicing alternatives for the community of Schomberg. The Class EA recommended a preferred solution that involved upgrading the Schomberg wastewater treatment plant to a rated capacity of 2.06 ML/d. This treatment plant has been constructed and commissioning is taking place.

The newly constructed treatment plant is expected to accommodate all of the wastewater flows generated in Schomberg, including planned new growth, until 2051. No new plant expansion is anticipated. The Lake Simcoe Protection Plan may require modifications to the treatment plant in the future to increase treatment and the removal of phosphorous.

It is recommended that York Region staff report back to the Township with an explanation of the relationship between the rated treatment plant capacity and the expected growth in water demand and usage. Population growth and industrial/commercial growth should match the projections in the Region and Township Official/Community Plan.

4.4 Policies and Programs Supporting Sustainable Water and Wastewater Servicing

The Region has expressed a commitment to the wise use of water whereby future growth will be based on a combination of increased infrastructure capacity and reduced need for water and wastewater services through water efficiency. The Region proposes to continue and expand the existing successful *Water for Tomorrow* water efficiency and conservation program. In addition the Region has proposed the Sustainable Home Incentive Program (SHIP) and the York Region and Local Municipal Inflow and Infiltration Reduction Program to further reduce the demands on the water and wastewater infrastructure.

These programs are aimed at reducing the need for expanded water supply infrastructure and wastewater treatment infrastructure by reducing the per capita consumption of water. In addition the Region is developing programs to assist municipalities to reduce the amount of water leaking from water distribution systems (leakage) in order to reduce the need for additional supplies of water as populations grow. Similarly the Region is developing programs to assist municipalities reduce the amount of stormwater and surface water that

illegally enter the sanitary sewer system (Inflow Reduction) and to reduce the amount of groundwater that infiltrates into the collection system (Infiltration Reduction). Reduced water consumption and reduced Inflow and Infiltration decreases the requirement to build new wastewater collection and treatment systems.

The Region's initiatives to improve the efficiency of the water and wastewater systems will largely have the effect of reducing capital and operating costs for regional infrastructure. However, many of the programs must be implemented at the lower tier level in the local systems. As such they may increase the costs to the lower tier municipality particularly where improvements to infrastructure are required to meet the Region's objectives, or where increased monitoring, engineering analysis and enforcement is required. At the same time the ability of the local municipality to generate revenues from water and wastewater rates is diminished by reductions in per capita water consumption.

It is recommended that the Township support all of the Region's Policies and Programs Supporting Sustainable Water and Wastewater Servicing.

It is recommended that the Region of York be requested provide funding and other resources necessary to implement the monitoring of the water and wastewater systems at the local level to identify leakage and inflow/infiltration problems.

It is recommended that the Township staff report back to Council recommendations for operation and maintenance practices aimed at reducing water system losses through leakage, and reducing inflow and infiltration into the wastewater collection system.

It is recommended that Township staff in the Finance Department, in conjunction with Engineering and Public Works and Planning staff, evaluate the effect of decreased water consumption on the revenues generated by the Township through water and wastewater rates, and incorporate these revenue reductions into the Township of King (Draft) Water and Wastewater Financial Plan.

It is recommended that the Township explore partnerships and opportunities to share resources with York Region and the other area municipalities for asset inventory and management programs; PSAB 3150 compliance; bench-marking of operational and capital program performance; customer communication; and customer satisfaction.

4.5 Transportation

The update to the York Region Transportation Master Plan was developed to support the Region's vision to develop its transportation system using the concepts of sustainability. A sustainable transportation system is needed to ensure that the population growth in the Region is supported by a transportation system that preserves the environment, enhances the Region's economic viability, integrates new and existing developments, and offers more reliable travel choices for residents and employees. The Region has outlined five major elements to be implemented that will move towards a sustainable transportation system:

- Rapid Transit corridors that move more people faster and more efficiently from place to

place;

- Local transit service that are connected to and complement rapid transit corridors in order to serve more communities within the Region;
- Innovative technologies, such as universal transit signal priority and Smartcards, that improve the speed and reliability of transit operations;
- A road system that supports existing a future sustainable transportation enhancements through queue jump lanes, cycling only lanes, exclusive transit only lanes and high occupancy vehicle (HOV) lanes; and
- Efficient use of the road network.

