



Town of
East Gwillimbury

**REGION OF YORK
CLERK'S OFFICE**

Fernando Lamanna, BA

Deputy Clerk
Legal and Council Support Services
905-478-4282 x1240
flamanna@eastgwillimbury.ca

September 7, 2011

FILE No. - *p43*

Denis Kelly
Regional Clerk
The Regional Municipality of York
17250 Yonge Street
Newmarket, On L3Y 6Z1



Dear: Denis Kelly, Regional Clerk

For your information and records, at its regular meeting held on August 29, 2011, the Municipal Council of the Town of East Gwillimbury enacted as follows:

BE IT RESOLVED THAT Community Programs & Infrastructure and Development Services Joint Report CPI-2011-40, dated August 29, 2011 regarding the Doane Road – Municipal Class EA, be received as amended; and

THAT Council supports the need for Doane Road improvements from Yonge Street to Woodbine Avenue in order to accommodate projected growth; and

THAT the Council of the Town of East Gwillimbury recognizes the significant amount of study, public and stakeholder engagement and communication that has been undertaken by York Region during the Doane Road Municipal Class EA process; and

THAT in light of the findings of the Regional EA that support the use of the current road alignment, which include but are not limited to increased property acquisition costs to realign, reduced impacts to tributaries of the Holland River and improved community planning Council accepts the Region of York's recommended Alternative # 3 for the Doane Road Environmental Assessment along the existing alignment between Old Yonge Street and Woodbine Avenue; and

THAT the Clerk forward a copy of this report and recommendations to the Region of York for action

"Our town, Our future"

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www.eastgwillimbury.ca

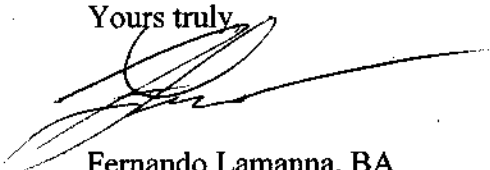
Please find attached a copy of Report #CPI-2011-40, dated August 29, 2011 for your reference. In addition Council has received a letter from J. LaPlante dated August 28, 2011, here is the resolution as well a copy of his letter is attached..

BE IT RESOLVED THAT the letter from J. LaPlante dated August 28, 2011 regarding Item E1 – Doane Road be received; and

THAT the correspondence be forwarded to Community Programs and Infrastructure for a response to the resident with a copy provided to Council.

If you have any further questions feel free to contact the undersigned.

Yours truly,

A handwritten signature in black ink, appearing to read 'Fernando Lamanna', with a long horizontal flourish extending to the right.

Fernando Lamanna, BA
Deputy Clerk
Legal and Council Support Services



**COMMUNITY PROGRAMS & INFRASTRUCTURE
AND DEVELOPMENT SERVICES
JOINT REPORT CPI-2011-40**

To: Committee of the Whole Council

Date: August 29, 2011

Subject: Doane Road – Municipal Class EA

Origin: Community Programs & Infrastructure
Engineering and Environmental Services Branch and
Development Services, Planning Branch

RECOMMENDATIONS

1. THAT Community Programs & Infrastructure and Development Services Joint Report CPI-2011-40, dated August 29, 2011 regarding the Doane Road – Municipal Class EA, be received.
2. THAT Council endorse the Region of York's recommended Alternative #3 for the Doane Road Environmental Assessment, to reconstruct/widen Doane Road along the existing alignment between Old Yonge Street and Woodbine Avenue.
3. THAT the Clerk forward a copy of this report and recommendations to the Region of York for action.

PURPOSE

The purpose of this report is to update Council on the progress of the Doane Road Environmental Assessment (EA) and to recommend that Council support the Region's recommended alternative.

BACKGROUND

Since March 2009, the Regional Municipality of York has been conducting a Schedule 'C' EA to identify potential improvements to Doane Road between Yonge Street and Woodbine Avenue. The traffic analysis indicated maintaining two lanes between Old Yonge Street and 2nd Concession and increasing Doane Road to four lanes between 2nd Concession and Woodbine Avenue. There have been two previous Reports to Council, May 3, 2010 (CPI 2010-28) and February 28, 2011 (CPI 2011-03) along with Regional presentations to Council on March 22, 2010 and January 17, 2011.

An April 19, 2010 delegation by members of the public expressed concern with respect to the Region's recommended Alternative #3 (the existing alignment). The May 3, 2010 resolution from Council supported the need for the Doane Road improvements to support the Town's growth projections, but did not support the existing alignment at the time. The Council resolution also requested further review and engagement with stakeholders. Responding to this request, the Region committed to additional public meetings and more detailed analysis.

Over the past two years, both Town staff and the Region's project management team have conducted meetings with members from New Leaf Living & Learning Together Inc., the Queensville development community and local residents. There have also been three Public Information Centres (PICs) conducted by the Region; June 2009, April 2010 and April 2011, and a Focus Group Workshop on June 29, 2010. The Region's project management staff have also met with residents on an individual basis. Town staff have been informed that, with this additional engagement, objection to the existing alignment has been substantially reduced since the April 2010 deputation. Since the last deputation the Region has:

- Slightly shifted the original existing alignment plan to minimize disruption to residents.
- Discussed specific concerns with individual residents and has come to a mutual understanding and agreement of ways of mitigating those concerns for most residents.
- Confirmed support by the Lake Simcoe Conservation Authority for the recommended alignment.
- Confirmed with the Ministry of the Environment that the EA process is being followed correctly.

ANALYSIS

The Town's Transportation Master Plan (TMP) supports the need for the reconstruction of Doane Road regardless of its alignment. Regardless, the TMP does not prejudice the EA process applicable to the Regional road system as it is only for the Town's local road system. It should be noted that although the TMP and the Queensville Community Plan illustrate a realignment of Doane Road to the south, both the Town's Official Plan (OP) and the Transportation Master Plan (TMP) identify this road realignment as under review through the EA process. These documents cannot predetermine the alignment of Doane Road as the Municipal Class EA process does not allow this.

Through the EA process a number of alternatives were examined by the Region with respect to the methodology of relaying existing and projected traffic through the area. The Region concluded that Doane road would require capacity improvements to accommodate this growth within both the immediate and surrounding areas. A number of road configurations were analysed and then narrowed down to two alternatives. Due to the complexity of the alternatives, the Region moved forward with preliminary design for both a southerly realignment (Alternative #2A) and widening of the existing alignment (Alternative #3, attached). This additional level of analysis is greater than what is normally required for the Class EA study process.

The Region examined the alternatives, taking into consideration natural, social, economic cultural and environmental variables, as well as transportation considerations and cost. Alternative #3, existing alignment, was selected by the Region as the preferred alternative. The Region maintains that Alternative #3 has less impact on the economic and natural environment and the cost is substantially lower. Both Alternative #2A (southerly) and Alternative #3 (existing alignment) had similar levels of social impact as both alternatives impacted a similar number of residents.

Planning Context

As noted, the Queensville Community plan and the new Official Plan, included the most southerly alignment of Doane Road, but the new OP notes the alignment is to be finalized through the EA process. The alignment included in these plans is an alignment which takes the road further south than the Region's southerly alignment (Alternative #2A) i.e., to the southerly boundary of the Queensville Community plan. Alternative #2A, includes the Doane Road alignment approximately midway between the existing alignment and the southerly boundary of the Queensville Community plan area. From a neighbourhood planning perspective, the Region's southerly alignment (Alternative #2A) is quite problematic. It severs the neighbourhood, making planning of complete, pedestrian friendly communities difficult on both sides of this arterial road. The existing alignment (Alternative #3) provides for a complete neighbourhood south of Doane Road and is favoured from a planning perspective.

PUBLIC CONSULTATION

The Region published a Notice of Study Commencement in March of 2009 and has held three PICs and a Focus Group workshop for public consultation from June 2009 to April 2011. Town staff were present at these engagements. All requests and comments from the public presented to the Town have been forwarded to the project management staff at the Region for a response. There have been deputations/presentations to Town Council from both residents and Regional staff as noted in this report.

Some residents in the area have objected to the existing alignment and some have objected to the southerly alignment. The Region has engaged the public both through the public process and for the most part, on a one-on-one basis, as requested by the residents. Many of the original objections to the existing alignment have been resolved through mitigative measures agreed to by the Region.

It should be noted as well, that through discussions with senior Town staff, both New Leaf Living and Learning Together Inc., and the Queensville development community have strongly supported the existing alignment as compared to the southerly alignment. Attached is a letter dated August 23, 2011 from Queensville Properties highlighting their support for realignment of Doane Road along the existing right-of-way.

