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INFRASTRUCTURE MASTER PLAN UPDATES

The Planning and Economic Development Committee recommends the following:

- 1. The presentation by Loy Cheah, Manager, Transportation Planning and Hamid Hatami, Manager, Water and Wastewater Planning Infrastructure Planning, be received; and**
- 2. The recommendation contained in the following report dated March 20, 2007, from the Commissioner of Planning and Development Services, be adopted:**

- 1. RECOMMENDATION**

It is recommended that the Regional Clerk forward copies of this report to the Clerks of the local municipalities in York Region.

- 2. PURPOSE**

The purpose of this report is to update Regional Council on the progress of the Transportation and Water and Wastewater Master Plan Update studies.

- 3. BACKGROUND**

The infrastructure master plan update studies are being conducted under the umbrella of Planning for Tomorrow Growth Management and in the context of the new Provincial policies and legislations. Other Regional Departments (internal stakeholders) including Transportation and Works and Finance are directly involved in guiding the master plan updates. In addition, Technical Advisory Committees (external stakeholders) have been formed with representatives from all local municipalities as well as other stakeholders such as the Conservation Authorities, adjacent municipalities, Rouge Park Alliance, and Provincial Ministries. The following sub-sections provide background on the coordinated infrastructure master plan studies.

3.1 Transportation Master Plan (TMP) Update

On March 23, 2006, Regional Council adopted Clause 6 of Report Number 3 of the Planning and Economic Development Committee authorizing the award of a contract to Marshall Macklin Monaghan to assist staff in conducting the Transportation Master Plan Update study.

The major deliverables of the TMP Update include:

- Confirming York Region's sustainable TMP Vision.
- Analysing alternative growth scenarios and identifying infrastructure implications.
- Finalising the preferred road improvement plan based on the preferred growth scenario.
- Updating the rapid transit plan if necessary.
- Developing support infrastructure plans (e.g. parking/HOV/cycling/etc)
- Developing supporting sustainable policies and programs.
- Determining and confirming Regional funding needs and Development Charge requirements.
- Determining the responsibilities of senior governments in implementing and funding road, transit and other supporting infrastructure.

3.2 Water and Wastewater Master Plans (W&WW MP) Update

On June 22, 2006, Regional Council adopted Clause 5 of Report Number 6 of the Planning and Economic Development Committee authorizing the award of a contract to McViro/XCG to assist staff in conducting the Water and Wastewater Master Plan Update study.

The major deliverables of the W&WW Update study include:

- Reviewing and updating the Region's water supply and wastewater conveyance systems and treatment capacity that are needed to meet the revised growth projections under the new Provincial Acts.
- Developing Policies and Criteria for Water & Wastewater systems design.
- Assessing the new planning projections.
- Identifying Water & Wastewater Demands, including unit rates.
- Developing sustainable infrastructure evaluation criteria and principles.
- Identifying the alternative sustainable infrastructure planning strategies and identify possible alternatives to meet the growth needs.
- Identifying and recommending servicing policies and standards that will provide the basis for future infrastructure planning and design.
- Developing the phasing plan for the implementation of infrastructure.
- Providing input to the Region's Development Charge By-Law Update.

4. ANALYSIS AND OPTIONS

The infrastructure master plan update studies are being conducted in a coordinated fashion and in the context of major changes to the Ontario planning environment, including changes to the Planning Act, the Provincial Policy Statement and the introduction of two major Provincial land use planning initiatives, the Places to Grow and the Greenbelt legislations.