The Township of King should support the initiatives that the Region has put forward with respect to developing a sustainable transportation system. However, the Region's Master plan and capital works program must take into account the effects that growth will have on the Township and the Township's roads and infrastructure.

4.5.1 Transit Service

The Region has proposed several transit improvements that will have an impact on King Township.

GO Transit

The Master Plan identifies the construction of a new GO rail station near the intersection of Bathurst Street and the 15th Sideroad on the existing Newmarket rail link. Construction of the new GO station will assist in reducing the number of vehicles trips through the Township by commuters that originate in Newmarket, Aurora and Richmond Hill. Construction of the GO station should be tied to improvements to the 15th Sideroad and the potential uploading of the 15th Sideroad ownership to the Region.

It is recommended that the Township support the construction of the proposed new GO transit station near the intersection of Bathurst Street and the 15th Sideroad.

It is recommended that York Region staff report back to the Township with details of the location of the proposed station; the need for an Environmental Assessment prior to construction; the timelines for construction; and the necessary improvements to the 15th Sideroad resulting from the proposed station.

Rural and Highway Transit Service

The Master Plan identifies improved transit service to King City, Nobleton and Schomberg along King Road, Highway #27 and Highway #9. Details of this program have not been provided.

Township and Region staff have been coordinating engineering design elements that will support future transit improvements into all new subdivision applications and designs. At time this has presented challenges to the Township and the developer because the Region staff have requested additional sidewalks and other features to support the future transit service and pedestrian movements. This will have the effect of increasing the amount of sidewalk in the Township maintenance program. It has also had the effect of increasing the complexity of sidewalk maintenance because sidewalks are often requested in locations that do not currently connect to any existing sidewalks. As a result there is an increase in time requirement to move equipment

and staff to the new sidewalks. More clarity is required with respect to the authority that the Region can exercise when requesting the construction of sidewalks as a condition of Draft Plan Approval.

It is recommended that York Region staff report back to the Township with details of the timelines and criteria for improved service Transit Service within King Township.

It is recommended that the Region Staff meet with representatives from each of the area municipalities to gain a better understanding of the municipal standards for sidewalks location and other features to support transit, cycling and pedestrian movements, and how these standards can be applied to achieve the objectives of the Region's Transportation Master Plan.

It is recommended that the Region include construction of transit supportive features such as appropriate bus stops, shelters and sidewalks on Regional Roads that are not impacted by development applications in the Region's capital program.

4.5.2 Road Improvements

Numerous Road improvements have been identified in both the Region's Official Plan update and the Transportation Master Plan update.

Bradford By-pass Highway #400-404 Link

The Region Transportation Master Plan and the Bradford By-pass EA have clearly documented the need for the Highway #400-404 link within the 2031 planning horizon. There is significant population growth forecast for northern York Region and southern Simcoe County. The Transportation Master Plan indicates a conceptual alignment of this highway link north of the Queensville Sideroad along Hochreiter Road in King Township. A highway interchange is also indicated at Bathurst Street. The construction of this important east/west connector has the potential to reduce the inter-regional traffic which currently uses other roads to cross the Region and connect to these highways.

It is recommended that the Township of King support the construction of the Bradford By-pass and the conceptual alignment shown.

It is recommended that York Region staff report back to the Township with details of the proposed interchange from the Bradford By-pass to Bathurst Street and any improvements planned to Bathurst Street north of Highway #11 as a result.

GTA West Corridor

The Transportation Master Plan identifies a conceptual alignment for the GTA west corridor. Staff have already outlined the importance of supporting the early identification of the GTA West Corridor before alignment options south of the Oak Ridges Moraine are lost to development in the City of Vaughan. The GTA West Corridor should be located in close proximity to the areas it is intended to serve. As such it should not extend east of Highway #400.