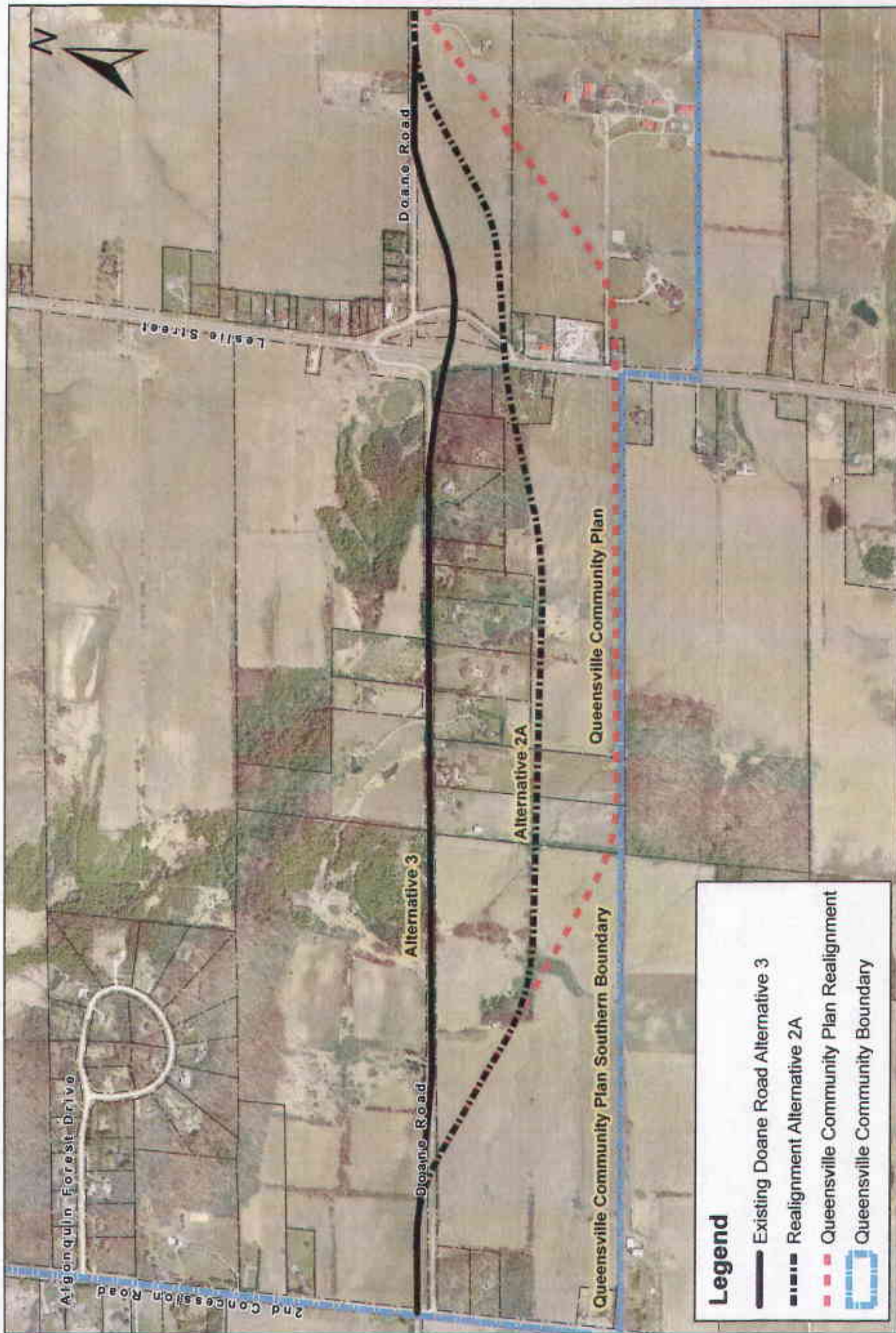
FINANCIAL IMPLICATIONS

There are no direct financial implications to the Town through this project; however, the reconstruction of Doane Road is a key infrastructure component necessary to improve safety within the existing community and accommodate future growth. The reconstruction of Doane Road is a regional road project financed by the Region of York.

CONCLUSION

The Town has been working closely with the Region on the Doane Road Environmental Assessment. Through the process, it has been determined that the option (Alternative #3) of widening the road along the existing alignment between Woodbine Avenue and 2nd Concession is the preferred alignment to accommodate existing and projected vehicular traffic to 2031. The Region has carried out extensive public consultation throughout the EA process and held additional special meetings with residents, business owners and developers. Initial objections to the existing alignment required that the Regional project management group engage all stakeholders more proactively and assess the alternatives in a more detailed basis.

Through this consultation and supplementary analysis, the original objections have been substantially reduced. Mitigation measures can and will be implemented to resolve many remaining issues still of concern. With this additional work and engagement, Town staff recommend that Council support Alternative #3 for the Doane Road Environmental Assessment, to accommodate a reconstruction along the existing alignment between Old Yonge Street and Woodbine Avenue.



Legend

-  Existing Doane Road Alternative 3
-  Realignment Alternative 2A
-  Queensville Community Plan Realignment
-  Queensville Community Boundary



Doane Road - Second Concession to Leslie Street

© First Base Solutions Inc., 2009 Orthophotography

DISCLAIMER: Information displayed is for reference only and does not replace an engineering drawing or legal survey. While every effort is made to ensure accuracy, data and/or mapping errors may exist.

CONFORMITY WITH STRATEGIC PLAN

The EA detailed in this report supports the following Strategic Pillars:

Protecting & Enhancing the Environment

Promote responsible environmental stewardship

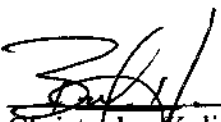
Investing in a Municipal Infrastructure

Developing Plans to maintain replace and upgrade our infrastructure.

Managing Growth to Ensure a Sustainable Community

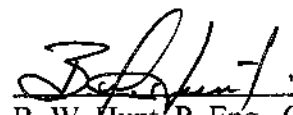
To manage growth in an efficient, balanced, well planned manner.

Prepared By,



Christopher Kalimootoo, P.Eng., Director
Engineering & Environmental Services

Approved and Recommended By,



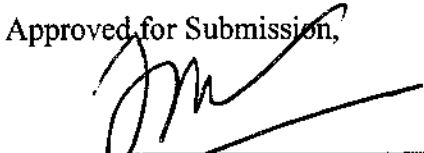
B. W. Hunt, P. Eng., General Manager
Community Programs & Infrastructure

for
Approved and Recommended By,



Valerie Shuttleworth, MCIP, RPP
General Manager
Development Services

Approved for Submission,



Thomas R. Webster
Chief Administrative Officer

August 23, 2011

Town of East Gwillimbury
19000 Leslie Street
Sharon, Ontario
L0G 1V0

ATTN: Mayor Hackson and Members of Council

Dear Mayor Hackson and Members of Council

**RE: DOANE ROAD CLASS ENVIRONMENTAL ASSESSMENT
QUEENSVILLE PROPERTIES DEVELOPMENT CORPORATION**

Further to a meeting we had with Town of East Gwillimbury staff on July 26, 2011, I am writing to confirm Queensville Properties' support for the Region of York's position that Doane Road be improved using the existing alignment between Leslie Street and the future Highway 404.

First, the Southwest Queensville Landowners Group, which Queensville Properties is a member of, wrote to the Town on August 9, 2011 to confirm its support for the Region of York's preference to improve Doane Road along its existing alignment between Leslie St. and the Second Concession. The Southwest Queensville Landowners Group advised of its concerns about Alternative Route 2A and how it would bisect the future residential neighbourhood and result in many inefficiencies. Queensville Properties fully supports the position of the Southwest Queensville Landowners Group and agrees that improving Doane Rd. along its current alignment between Leslie St. and the Second Concession is appropriate.

The issues concerning Doane Road east of Leslie St. to the future Hwy. 404 are effectively the same as the land west of Leslie St. It is also clear that the alignment must be the same for the Doane Road corridor both east and west of Leslie Street.

On behalf of Queensville Properties, we have participated in the Doane Road Environmental Assessment process and have closely reviewed each of the alternative routes as they have been presented. We have met with Town staff and the Region of York and its consultants on several occasions over the past few years to discuss the impact that each of the alternative routes would have on the Queensville Community Plan between Leslie St. and the future Highway 404.

The effect that Alternative Route 2A would have on Queensville Properties' land between Leslie Street and the future Highway 404 is that it would result in about 10ha (24.7 ac.) of land being located on the south side of Doane Road. This land which is shown in yellow on the attached plan, would be isolated from the rest of the future residential community north of Doane Road.

Alternative Route 2A was in part designed to avoid the New Leaf property. New Leaf has stated that it does not intend to develop its land. The attached plan shows how Alternative Route 2A would bisect Queensville Properties land. Approximately 10ha (24.7 ac.) of property would be located south of Doane Road immediately adjacent to the New Leaf property.