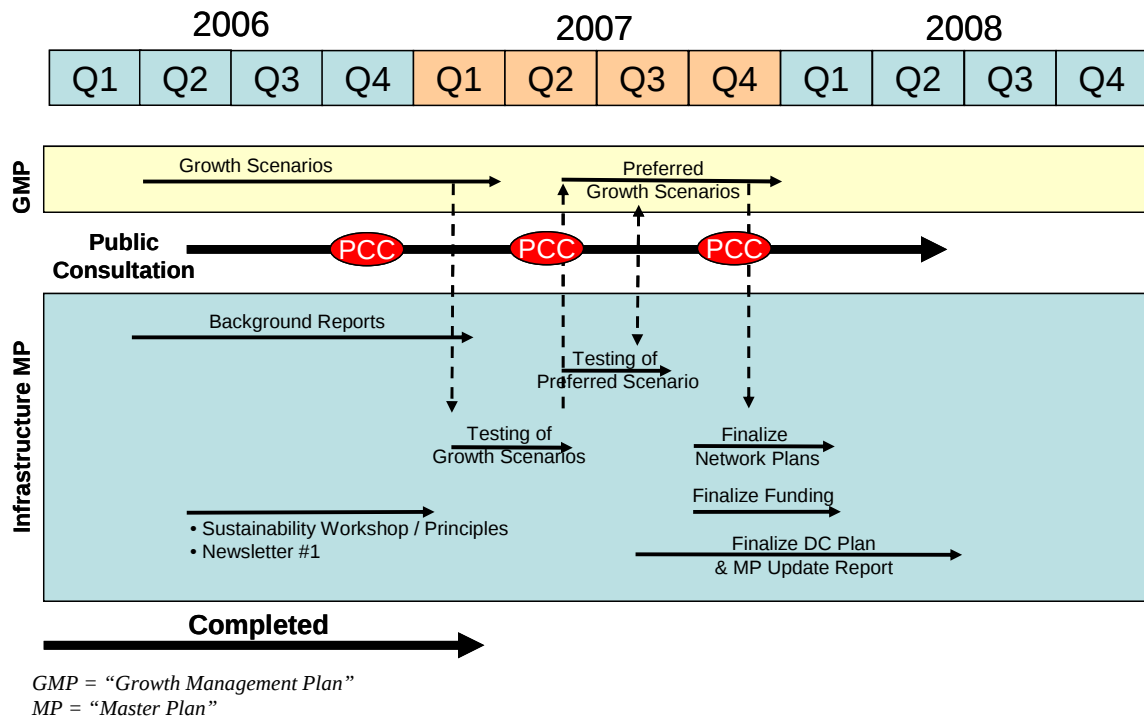
4.1 Integration and Coordination of the Master Plan Update Studies

The most important and the unique aspect of these studies that makes them distinct from the previous ones is that they are being conducted in a fully integrated and coordinated way. This is accomplished by the following:

- Infrastructure (transportation, W&WW) study processes are integrated with the Growth Management process, i.e. development and selection of infrastructure plans will be part of the process in the selection of the preferred growth scenario.
- Substantial and integrated public and stakeholder consultations for the three projects will continue all the way to the end of these studies. This has resulted in a number of joint activities such as: newspaper advertisements, newsletters, Public Consultation Centres, and mass mailing of printed project material.
- Coordinated approach to engage First Nations consultation efforts.

Figure 1 shows the update and high-level schedule for this integrated and coordinated process amongst the infrastructure master plan studies and the growth management initiative.

Figure 1
Infrastructure Master Plan Update Schedule



4.2 Transportation Master Plan Update Progress

The TMP Update is being carried out in three phases in coordination with the Growth Management Plan and Water & Wastewater Master Plan. Several key milestones in Phase 1 have been completed including a "Report Card" on the 2002 TMP Action Plan

implementation and the draft Best Practices Review resulting in a set of draft transportation sustainability principles.