It is recommended that Township of King supports the early identification and protection of lands south of the Oak Ridges Moraine and west of Highway #400 for the future construction of the GTA West Corridor highway.

It is recommended that the Region Staff work with Township Staff to identify the effect this new highway link will have on Township and Region Roads. In particular, Regional Staff should identify the additional number of inter-regional vehicular trips that will be generated and the impact that these additional vehicles will have on Township Roads. The East-West mid-York Transportation Needs Study should be expanded to include or the area west of Highway 400.

Highway #427 Extension

The Transportation Master Plan identifies a conceptual alignment for the Highway #427 corridor. At present the alignment is shown ending at conceptual interchange with the GTA West highway corridor at a point south of Kirby Road west of the 10th Concession in Vaughan.

It is recommended that the Township of King support the extension of Highway #427 northerly only to the point of the proposed GTA West interchange.

It is recommended that the Region Staff work with Township Staff to identify the effect this new highway link will have on Township and Region Roads. In particular, Staff should identify the additional number of inter-regional vehicular trips that will be generated and the impact that these additional vehicles will have on Township Roads. The East-West mid-York Transportation Needs Study should be expanded to include the area west of Highway 400.

New Highway Interchanges

The Transportation Master Plan identifies a new interchange onto Highway #400 at the 18th Sideroad. The Plan also identifies this as a possible location of for the elimination of major "jogs" in the Region Road network.

It is recommended that Region staff report back to the Township with details of the Region's plans for the Lloydtown/Aurora Road (Y.R. 16), Jane Street (Y.R. 55), and the Highway#400 Interchange. The Region should advise the Township if there are plans to construct a new interchange at the point where the 18th Sideroad terminates at Highway #400. It is recommended that the Region staff revisit the need for this improvement as part of the East-West mid-York Transportation Needs Study.

Region Arterial Road Improvements

The Transportation Master Plan identifies several arterial road widenings and improvements of select two-lane roads to increase capacity. Improvements have been identified on the following Regional Roads in King Township:

- King Road from Highway #400 west to Peel Region
- Highway #27 south of King Road
- Bathurst Street from Highway #11 to Davis Drive (Highway #9)
- Keele Street south of 15th Sideroad to King Road
- Dufferin Street south of King Road to King/Vaughan Road
- Dufferin Street rail crossing grade separation north of King Road
- Davis Drive (Highway #9) from Highway #400 to Bathurst Street, improvements to support Transit services

It is recommended that the Township of King support, in principle, improvements to the Region Road network to ensure that future capacity needs are met and that an efficient and sustainable network of Regional Roads is maintained.

The recently completed King City East Functional Servicing Study did not indicate the need for the Keele Street improvements. It is recommended that the Region staff revisit the need for this improvement as part of the East-West mid-York Transportation Needs Study.

It is requested that Region Staff continue to consult with the Township regarding the Bathurst Street improvements south of Highway #11 and the proposed design details as the Environmental Assessment for this proposal proceeds.

4.5.3 Special Study Areas – Transportation Needs Studies

The Transportation Master Plan identifies four special study areas; including the East-West mid-York transportation needs study. This staff report has already identified the requirement to accelerate this study, and the need to expand the boundaries and scope of the Special Study Area.

It is recommended that the Region Staff work with Township Staff to identify the effects that numerous new highway links will have on Township and Region Roads. In particular, Region Staff should identify the impacts on the network of Township Roads and Regional Roads due resulting from The GTA West Highway Corridor, The Highway #427 extension, and the Bradford By-pass. The East-West mid-York Transportation Needs Study should be expanded to include the area west of Highway 400 and consider population growth in Peel Region and Simcoe County and the expansion of arterial roads in those municipalities.

4.6 Uploading of Township Roads and Assumption by the Region

The Transportation Master Plan identifies that as the population grows in York Region and the neighbouring municipalities that Township concession roads may become heavily used commuter roads. King Township has already experienced significant increases in vehicular traffic on local concession roads such as the 15th Sideroad, 18th Sideroad, Dufferin Street (north of Highway #9, Miller Sideroad, 8th Concession, 10th Concession, 11th Concession, and King Caledon Townline.