At 10ha (24.7 ac.) Queensville Properties' land would not be of a sufficient size or shape to form a neighbourhood on its own. It would not warrant an elementary school or park which are typically required for a neighbourhood. It would have an inefficient road network and although New Leaf has indicated it does not want to develop its land, we anticipate the Town will require a series of road stubs leading to the New Leaf land to provide access for future development. That would likely be many years into the future and it may not happen at all. Given the curvilinear nature of Alternative Route 2A a grid road system on Queensville Properties' land south of Doane Road would not be possible. This would further complicate the local road network and result in partial lots and a significant waste of land.

As stated in previous correspondence to the Town and Region and reiterated herein, it is our opinion that the existing Doane Road alignment is the most appropriate route. We agree with the Region's recommendation that the existing Doane Road alignment be improved. We believe that it is the only alignment that would allow for a neighbourhood to be developed south of Doane Road on land that is designated for that use.

In conclusion, Queensville Properties asks that Council support the recommendations of the Doane Road Class Environmental Assessment and agree that the existing Doane Road alignment is the most appropriate route.

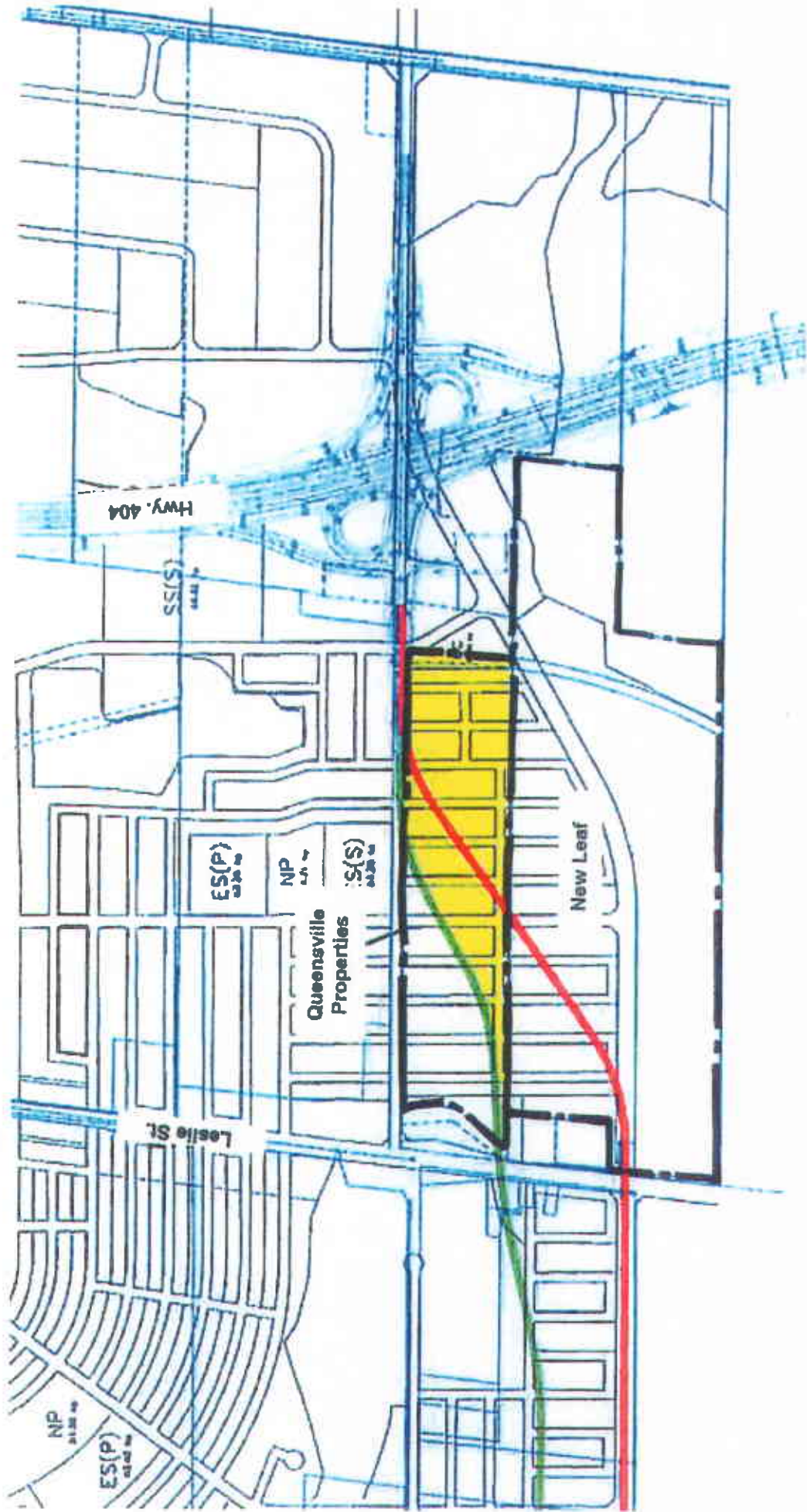
Yours truly,



Stew Beatty
Project Manager

SB:vd
OP/TS

C: Tom Webster, Town of East Gwillimbury
Kathleen Foster, Town of East Gwillimbury
Val Shuttleworth, Town of East Gwillimbury
Wayne Hunt, Town of East Gwillimbury
Southwest Queensville Landowners Group



ALTERNATIVE 2A

ALTERNATIVE 3D

Rec'd at City
Aug 29/11
from Council
Hunt.

August 28 2011

The Town of East Gwillimbury
19000 Leslie Street
Sharon, ON L0G 1V0
(via email)

Attn Mayor & Members of Council
Re Doane Road EA

Mayor & Members Of Council

I was surprised to see on your agenda an item regarding the Doane Road with out notifying the residents who have expressed a concern with the project. How was the Southwest Queensville Landowner Group advise of the report and we were not? Unfortunately without any advance notice I cannot attend the meeting, therefore I'm send my comments via email.

Staff's report before you is inconsistent with the policy set out in your Official Plan, has errors in the report concerning the Municipal Class EA and is not consistent with past reports brought before Council for your consideration.

The report before you suggests that the TMP does not prejudice the EA process for Regional Roads as its for local roads only. However staffs report of March 1 2010 regarding the TMP included the following;

BACKGROUND

In early 2007, the Town commenced Phase 1 and 2 of the Class Environment Assessment (Class EA) process for the Transportation Master Plan (TMP) and integrated it with the Official Plan review process as allowed under the Municipal Engineers Association Class EA process (amended in 2007).

In order to ensure synergies between the Town's TMP and the Region's TMP, the Town engaged the Region's consultant on their TMP, MMM Group, as consulting engineers to prepare our Master Plan.

The March 2010 report also states;

It also identifies those roads and further transportation improvements which may be required for the ultimate build-out for the Town based on the long-term planning horizon of 2051.

Staff's report of March 2010 further states;

ANALYSIS

The TMP satisfies the first two phases of the EA process, namely, to identify the need and justification and preferred solutions for the transportation network. Once approved the TMP will establish the basis for future environmental assessments for each specific major collector road as required, which will then proceed into the next two phases of the EA process (3 and 4). These next phases include identifying alternative alignments and design concepts and finally, completing the Environmental Study Reports (ESR) as required, to be filed with the Ministry of Environment for approval to proceed with construction.

Staff and the consulting team have worked closely with Regional transportation and planning staff to identify the collector road network, transit and other transportation modes, which will need to be integrated into the central growth area to accommodate the anticipated growth to 2031, and beyond. Staff believe that the final draft TMP incorporates best management practices to guide the Town in implementing an integrated transportation network, consistent with Council's vision for a live-work, complete community as outlined in the Draft Official Plan.

The proposed local collector road system and proposed Regional road improvements are illustrated on Fig. 13-2 from the TMP (attached). The last draft of the TMP will be revised prior to public circulation to reflect the comments within this report pertaining to the "Hwy. 400-404 Link" and the "Doane Road/Oriole Drive Road Extension".

As you can see the 2010 report supports our position that the first two phases are satisfied. It would be impossible to develop a Transportation Master Plan without considering the Region's network, therefore throughout the entire process several agencies were consulted;

Various stakeholder meetings with the development industry, Regional transportation and planning staff, Conservation Authority and Ministry staff, were held throughout the consultation process. These meetings were integrated with the official plan review process and in addition, separate meetings directly related to the transportation master plan were also held.

The 2010 report confirms New Leaf was consulted during this process and no mention of the Doane Road was included;

Impact of East Sharon collector road on New Leaf Centre.

Discussions have taken place with New Leaf Centre and Regional staff and it was agreed that this road would be flagged as requiring more detailed analysis. It was noted as well that this is a normal component of the future EA work still required prior to its construction.