4.2.1 TMP Update Project Status

The key sub-tasks and milestones for each of the three phases of the TMP Update and its status (completed or expected quarter of completion in 2007) are as follows:

- Phase 1 – Background Information
 - Transportation Symposium #1 (completed)
 - Best Practices Review of 4 Cities (report drafted)
 - Report Card on 2002 TMP Implementation (completed)
 - Background Report on First 3 Key Issues (On-going)
 - Technical Advisory Committee Meeting #1 (completed)
 - Public Consultation Centre #1 (completed)
 - Newsletter #1 (completed)
- Phase 2 – Develop Transportation Plan
 - Develop and Test Plans for Growth Scenarios (Q1-Q2)
 - Background Report on Second 3 Key Issues (Q1-Q2)
- Phase 3 – Develop Implementation Plan
 - Test and Finalize Plan for Preferred Growth Scenario (Q2-Q3)
 - Public Consultation Centre #2 (Q2)
 - Develop Strategies and Programs (Q2-Q3)
 - Develop 10/20/30 Year Phasing Plans (Q3)
 - Determine Capital and Operating Costs (Q3)
 - Identify Funding Partners (Q3-Q4)
 - Transportation Symposium #3 (Q2-Q3)
 - Public Consultation Centre #3 (Q4)
 - Draft Final Report (Q4)

Currently, the project is in the early stages of Phase 2 which includes the preparation of travel demand forecasting model inputs and assumptions for the detailed testing of land use growth scenarios.

4.2.2 Report Card on Implementation of 2002 TMP Action Plan

The 2002 TMP was a major step in moving York Region “Towards Sustainable Transportation”. It developed a long-term transportation vision and integrated road and transit network to support growth in the Region to the year 2031. It included policies and programs to support increases in transit modal share and vehicle occupancies, and a 5 Year Action Plan with a total of 43 recommended actions. Phase 1 of the TMP Update study provided a “Report Card” assessment of the progress made on the recommendations of the 2002 TMP Action Plan (*Council Attachment 1*).

The assessment reviewed each of the 43 recommendations and rated the achievements using a 0 to 4 point scale graphically portrayed by quarter circles with 0 being “very poor” and 4 being “very good”. The intermediate ratings represent good, fair, and poor grades. Scores were tabulated for groups of actions by assigning 1 point for each quarter circle achieved (assuming that all actions were of equal importance).

One of the supportive policies and program actions related to the lowering of 407 ETR tolls for trucks was considered beyond the scope of the plan and was dropped from the overall ratings. The resulting 42 recommendations had a total maximum score of 168 points. Table 1 summarizes the results for the three main categories of improvements: Transit, Road, and Supportive Policies and Programs.

Table 1
Summary of Report Card Scores

Recommended Action	Point Score	Percentage
Transit Improvements	36/40	90%
Road Improvements	28/36	78%
Supportive Policies and Programs	62/92	67%
Overall	126/168	75%

Overall, the score out of a total possible 168 is 126 or 75%. It highlights the level of follow-through commitment of Regional staff and Council and the tremendous strides made by the Region in the area of public transit (at 90%), which was the principal focus of the 2002 TMP and driving force for moving “towards sustainable transportation”.

It should be noted that three other significant accomplishments have been achieved over the past few years which are not reflected (or not fully reflected) in the above assessment of the 2002 TMP Action Plan. These include the following:

- Towards Great Regional Streets initiative which adopted
 - the Municipal Streetscape Partnership Policy, and
 - the Regional Standard for Six-Lane Roads
- Spadina Subway Extension initiative
- Noise Policy for the Mitigation of Traffic Noise on Regional Roads

These initiatives could be considered as “bonus marks” not included in the 75%.

A summary of the assessment will be provided on the TMP Update project website. The results of the individual actions and achievements will serve as a guide in determining levels of effort and relative emphasis in the current TMP Update.

4.2.3 Best Practices Review and Transportation Sustainability Principles

A best practices review was conducted for four cities (Vancouver, Calgary, Ottawa, and Portland) in order to obtain lessons learned and experience on sustainable transportation.

One of the key results from the review was a draft set of Transportation Sustainability Principles for York Region.