The Region has recognized that there is a need to upload ownership of local roads to the Region, and Regional Council has adopted a policy setting out the criteria for the Region to assume ownership of these roads.

4.6.1 15th Sideroad and 18th Sideroad

The Township of King has already requested that the Region assume ownership and maintenance of certain sections of the 15th Sideroad and the 18th Sideroad through a council resolution on May 26, 2008. The Township originally requested that the Region assume the ownership of 15th Sideroad from Bathurst Street (Y.R. 38) to Dufferin Street (Y.R. 53), and 18th Sideroad from Bathurst Street (Y.R. 38) to Dufferin Street (Y.R. 53). These roads meet the criteria for ownership to be assumed by the Region. It is recommended that the Township proceed with the transfer of these roads.

In order to proceed with the transfer of ownership, the Region requires the following action from the King Township:

- a) York Region receiving a formal request from the Township of King to assume the roads.
- b) The Council of the Township of King supporting the upgrade of the roads to Region of York design standards.
- c) The limits of assumption of the 15th Sideroad be extended from Bathurst Street (Y.R. 38) to Keele Street (Y.R. 6)

Staff in the Engineering & Public Works department recommends proceeding with the transfer of ownership of these roads, including extending the limits of assumption of the 15th Sideroad from Bathurst Street (Y.R. 38) to Keele Street (Y.R. 6), and reconstruction of these roads by the Region using a two-lane Region Road standard.

Assumption of these roads and reconstruction to a two-lane Region Road standard will reduce the financial burden on the Township for future reconstruction of these roads. Staff have already identified that these roads are considered a priority for immediate reconstruction due the poor condition and the current traffic volumes. The roads are deficient from both a geometric and structural perspective. The pavement structure is not adequate for any significant loading and has already experienced an unacceptable level of deterioration for a Class 3 Road (heavy cracking, rutting, and potholes throughout the length). The roads are also deficient from a geometric stand-point meaning that the pavement and shoulder widths are not acceptable for the current traffic volumes.

It is recommended that these road segments be included in the Transport Master Plan as new Regional Roads.

4.6.2 King Caledon Townline

The Caledon King Townline is a boundary road between the Township of King and the Town of Caledon in Peel Region. The Township of King and the Town of Caledon have recently completed costly repairs and upgrades to this road. The cost to the Township of King for these of these repairs is \$500,000. This road carries a large traffic volume on the section south of the 17th Sideroad to King Road; however the vast majority of this traffic originates outside of the Township.

It is recommended that the Region of York assume ownership of this road to relieve the Township of the considerable financial burden associated with maintenance of this road due to the large volumes of inter-regional traffic.

It is recommended that Township staff report back to Township of King Council on whether this road meets the criteria in the Regional Policy on Road Assumption.

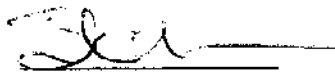
5. FINANCIAL IMPLICATIONS

The recommendations made in this report have no immediate financial implications. Many of the comments on the Region's Master Plan Updates and resulting recommendations are intended to highlight aspects of the Master Plans that will or may have a financial impact on the

6. CONCLUSION

The Township of King continues to work closely with the Regional Municipality of York to ensure that water, wastewater and transportation infrastructure and services are planned and delivered in a responsible, timely and fiscally responsible manner. The Region's Master Plan updates have been based on the concepts of sustainability and fiscal responsibility. The comments and recommendations made in this report are intended to provide a framework for refinements to the Region's infrastructure Master Plans that take into consideration the specific needs of the Township.

Submitted by:

A handwritten signature in dark ink, appearing to read 'S. Kitchen', written over a horizontal line.

Stephen Kitchen
Director of Planning

Submitted by:

A handwritten signature in dark ink, appearing to read 'R. Flindall', written over a horizontal line.

Rob Flindall, P.Eng.
Director, Engineering and Public Works