No where in the approved Transportation Master Plan does it state that the Doane Road realignment was "under review through the EA process" as stated in the current staff report. In fact the asterisk in the OP was added after the approval of the TMP in March of 2010 and during our objection to the Region's EA there after. Its not consistent with your policies in the TMP or OP

The statement in the today's report that the Municipal Class EA process does not allow this"" is simply not true."

Every document produced by East Gwillimbury says it does, previous staff reports says it does, more important section A.2.9 of the Municipal Class EA states;

A.2.9 INTEGRATION WITH THE PLANNING ACT

Projects or Master Plans which are subject to the Municipal Class EA may also, either on their own or as part of an application, require approval under the Planning Act. This Class EA recognizes the desirability of co-ordinating or integrating the planning processes and approvals under the EA Act and the Planning Act, as long as the intent and requirements of both Acts are met. This integration will result in streamlining the planning and approvals process and improved environmental protection.

Both Acts are met, because both documents that were approved by the Town and Region say the meet the requirements.

Section B.1.1 Municipal Road Projects states;

Once in place. Official Plans are legal documents, and therefore, provide the specific municipal policies and objectives that need to be considered including, but not limited to. those for: urban areas, growth areas/corridors, rural areas, neighbourhoods and residential areas, employment areas, transit and transit-supportive development, commercial, institutional, recreational, natural, open space, agricultural, and special policy areas.

Factoring in the above as well as the numerous other statements and policies, its difficult to understand staff's and the Region's comments that an OP doesn't bind the Class EA process.

The report further states;

The Region examined the alternatives, taking into consideration natural, social, economic cultural and environmental variables, as well as transportation considerations and cost.

The Region failed to address the first key component required in the Municipal Class EA;

B.1.1

KEY CONSIDERATIONS

KEY CONSIDERATIONS

Road projects/activities in general are discussed in Section B.2. This section addresses key considerations when developing and assessing alternatives.

When generating and evaluating alternative solutions in Phases 2 and 3 of the Municipal Class EA process, the proponent shall bear the following considerations in mind:

1. Land-Use Planning Objectives

Land-use planning objectives refer to the plans and policies as identified in provincial plans and municipal Official Plans and Secondary Plans. At a provincial level, key policies/plans include the Provincial Policy Statement (PPS), the Places to Grow Act (2005) and associated Growth Plan(s). The Ontario Planning Act requires that municipal Official Plans contain "goals, objectives, and policies established primarily to manage and direct physical change and the effects on the social, economic, and natural environment". The Planning Act prescribes a rigorous process by which Official Plans are to be developed and periodically reviewed, including opportunities for extensive public consultation. Once adopted by the local municipal council. Official Plans are formally approved by the Ontario Minister of Housing and Municipal Affairs and, where applicable, are required to be in conformity with provincial objectives. Once in place, Official Plans are legal documents, and therefore, provide the specific municipal policies and objectives that need to be considered including, but not limited to, those for: urban areas, growth areas/corridors, rural areas, neighbourhoods and residential areas, employment areas, transit and transit-supportive development,

In fact the Region didn't adequately consider the policies in the Town's OP. Correspondence of May 2011, the Region could not confirm who's policy they followed. If they have concluded the study not knowing, then how can the study be correct?

The community is also severed from Queensville, if the existing alignment is used. In my opinion, a Regional Road that bisects the community is far worse than one that goes around the perimeter, after all this area was included in the Queensville plan. I believe the Town should be more concerned protecting the Natural Core Area and the Queensville drinking water supply.

Every document, meeting and policy leading up to the Region beginning the EA supported the realignment of the Doane Road;

- EG Council adopted the TMP and OP and the Region approved it
- The Regional report to select the consultant for the EA identified the Queensville Plan as key consideration in the study
- Regional Council's Highlights of June 2010 spoke to the Doane Road realignment
- All documents have been prepared with the approval of Region Planning and Transportation Staff.

I have enclosed several of these documents and highlighted the appropriate areas.

I believe that our position is best summed up in Section 7 of your Official Plan;

The policies of this Plan were developed on the basis of Infrastructure Master Plans that were conducted based on the long term build-out of the community. These plans have been coordinated with the similar master plan work undertaken by the Region of York. The long term vision and requirements for infrastructure planning are consistent with the policies of the Provincial Policy Statement and the Region of York Official Plan and support the objective to provide cost-effective planning and design for all forms of infrastructure.

The Town's and Region's long term Master Plans for water, wastewater and transportation infrastructure completed in support of this Plan, have been undertaken through an integrated process that coordinated the Planning Act exercise of developing this Plan with the Municipal Class Environmental Assessment (EA) process. As such, all roads, water and wastewater infrastructure contemplated and identified in this Plan shall be deemed to have satisfied phases 1 and 2 of the Class EA process.

I would like to remind Council of the information from the Ministry of Municipal Affairs and Housing;

Once an official plan is in effect, it guides all of the municipality's planning decisions. It means that:

- *the local council and municipal officials must follow the plan*
- *all new services, sewer or watermains, for example, must conform to the plan*
- *all by-laws, including zoning and related by-laws, must conform with the official plan.*

The Town of East Gwillimbury has done an excellent job with the OP and Master Transportation Plan. Your approval process is consistent with other Municipalities, it's a shame the Region of York is not recognizing the time, effort and studies that preceded this. It's ironic that the Region was part of the entire process.

The residents of East Gwillimbury should be able to consult the Official Plan and Master Transportation Plan that were adopted by Council and approved by the Region with confidence, however this has not been the case with the EA of the Doane Road.

We look forward to your continued support for the realignment of the Doane Road and the recommendation that the Region begin at phase 3 of the Class EA process.

Thank You for your time and consideration.



Jody LaPlante
1241 Doane Road
Queensville Ont.

jody.laplante@gmail.com



Town of East Gwillimbury

COMMUNITY PROGRAMS & INFRASTRUCTURE REPORT CPI-2010-08

To: Committee of the Whole

Date: March 1, 2010

Subject: Transportation Master Plan – Adoption for Public Review

Origin: Community Programs & Infrastructure
Development Engineering Branch

RECOMMENDATIONS

1. THAT Community Programs & Infrastructure Report CPI-2010-08 dated March 1, 2010 regarding the Transportation Master Plan, be received.
2. THAT Council adopt the final draft of the Transportation Master Plan subject to a 30 day review period by the public and external agencies.
3. THAT the Transportation Master Plan document be formally released to the public and external agencies and placed on the Town's website for review.
4. THAT Council advise the Ministry of the Environment, Ministry of Transportation, Ministry of Municipal Affairs and Housing and Ministry of Energy and Infrastructure that the Town of East Gwillimbury supports the Highway 400-404 Link within the 2031 planning horizon, but at a more northerly location than the route currently being preserved for future Provincial needs and request that the Environmental Assessment be reassessed in light of current criteria.
5. THAT the Doane Road/Oriole Drive extension over the Holland River not be pursued as a transportation option.

PURPOSE

The purpose of the report is to seek Council's approval for adoption of the Town's Transportation Master Plan subject to the standard 30 day review period by the public and external agencies.

BACKGROUND

In early 2007, the Town commenced Phase 1 and 2 of the Class Environment Assessment (Class EAS) process for the Transportation Master Plan (TMP) and integrated it with the Official Plan review process as allowed under the Municipal Engineers Association Class EA process (amended in 2007).

In order to create synergies between the Town's TMP and the Region's TMP, the Town engaged the Region's consultant on their TMP, MMM Group, as consulting engineers to prepare our Master Plan.

The EA document is used as a guideline for the Town to identify the anticipated local collector road network required to accommodate future growth up to the 2031 planning horizon. It also identifies those roads and further transportation improvements which may be required for the ultimate build-out for the Town based on the long-term planning horizon of 2051.

A copy of a draft document was forwarded to Members of Council on September 10, 2009 and made available again October 28, 2009, and February of this year, for review. As well, presentations were made to Council during the progression of the study. On November 2, 2009 a report on this matter was presented to Council and was referred back to staff to address in more detail some of the issues noted in the "Public Consultation" section herein.

ANALYSIS

The TMP satisfies the first two phases of the EA process, namely, to identify the need and justification and preferred solutions for the transportation network. Once approved, the TMP will establish the basis for future environmental assessments for each specific major collector road as required, which will then proceed into the next two phases of the EA process (3 and 4). These next phases include identifying alternative alignments and design concepts and finally, completing the Environmental Study Reports (ESR) as required, to be filed with the Ministry of Environment for approval to proceed with construction.

Staff and the consulting team have worked closely with Regional transportation and planning staff to identify the collector road network, transit and other transportation modes, which will need to be integrated into the central growth area to accommodate the anticipated growth to 2031, and beyond. Staff believe that the final draft TMP incorporates best management practices to guide the Town in implementing an integrated

transportation network, consistent with Council's vision for a live-work, complete community as outlined in the Draft Official Plan.