The Draft Transportation Sustainability Principles include:

1. Integration with Land Use
2. Promote Environmental Health
3. Mobility and Access
4. Put Sustainable Transportation Modes first
5. Transportation Demand Management
6. Transportation Supply Management
7. Goods Movement
8. Full Cost Accounting
9. Performance Measurement
10. Communications
11. Annual Updates
12. Funding

A working draft of the transportation sustainability principles along with its description and some potential measures and criteria for each principle is shown in *Council Attachment 2*. The objective here is to use these measures and criteria to evaluate master plan scenarios and options to assist in developing a preferred transportation master plan. As the TMP Update progresses, further refinement of these principles will be made in coordination with the Growth Management Plan, Water and Wastewater Master Plan, and through public consultation. Copies of the Best Practices Review – Sustainable Transportation Programs Across North America report will be made available at Planning and Economic Development Committee.

4.3 Water & Wastewater Master Plan Update Progress

Even though this project started after the TMP Update study, it has quickly aligned its schedule with the TMP Update. Since its official project start date in September 14, 2006 W & WW MP Update has achieved several milestones. These milestones include:

- The Notice of Study Commencement (*Council Attachment 3*), combined with the Notice of 1st joint Public Consultation for TMP and WWW. The notice has been posted in the York Region's Local Papers and in Toronto Star (W & WW MP only) as well as on the York Region's Website. It incorporates the ***"Servicing .. for a Safe and Healthy Environment sustainable Water & Wastewater"*** banner that has been used in all communications materials related to this study such as notices, newsletters, web pages, electronic presentation slides and public display boards. The project website has been designed and is up and running. It provides the most updated information about the project. The website address is <http://www.york.waterwastewatermasterplan.ca/>

- The 1st Technical Advisory Committee meeting was conducted with 34 representatives from local municipalities, neighbouring regions and municipalities, provincial ministries, TRCA, and Rouge Park Alliance group.
- The 1st newsletter on the Infrastructure Master Plan Updates was created and distributed via direct mail and email. (*Council Attachment 4*)
- 1st round of public consultation was conducted in November 21, 22, and 23 of 2006 in the municipalities of Aurora, Georgina, and Vaughan.
- Newsletters by mass mailing to all of the York Region's households have been distributed.
- Water and Wastewater Master Plan baseline Report has been completed.
- The Water & Wastewater Policies & Criteria workshop has been conducted. Representatives from different departments of York Region participated in the workshop. The following topics were discussed:
 - Guidelines for design of W & WW infrastructure
 - Level of Service (LOS) for W & WW Infrastructure
 - Oversizing guidelines for W & WW InfrastructurePresentations, ideas, and issues generated at the workshop will help to develop the Water & Wastewater Policies and Criteria document. The document will then be presented to the Technical Advisory Committee (TAC) members at the 2nd TAC meeting for their comments. The final document will reflect the requirements of the York Region as well as the local municipalities.
- The Sustainable Infrastructure workshop has been conducted. Representatives from different departments of York Region participated in the workshop. The following topics were discussed:
 - Climate Change
 - Best Practices Review, which included:
 - World
 - Canada
 - United States
 - European Union
 - Australia
 - York Sustainable Servicing Principles
 - York Sustainable Servicing Best Practices
 - Application of Sustainable Servicing Principles to Master Plan

4.3.1 Water & Wastewater Master Plan Update Project Status

- Baseline Review

- Background Information (Complete)
- Information Summary & Data Gap Identification (Complete)
- 1st Technical Advisory Committee (Complete)
- 1st Newsletter (Complete)
- 1st round of Public Consultations (Complete)
- Public Information Centre (PIC) in Durham Region (Underway)
- Rehab and Maintenance Program Review (Underway)
- Hydraulic Model Review (Complete)
- Hydraulic Model Evaluation (underway)
- Sustainability Best Practices Review (Complete)
- 1st Sustainability Workshop (Complete)
- Technical Memorandum and Sustainability Strategies (Underway)

- Development of Policy & Criteria
 - Water Policy & Criteria (Q1)
 - Wastewater Policy & Criteria (Q1)
 - 2nd Sustainability Workshop (Q1)
 - Sustainable Infrastructure Evaluation Criteria (Q1)