The proposed local collector road system and proposed Regional road improvements are illustrated on Fig. 13.2 from the TMP (attached). The last draft of the TMP will be revised prior to public circulation to reflect the comments within this report pertaining to the "Hwy. 400-404 Link" and the "Doane Road/Oriole Drive Road Extension".

Town Supports "Hwy. 400-404 Link" But Not At Its Proposed Location

In 2002, the MOE approved the MTO's EA to construct a 16.2 km freeway linking Hwy. 400 to Hwy. 404. The need has been supported by both the Region of York and the Town; however, Council has not supported the proposed location.

In 2003 Council gave direction to the CAO to correspond with the Minister of Environment putting forward Council's position of supporting the link but not in its proposed location.

In 2006 the Province released the "Places to Grow" Growth Plan for the Greater Golden Horseshoe. The growth plan identifies the Provincial highway and Transportation system for the 2031 Planning Horizon and does not include the 400-404 link. Council once again supported the need for the "link" as part of the comments on the Province's "Proposed Growth Plan, November 2005".

The Town's Draft Consolidated Official Plan includes policies which support the need for the link and promote the consideration of alternative routes in accordance with Council's historic position on the matter. The Town's Transportation Master Plan also presents Council's position of support for the link and notes that the Town's preference is towards a more northerly alignment. Comments from the Ministry of Transport on the Town's Draft Consolidated Official Plan on the "link" will be presented to Council as part of the OP review process (see Report #P-2010-06 March 2, 2010).

Doane Road/Oriole Drive Road Extension Over Holland River

This road project was identified as a potential option to improve access to future Holland Landing and Highway 404 employment lands. Doane Road between Woodbine Avenue and Yonge Street is a Regional road that is to be reconstructed with a future full interchange at Hwy. 404. To proceed with a connection to Oriole at this time without prior consideration to review alternative Regional road solutions to inter-regional traffic between Bradford West Gwillimbury and the Region of York is premature. Essentially, alternative means of accommodating this potential inter-regional traffic through the Town's local road system must be addressed prior to considering this connection.

Accordingly, this road connection is not being recommended for further study at this time.

NEED FOR PUBLIC CONSULTATION

Various stakeholder meetings with the development industry, Regional transportation and planning staff, Conservation Authority and Ministry staff, were held throughout the consultation process. These meetings were integrated with the official plan review process and in addition, separate meetings directly related to the transportation master plan were also held.

Three Public Information Centres were held:

PIC #1	January 29, 2008
PIC #2	June 24, 2008
PIC #3	October 5, 2009

Applicable Comments received to date relating to Phases 1 and 2 of the TMP have been reviewed and will be incorporated into the final document. Additional comments which relate to further study will be reviewed and responded to after the 30 day review period as part of the EA process.

In addition to the above, a number of workshops and presentations to Council have been held during the development of the final draft document.

Some examples of general comments from the public and stakeholders to date as follows:

- **Concerns regarding proposed alignment of Highway 400-404 Link**
Refer to "Analysis" section of this report.
- **Impact of East Sharon collector road on New Leaf Centre.**
Discussions have taken place with New Leaf Centre and Regional staff and it was agreed that this road would be flagged as requiring more detailed analysis. It was noted as well that this is a normal component of the future EA work still required prior to its construction.
- **North-South Collector Road should be designed to accommodate 4 lanes**
This issue has been addressed. A four lane facility is not required for this road, especially considering the future Regional road, improvements (2nd Concession, Leslie Street etc.) and the advancement of Hwy. 404 to Ravenshoe Sideroad by 2012.

- **Impact from extension of Doane Road/Oriole Drive through existing neighbourhood**
Refer to "Analysis" section of this report.
- **Number of general comments suggesting alternative modes of transportation versus additional roads**
The TMP has recognized that the overall goal for transportation should include all modes such as active transportation, transit, rail as well as automobiles. The Town is currently carrying out a study namely, the "Active Transportation & Trails Master Plan", to address this matter.

Once approved by Council, the final draft document will be placed for review on the Town's website. The public and external agencies are requested to provide any final comments to the Town during the standard 30 day review period. If, through review of public and agency comments, it is determined that amendments to the final draft document are required, staff will present a follow-up report to Council for adoption.

FINANCIAL IMPLICATIONS

All costs associated with the preparation of the Transportation Master Plan have been included in the Development Charges Background Study and will be paid through the development process.

ALIGNMENT WITH OFFICIAL PLAN

The preparation of the final draft TMP has been integrated through the Official Plan Review Process as allowed under the Municipal Engineers Association Class EA document.

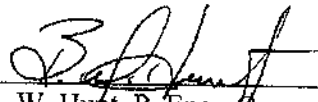
ALIGNMENT WITH STRATEGIC PLAN

The contents of this report support the Strategic Pillars as follows:

1. **Protecting & Enhancing the Environment**
2. **Investing in Municipal Infrastructure**
3. **Managing Growth to Ensure a Sustainable Community**

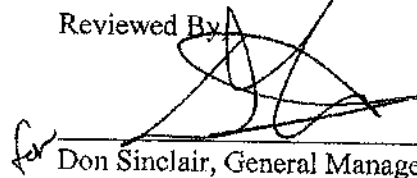
This report has been reviewed by the Senior Management Team.

Prepared, Approved and Recommended By,



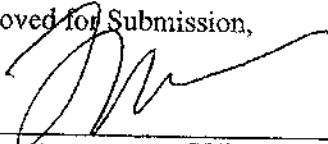
B. W. Hunt, P. Eng., General Manager
Community Programs & Infrastructure

Reviewed By



for Don Sinclair, General Manager
Development & Legal Services

Approved for Submission,



Thomas R. Webster
Chief Administrative Officer

12

CONSULTANT SELECTION FOR ENGINEERING SERVICES DOANE ROAD ENVIRONMENTAL ASSESSMENT WOODBINE AVENUE TO YONGE STREET TOWN OF EAST GWILLIMBURY

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, November 21, 2008, from the Commissioner of Transportation Services:

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council authorize retaining the consulting firm of URS Canada Inc. to undertake the engineering services for the Class Environmental Assessment and preliminary design for road improvements to Doane Road (Y.R. 45) in the Town of East Gwillimbury, and such other services as may be deemed appropriate, at a cost not to exceed \$809,349, excluding GST.
2. The Region enter into a contract with URS Canada Inc., as set out in this report.
3. The Regional Chair and the Regional Clerk be authorized to execute the contract, subject to the approval of Legal Services as to form and content.

2. PURPOSE

This report seeks Council authorization to engage a qualified consulting engineering firm to complete the Class Environmental Assessment (Class EA) and preliminary design for improvements to Doane Road between Woodbine Avenue and Yonge Street.

In compliance with the Regional Purchasing By-law, Council authorization is required when a Request for Proposal has been issued and the successful consultant's fee plus taxes is over \$500,000. In addition, the recommended candidate is not the lowest cost responsive bidder.

3. BACKGROUND

The location of the study is depicted in *Attachment 1*. Doane Road is a two-lane east-west road located north of Mount Albert Road and south of Queensville Sideroad, and extends from Yonge Street easterly to McCowan Road with a posted speed of 70 km/hour. Doane

Road between Yonge Street and Woodbine Avenue has been under the jurisdiction of York Region since its transfer from the Town of East Gwillimbury in 2000.

The Growth Plan for the Greater Golden Horseshoe (June 2006) indicates that York Region will experience significant growth in population and employment. By 2031, the population of York Region is anticipated to be 1,500,000 with employment of 780,000. Prior to the release of the Growth Plan in June 2006, York Region and the Town of East Gwillimbury had developed community plans for Queensville (OPA 89), Sharon (OPA 122), and Holland Landing (OPA 60), as a means of planning for future population and employment growth in these areas.

In response to provincial growth policies, (*Places to Grow*), the Town of East Gwillimbury's population is expected to reach 75,000 - 90,000 persons by 2031. The majority of growth will occur in the communities of Queensville, Sharon and Holland Landing, from a combined existing population of 13,500 in 2007, to approximately 28,500 persons by 2016, and 55,500 persons by 2031. In support of this growth, the Queensville Community Plan, Schedule A, as well as Appendix No. 415 to the Official Plan for the Town of East Gwillimbury (OPA 115) identifies an interchange at the intersection of the Highway 404 Extension and Doane Road, as well as a realigned Doane Road to the south between the proposed interchange and 2nd Concession. This proposed interchange at Doane Road and Highway 404 is the subject of a current Environmental Assessment being conducted by URS Canada Inc., to be completed by the end of 2009.

The Town and Region are in the process of reviewing the *Queensville Community Plan* to identify opportunities to accommodate the increased population and employment growth predicted for York Region. While Doane Road currently serves relatively low traffic volumes (less than 1,000 vehicles per day), the original *Queensville Community Plan* identifies Doane Road as a critical component in the Town of East Gwillimbury serving east-west travel demand to and from the Community of Queensville. The higher growth requirements included in the Growth Plan further reinforce the need for Doane Road to be upgraded to a higher standard arterial roadway.

Improvements to the Doane Road corridor between Woodbine Avenue and Yonge Street have been scheduled for construction in 2015, in both the 2008 and 2009 10-Year Roads Construction Programs. In order to proceed to construction in 2015, a Class EA Study needs to be initiated.

Key considerations include the following:

- Coordination with recent and current EA Studies in the area (Doane Road /Highway 404 Interchange EA, 2nd Concession EA).
- Physical features of importance (kettle lakes, steep grades, and woodlands in the vicinity of Doane Road and Leslie Street, Doane Road Forest at Doane Road and 2nd Concession, tributaries of the East Holland River).

- **Land Use Planning (Proposed Queensville Community as depicted in OPA 115 which identifies a realignment of Doane Road between the Hwy 404 interchange 2nd Concession.**

4. ANALYSIS AND OPTIONS

Consultants were shortlisted

In accordance with York Region's Purchasing By-law, interested firms as selected from the Expression of Interest No. P-08-66, were invited to submit proposals for the assignment. A short-list of three consultants with expertise in road planning and design, natural environmental sciences and structural engineering were invited to submit proposals, however one consulting company withdrew its submission. This report identifies the preferred consultant for the assignment and the upset limit fees.

Two of three requested proposals were evaluated

The two remaining proposals were evaluated using a two-envelope system. This system requires the technical proposal and the fee proposal to be submitted in two separate envelopes. The technical proposal envelopes were opened first and evaluated using the following criteria:

- Qualifications and Experience.
- Project Deliverables.
- Project Implementation.

The financial proposal envelopes were then opened. The proposed fees were converted to a financial score and then weighted along with the technical score to determine the total score.

URS Canada Inc. Received Highest Total Score for their Proposal

The proponents, their technical scores, proposed upset limit fees (financial scores and total scores) are tabulated in Table 1.

Table 1
Consultant Proposal Evaluation Summary

Firm	Technical Score (out of 80)	Upset Limit Fee (Excluding GST)	Financial Score (out of 20)	Total Score (out of 100)
Dillon Consulting		Submission Withdrawn		
URS Canada Inc.	60.3	\$809,349	14.8	75.1
Genivar Consultant LP	45.5	\$598,500	20.0	65.5

The technical proposals from Genivar Consultant LP and URS Canada Inc. were evaluated based on the evaluation criteria summarized in the Request for Proposal P-08-82.

The technical proposal from URS Canada Inc. received the highest technical score because it was the most thorough and illustrated a better understanding of the key issues including study area context, potential stakeholder sensitivities (given the potential realignment of Doane Road), and staff resource dedication to address these key issues. Also, URS Canada Inc. did the consultant work for the interchange study of Doane Road and Highway 404 extension. The distinguishing elements of the URS Canada Inc. proposal include:

- Superior understanding of the complexity of study area, potential sensitivities of local stakeholders, and discussion of measures to address these issues.
- Superior project/implementation plan demonstrating thorough understanding of the study requirements, objectives, milestones and deliverables.
- Enhanced Public Consultation Plan including significant time allocation for meetings and time allocation of Project Manager to address key issues including First Nations Consultation.
- Thorough discussion of Quality Control of Services.

The technical proposal from Genivar Consultant LP scored lower than the technical proposal from URS Canada Inc. in the following areas of Project Implementation and Project Deliverables:

- Staff allocation to address anticipated stakeholder sensitivities, communication plans, noise analysis impacts, and First Nations Consultation.
- Quality control documentation.

The lower score in these areas represents an additional risk for scope of work changes compared with the URS Canada's proposal.

Although the financial proposal from Genivar Consultant LP was considerably lower than URS Canada Inc.'s financial proposal, Genivar Consultant LP's less thorough work plan, understanding of the study area context, and time allocation of key staff, reflected in their lower technical score, indicates a higher probability for budget increases through scope changes. The enhanced level of effort identified in URS Canada's proposal, reflected in their fees, is directly related to the complexity of the study area, potential sensitivities of stakeholders potentially affected, and effort needed to address these issues.

The Supplies and Services Branch have reviewed the evaluation summary and have issued their internal report confirming that URS Canada Inc. be recommended as the successful overall proponent for the Doane Road environmental assessment assignment under Request for Proposal P-08-82.

5. FINANCIAL IMPLICATIONS

The upset limit fee for the environmental assessment and preliminary design for improvements to the Doane Road is \$809,349, excluding GST, which is budgeted in 2009 and 2010 with 88% funding through development charges and the remainder through tax levy.

There are sufficient funds in the proposed capital 2009 budget for this assignment.

6. LOCAL MUNICIPAL IMPACT

Road improvements to Doane Road between Woodbine Avenue and Yonge Street will address anticipated future transportation servicing deficiencies in York Region, specifically in the Town of East Gwillimbury.

Upgrading this road to the Regional standards will provide a strong backbone to support the current and planned developments along this corridor, and the anticipated increase in level of traffic that will be generated.

Throughout the course of this assignment, Regional staff will work closely and cooperatively with staff from the Town of East Gwillimbury to accommodate local municipal requirements.

7. CONCLUSION

Two of three proposals requested for the provision of professional engineering services were evaluated in accordance with York Region's Purchasing By-law and the proposal

Report No. 10 of the Transportation and Works Committee
Regional Council Meeting of December 18, 2008

from URS Canada Inc. represents the best overall value to York Region as it achieved the highest total score.

It is recommended that the assignment for Class Environmental Assessment on Doane Road from Woodbine Avenue to Yonge Street be awarded to URS Canada Inc. as successful proponent under Request for Proposal P-08-82.

For more information on this report, please contact Paul Jankowski, General Manager, Roads Branch at Extension 5901.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause was included in the agenda for the December 3, 2008 Committee meeting.)



Friday, June 25, 2010

For Immediate Release

York Regional Council – June 24, 2010

York Region Annual Report

York Regional Council received the 2009 Annual Report which documents the Region's financial performance related to the delivery of Regional programs and services. The 2009 Annual Report for Housing York Inc. is also included.

The report captures information on the accomplishments of York Regional Council, committees and staff, as well as audited financial statements.

Copies are available at the Information Kiosk in the York Region Administrative Centre, 17250 Yonge Street, Newmarket, or online at www.york.ca under "Important Links".

The Regional Municipality of York AAA credit rating reaffirmed

The Regional Municipality of York has maintained its AAA credit rating with Standard & Poor's for the ninth consecutive year.

Standard & Poor's cited York Region's sound financial operating results, cash and investment holdings as well as stable financial outlook as part of its analysis and positive rating.

York Region's favourable credit rating means that the Region will continue to benefit from favourable borrowing rates for financing major capital projects and servicing debt.

The Region also possesses a AAA credit rating from Moody's Investors Service, maintained since 2000.

York Region Community Environmental Centre wins prestigious award

York Region Chairman and CEO Bill Fisch announced that The Regional Municipality of York has received the 2010 Federation of Canadian Municipalities (FCM) Sustainable Community Award for the York Region McCleary Court Community Environmental Centre (CEC) in the City of Vaughan.

The McCleary Court CEC provides residents with a convenient location to drop off a variety of materials, including clothing, household electronics and appliances as well as construction waste.

York Regional Councillor Brenda Hogg re-elected to Federation of Canadian Municipalities

Town of Richmond Hill Regional Councillor Brenda Hogg was re-elected to the National Board of Directors of the Federation of Canadian Municipalities (FCM) at their annual conference on May 28th. Deputy Mayor Hogg was first elected to FCM's Board in 1997. Acting as the national voice of municipal governments, FCM has more than 1,775 members representing municipalities across Canada.

York Region recognized for 2010 Clean Air and Climate Change Summit Achievement

York Regional Chairman and CEO Bill Fisch and City of Vaughan Regional Councillor Joyce Frustaglio announced that The Regional Municipality of York has been recognized for our efforts to improve local air quality and reduce greenhouse gas emissions at the Clean Air Partnership's Clean Air and Climate Change Summit held earlier this month.

Among York Region's initiatives are:

- Promoting walking and biking through the Region's Pedestrian and Cycling Master Plan
- Adopting a minimum of a LEED (Leadership in Energy and Environmental Design) Silver standard for all new buildings and retrofitting existing facilities to be more energy efficient
- Managing more than 2,200 hectares of Regional Forest in 20 different tracts
- Promoting water conservation through our award-winning *Water for Tomorrow* program
- Encouraging people to leave their cars at home and take our Viva and YRT transit services

York Region Social Services General Manager appointed president of OMSSA

York Region General Manager of Social Services David Rennie was appointed President of the Ontario Municipal Social Services Association (OMSSA) at its annual conference held earlier this month.