- Planning Projections Assessment (Q2)
- Water & Wastewater Demands (Q2-Q3)
- Water Supply & Wastewater Treatment (Capacity Review) (Q2-Q3)
- Effluent Capacity Review (Q1)
- Alternative Solutions for Water Transmission and Wastewater Conveyance Systems (Q2-Q3)
- 2nd Round of Public Consultation Centres (Q2)
- Policy and Strategies Review (Q2)
- Development of Infrastructure Phasing Plan (Q4)
- 3rd Round of Public Consultation Centres (Q4)
- Master Plan Documentation (Q2 2008)
- Notice of Completion (Q2 2008)

The project schedule is on track for completion in the first half of 2008.

4.4 Public and Agency Consultation

4.4.1 Newsletters

The first newsletter on the Infrastructure Master Plan Updates was created as a joint and coordinated-document among the Master Plan Update studies. The newsletter was sent out to all of the households in York Region through mass mailing. It was also used for mailing to the stakeholders (direct mail or Email) and distribution at the first round of Public Consultation Centres.

4.4.2 Public Consultation Centres (PCC)

As noted in section 4.1, the integration and coordination among the infrastructure master plan studies are crucial to the success of these projects. The first round of joint public consultation meetings (with TMP) was held in November 21, 22, and 23 of 2006 in the municipalities of Aurora, Georgina, and Vaughan.

For the W&WW Master Plan, a joint Public Information Centre with Durham Region's Master Plan Update study has been scheduled for April 17, 2007 in Pickering. The purpose of this public meeting is to consult the YDSS issues with the stakeholders in Durham Region.

The second round of coordinated Public Consultation meetings will be held in the spring of 2007 in the municipalities of East Gwillimbury, King, and Markham. The third round of Public Consultation will be held in the fall of 2007 in the municipalities of Newmarket, Whitchurch-Stouffville, and Richmond Hill. The time and locations of these meetings will be announced through newspaper advertisements, mail-outs, and other means.

4.4.2.1 Public Feedback

A total of 126 attendees signed in at the first round of Public Consultation Centres with approximately 100 persons attending both the Transportation and Water & Wastewater presentations. Approximately 75 persons have provided comments, queries, or information requests subsequent to the public meetings and newsletter mail-out.

Based on the received comments, the following represent the most common issues and suggestions for each Master Plan:

Water & Wastewater

- Water conservation/price raises / water use restrictions / incentives
- Grey water recycling
- Development Charges / infrastructure renewal
- System capacity/carrying capacity
- Sustainability / defining sustainability and sustainable infrastructures

Transportation

- "Sustainability" means "protect/enhance our natural environment and heritage system"
– sustainability feature with most votes at PCC#1
- Promote, improve, and plan for alternative modes of transportation including transit
- Concern with road congestion and pace of development
- Need higher order transit (e.g., LRT, subway) along key corridors in York Region (e.g., Steeles, Yonge)
- Require better YRT operations and bus frequencies
- Conduct the TMP Update in accordance with the Municipal Class EA process

In addition to the original 1700 name mailing list based on the Growth Management Plan, about 165 more persons have requested that their names be added to the list for future information mail-outs.

5. FINANCIAL IMPLICATIONS

This report does not have any direct financial impacts. The costs of these studies are covered under the capital projects budget.

6. LOCAL MUNICIPAL IMPACT

The infrastructure master plans provide the framework for which long term growth and development across the local municipalities can be supported.

7. CONCLUSION

The Transportation Master Plan Update and the Water and Wastewater Master Plan Update studies were approved and awarded as consultant assignments in 2006. Both studies are being conducted under the banner of the Planning for Tomorrow growth management study. The three studies have been in progress and milestones have been met as per the defined schedules.

For more information on this report, please contact Paul May, Director, Infrastructure Planning Branch at 905-830-4444 ext. 5029 or paul.may@york.ca.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause are attached to this report.)