Celebrating its 60th anniversary, OMSSA promotes policy development and program delivery in the areas of children's services, affordable housing, homelessness prevention and social assistance.

Mr. Rennie's appointment carries forward a tradition of York Region staff members who have served as OMSSA presidents. Past York Region presidents have included former CAO Alan Wells, former Commissioner of Community and Health Services Joann Simmons and current Commissioner of Community and Health Services Adelina Urbanski (during her tenure with Halton Region).

Joann Simmons was also honoured at the conference with a Lifetime Achievement Award for a legacy of contributions made over her 30-year career in municipal community services.

Fetal Alcohol Syndrome Awareness Day

York Region will recognize Fetal Alcohol Syndrome Awareness Day on September 9, 2010. Fetal Alcohol Syndrome Awareness Day promotes a better understanding about the dangers of drinking during pregnancy and the plight of individuals and families who struggle with Fetal Alcohol Spectrum Disorders (FSAD). People with FSAD are at high risk for learning disabilities, dropping out of school, drug and alcohol addiction, mental illness, unemployment and poverty.

Appointment of an Associate Medical Officer of Health

York Regional Council approved a bylaw for the appointment of Dr. Lilian Yuan as Associate Medical Officer of Health. The appointment will be made official upon approval by the Ontario Ministry of Health and Long-Term Care.

Development Charge bylaw amended for roads, water and wastewater costs

York Regional Council approved an amendment to The Regional Municipality of York's 2007 Development Charge (DC) bylaw to better reflect growth-related capital infrastructure costs.

The rate changes were prompted by a study undertaken by York Region which determined that an estimated \$8.9 billion in development charges will be needed to build roads, water and wastewater infrastructure through to 2031, based on the Province of Ontario's *Places to Grow* population forecast and the Region's updated Transportation and Water and Wastewater Master Plans. The new DC rates take effect June 25th and will be phased-in as follows:

Single / Semi-Detached Family Dwelling

June 25, 2010:	\$24,181
September 24, 2010:	\$26,181
January 10, 2011:	\$30,951 (fully phased-in)
June 18, 2011:	\$30,951 (plus indexing adjustment)

Multiple Unit Dwelling

June 25, 2010:	\$19,993
September 24, 2010:	\$21,593
January 10, 2011:	\$25,604 (fully phased-in)
June 18, 2011:	\$25,604 (plus indexing adjustment)

Apartments (Two or more bedrooms)

June 25, 2010:	\$15,054
September 24, 2010:	\$16,254
January 10, 2011:	\$19,284 (fully phased-in)
June 18, 2011:	\$19,284 (plus indexing adjustment)

Apartments (Less than two bedrooms)

June 25, 2010:	\$9,732
September 24, 2010:	\$10,532
January 10, 2011:	\$12,459 (fully phased-in)
June 18, 2011:	\$12,459 (plus indexing adjustment)

Industrial/Office/Institutional (per square foot)

June 25, 2010:	\$11.58
September 24, 2010:	\$11.58
January 10, 2011:	\$11.58
June 18, 2011:	\$13.58 (plus indexing adjustment)

*Full rates for roads, water and wastewater with implementation of new DC bylaw in June 2012

Retail (per square foot)

June 25, 2010:	\$22.87
September 24, 2010:	\$22.87
January 10, 2011:	\$22.87
June 18, 2011:	\$25.87 (plus indexing adjustment)

*Full rates for roads, water and wastewater with implementation of new DC bylaw in June 2012

The DC rates for all property classes will be reviewed again in advance of the implementation of a new DC bylaw scheduled for June 2012.

Status of Infrastructure Stimulus Fund Projects

York Regional Council received an update on The Regional Municipality of York's 17 infrastructure projects approved under the Government of Canada's Infrastructure Stimulus Fund Program.

Substantial progress has been made on all York Region's Infrastructure Stimulus Fund projects with three projects complete to date:

- Bathurst Street resurfacing – Steeles Avenue to Centre Street
- Weston Road resurfacing – Langstaff Road to Rutherford Road
- Keele Street resurfacing – Rutherford Road to Major Mackenzie Drive

Three more projects are near completion:

- Dufferin Street resurfacing - Glen Shields Avenue to Langstaff Road
- Warden Avenue resurfacing – Steeles Avenue to McPherson Street
- Bathurst Street microsurfacing - Major Mackenzie Drive to King Road

Among York Region's key projects identified as part of the Stimulus funding, include:

- Richmond Hill Community Environmental Centre (CEC)
- Emergency Medical Services (EMS) Central Support Facility in the Town of East Gwillimbury
- Garfield Wright Material Recovery Facility upgrades in the Town of East Gwillimbury

Under the funding conditions, all projects must be substantially complete by March 31, 2011.

The total cost of these projects is estimated at \$79 million of which the Region will receive \$26 million or one-third funding from each of the federal and provincial governments. The Region is responsible to fund the remaining \$26 million total project costs.

The report detailing the status of all 17 projects can be accessed by clicking [here](#).

Heavy Trucks on Nashville Road

York Regional Council passed a bylaw to temporarily ban heavy trucks from using Nashville Road in the City of Vaughan, between Highway 27 and Highway 50 through to October 1, 2010.

The temporary ban is pending a review by York Region Transportation Services' staff to transfer Nashville Road from The Regional Municipality of York to the City of Vaughan.

York Region Waste Management Master Plan moves forward

York Regional Council endorsed a set of guiding themes for developing York Region's Integrated Waste Management Master Plan, which will direct York Region's management decisions over the next 25 years.

The themes include continued leadership in sustainable waste management, ongoing public transparency, environmental protection, municipal partnerships, informed and engaged communities, innovation and fiscal responsibility.

York Regional Council has approved \$1.3 million to develop the Terms of Reference and Master Plan. The Terms of Reference are expected to be completed later this year. The Master Plan process will begin in 2011.

Dedicated Off-load Nursing Project continues

York Region has received \$788,000 from the Government of Ontario to continue the Dedicated Off-load Nursing Project through to March 2011. The project secures dedicated emergency room nurses to speed patient off-load times from York Region Emergency Medical Services.

EMS off-load delays reduce the number of ambulances available in the community. Off-load times in York Region range between 75 and 100 minutes. York Region hopes to reduce the average delay to 30 minutes by 2014.

Since 2008, an average of 16 hours per ambulance has been freed daily. The new funding is expected to recover an additional 13 ambulance hours per day and recover \$1.9 million in service time.

Rapid Risk Factor Surveillance System to provide health and lifestyle data for York Region

York Regional Council approved a three-year service agreement with the Institute of Social Research for Rapid Risk Factor Surveillance System (RFSS) data for a three-year period from 2010 through 2012.

RFSS resident telephone surveys administered by the Institute for Social Service gather important community health and lifestyle data for the York Region Community and Health Services Department.

The cost for RFSS services for three years is approximately \$150,000 with 75 per cent of funding provided by the Government of Ontario.

Viva Operations and Maintenance contract extended

York Region has extended the Viva rapid transit operation and maintenance contract with York BRT Services LP to September 7, 2013 for an estimated cost of \$68,850.

The contract, which includes an option to negotiate two additional years, will also see the Region pay \$500,000 annually for a cost-shared vehicle maintenance program that will ensure ongoing service reliability and extend the service time of Viva vehicles.

YRT/Viva Special Constable jurisdiction now extends into the City of Toronto

York Region has amended the Joint Services Agreement between York Region and York Regional Police Services Board to extend the jurisdiction of York Region Transit (YRT)/Viva Special Constables to the City of Toronto. YRT/Viva Special Constables provide security, enforcement and customer service on YRT/Viva services throughout York Region, including those that cross the Steeles Avenue border travelling to and from the City of Toronto. The amendment allows YRT/Viva Special Constables full authority to enforce the Criminal Code of Canada and municipal bylaws south of Steeles Avenue.

York Region to re-examine 12-year transit bus life

York Region will re-examine the issue of retiring conventional transit buses after 12 years of service following the elimination of the Ontario Bus Replacement Program (OBRP) elimination in the 2010 Provincial Budget. Items for consideration in returning to the 12-year standard include experiences of other transit agencies, environmental considerations and impacts on the operating and 10-year capital budget.

York Region previously retired buses after 18 years of service, but revised this when OBRP funding became available in November 2009 towards the purchase of new buses. The province will honour 2010 OBRP subsidies of \$7.9 million toward the purchase of 51 transit buses being replaced this year.

York Region, Brampton Transit partner on rapid transit service

The Regional Municipality of York and the City of Brampton have partnered to offer a new integrated rapid transit service on Highway 7 between Highway 50 and York University. The service, which launches this September, will allow seamless, cross-boundary service on one-fare on York Region's Viva service and Brampton's new Zum service.

As part of the new agreement, Viva orange will continue to operate along Highway 7 between Martin Grove Road and York University, and Brampton Transit Zum service will be introduced along the Queen Street corridor between downtown Brampton and York University at a frequency of 7.5 minutes. YRT/Viva and Brampton Transit transfers will be accepted on both services.

Watercourse identification signage in Town of Markham

York Region will contribute \$10,800 towards a joint effort with the Toronto and Region Conservation Authority and the Town of Markham to install watercourse identification signs along Regional road rights-of-way within the Don and Rouge river watersheds.

The signs will be located within the Town of Markham. The cost for producing the signs will be paid by the Town of Markham, with the Region paying for installation costs.

The watercourse signs are part of an effort to raise awareness of the importance of rivers and streams to our environment and communities.

***York Regional Council approves Water Financial Plan in support of
Walkerton Inquiry recommendations***

York Regional Council approved a Water Financial Plan to meet the requirements of the Government of Ontario's Safe Drinking Water Act. The Water Financial Plan will ensure that necessary funds are available over the long term to meet operating costs for our drinking water system.

YRT/Viva summer service changes on the way

The Regional Municipality of York will introduce more than 40 York Region Transit (YRT)/Viva summer service changes, effective Sunday, June 27. Residents are advised to use the YRT/Viva website and Customer Service Centre to stay informed and plan ahead.

Service changes include:

- Viva Blue "A" will operate five new trips in the morning and afternoon rush hours between Newmarket GO Bus Terminal and Finch GO Bus Terminal, bypassing Richmond Hill Centre Terminal
- All Viva routes and YRT Routes 4/4A, 20, 23, 54, 85 A/B, 88 A/E, 90/90B and 91 A/B/E will undergo schedule adjustments to better reflect actual trip times and ensure improved on-time service
- All High School Specials and school service trips are discontinued for the summer and will resume in September
- YRT Route 520/521 Newmarket Community Bus will be extended to three new locations: 155 Main Street, Tom Taylor Place and Magna Centre

Co-ordinated road network plan

York Regional Council received an update on road projects scheduled over the next several years to help accommodate growth in the northern portion of York Region. Some of the road improvements include:

- Highway 404 extension – Highway extension from Green Lane to Ravenshoe Road (Construction underway by Ontario Government)
- Woodbine Avenue – Reconstruction and widening (Construction underway)
- Bathurst Street "missing link" – Proposed road reconstruction, intersection improvements and bridge replacement on Bathurst Street between Green Lane West and Yonge Street (Construction to begin in 2012)
- Queensville Sideroad – Highway 404 interchange (Construction to begin 2013)
- 2nd Concession – Proposed road widening, reconstruction and intersection improvements (Construction to begin in 2014)
- **Doane Road – Proposed road re-alignment (Construction to begin in 2015)**
- Yonge Street corridor transit improvements

All new high-rise residential buildings in York Region to provide three-stream waste management

York Regional Council approved a plan recommending a policy for area municipalities regarding three-stream waste collection in high-rise multi-family residential buildings by January 2011. Three-stream waste collection includes garbage, Blue Box recyclables and Green Bin organics. York Region will consult with area municipalities for implementing this initiative in new and existing buildings.

New southeast roads maintenance depot

York Region staff will work together with staff from the Town of Markham to complete a Municipal Class Environmental Assessment (EA) for a joint roads operations facility to address growth in the east end of the Region.

York Region currently operates four road depots in the Towns of Georgina, Richmond Hill, Whitchurch-Stouffville and the City of Vaughan. However, with the expansion of York Region's arterial road network from 2,450 lane kilometres in 1995 to an estimated 4,125 lane kilometres by 2020, further capacity is required, particularly for winter road maintenance.

York Region's lease on the Richmond Hill depot is set to expire in 2015, providing a timely opportunity to explore new road facility options.

A joint facility would allow for potential duplication of services to be reduced, while providing extra capacity to meet both municipal and Regional road operation needs.

Mid-York transportation corridor

York Region will move forward with a preliminary engineering and feasibility study to investigate potential east-west travel improvements along Highway 400 between Teston Road and Highway 9.

The Region's Transportation Master Plan identifies the need for east-west road improvements to address traffic growth and connectivity and traffic capacity issues. Currently, many of the east-west arterial roads in the study area are not continuous or provide limited access to Highway 400.

The study will determine the feasibility of adding another Highway 400 interchange, recommend a preliminary design and assess the potential environmental and socio-economic impacts that an interchange would bring to the area. Following the study, the Region plans to move forward with an Environmental Assessment.

Climate Change Adaption Strategy

York Regional Council has approved a work plan for the Climate Change Adaptation Strategy, which was identified as a priority in the Region's Sustainability Strategy. The Climate Change Adaptation Strategy work plan provides an outline of key tasks and timelines, an exploration of best management practices, risk management successes in other jurisdictions and the impacts to York Region which result from climate change impacts.

York Region applies for provincial funding for manufacturing sector program

York Region has submitted an application to the Ontario Ministry of Training, Colleges and Universities to implement the Innovation in Manufacturing Program, a three-part strategy to assist in the revitalization of the manufacturing sector. York Region has a diverse economy, with manufacturing comprising 17 per cent of overall employment.

York Regional Council endorses guide to foster community collaborations

The Regional Municipality of York has released the *Community Collaborative Planning Guide: Weaving Collaboration into a Tapestry of Change*, a step-by-step educational tool for communities to increase collaboration. The guide includes 12 elements required to build a collaborative group, examples of organizational structures, testimonials and advice from individuals who were involved in collaborative models.

The guide will be posted on the website of the Human Services Planning Board, www.york.ca/hspb and will be distributed to the broader community and local municipalities.

York Regional Council endorses final Lake Simcoe Region Conservation Authority Watershed Plans

York Regional Council endorsed in principle, the East and West Holland, Maskinonge and Black River Sub-Watershed Plans as outlined in the Oak Ridges Moraine Conservation Plan (ORMCP) and the Lake Simcoe Protection Plan.

The watershed plans were prepared by the Lake Simcoe Region Conservation Authority and, together with the plans already prepared by Toronto and Region Conservation (TRCA), fulfil York Region's requirements to prepare watershed plans and water conservation and water budgets under the ORMCP.

The plans detail the sustainability of managing both ground and surface water, especially in new and intensifying areas of growth.

York Region provides progress report on Vision 2026 and the York Region Sustainability Strategy

York Regional Council has released *Vision 2026: Sustainability Progress Report 2009*, a report of the progress made by The Regional Municipality of York in implementing both the Region's *Vision 2026* and *Sustainability Strategy*.

Vision 2026 and the *Sustainability Strategy* describe York Region's long-term vision for our communities. It outlines what York Region residents want to see happen over the next 25 years and the *Sustainability Strategy* provides the framework to implement this vision.

The progress report is organized in six areas from the *Sustainability Strategy*: Corporate Culture of Sustainability; Healthy Communities; Economic Vitality; Sustainable Natural Environment; Education and Partnerships; Sustainability Implementation and Monitoring.

Vision 2026: Sustainability Progress Report 2009 will be distributed to the public, stakeholders and local municipalities and will be available online at www.york.ca. To obtain a copy, please contact Dawn Seetaram at 905 830-4444, Ext. 1570.

York Region to plan 40-year vision

York Regional Council endorsed a 40-year timeframe for the next update to The Regional Municipality of York's vision statement, currently known as *Vision 2026*.

While commemorating the past 40 years since 1971 when the Region was incorporated, the Region's next vision exercise will ask residents to look forward 40 years to the year 2051 to describe the kind of Region they want to exist.

Vision 2026 outlined what York Region residents wanted to see occur over the next 25 years. Since its release in 2002, both the Province and York Region have developed key initiatives that influence the way the Region conducts business.

To keep pace with these developments, York Regional Council wants to ensure our vision statement reflects and builds on recent successes, including innovative and progressive concepts in sustainability that are already incorporated, or will be, over the coming years.

Like Vision 2021 before it, Vision 2026 was based on direct input from residents, stakeholders and regional staff. Similarly, a consultation will occur throughout the remainder of this year and an updated vision document, Vision 2051, will be completed for York Regional Council's approval next year.

The new vision will build on key policies, including the Sustainability Strategy, the Regional Official Plan, Climate Change Discussion Paper and the Best Practices for New Communities Discussion Paper.

Next meeting of York Regional Council

York Regional Council will meet on Thursday, September 23 at 9:30 a.m. at the York Region Administrative Centre Council Chambers, located at 17250 Yonge Street in the Town of Newmarket.

- 30 -

Compiled by:

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