

4

INFRASTRUCTURE MASTER PLAN UPDATES AND PUBLIC CONSULTATION ELEMENTS

The Planning and Economic Development Committee recommends the following:

- 1. The presentation by Paul May, Director, Infrastructure Planning, be received; and**
- 2. The recommendation contained in the following report dated October 17, 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 & Wastewater Master Plan Update studies and the public consultation elements for the studies.

3. BACKGROUND

In 2006 York Region commenced both the Transportation and Water & Wastewater Master Plan Update studies in the context of changes in growth management and planning policies at the Provincial level. Under the umbrella of the Region's Growth Management Plan (Planning for Tomorrow), these Master Plan's will provide a "blueprint" for all major transportation and water and wastewater initiatives in the Region through to the year 2031 and beyond.

Throughout the Master Plan Update process, the project teams will hold joint public consultation centres (PCCs) in all nine municipalities. The first round of joint public consultation meetings for the infrastructure master plans were held in November 2006 in the municipalities of Aurora, Georgina, and Vaughan. Comments received from the public as well as stakeholders identified key issues for the transportation and water & wastewater systems in the Region and resulted in the addition of over 165 more persons to the 1,700 name mailing list established by the Growth Management Initiative.

At the April 4, 2007 Committee meeting, Regional staff provided a progress update on the Master Plan studies. This report provides additional information on works carried out for each study since then.

4. ANALYSIS AND OPTIONS

The approach to conduct the Transportation and Water & Wastewater Master Plan Update studies in an integrated and coordinated manner has generally been favourably received by the public. The input and feedback from the first round of Public Consultation Centres (PCCs) are being incorporated in the studies. The following sections highlight the current status of the Infrastructure Master Plans and the approach taken for the next round of PCCs, communications, and stakeholders' engagement for the studies.

4.1 Transportation Master Plan Update Progress

Since the last Committee report, the following steps have been completed:

- Held a Technical Advisory Committee meeting May 31 to discuss the initial set of Sustainability Principles.
- Prepared 4 (of 5) draft Issues Papers on significant transportation-related topics;
- Developed preliminary measures/criteria for the Sustainability Principles.
- Conducted a detailed review of the travel demand forecasting model inputs and assumptions.
- Ran the computer model for the 30% and 40% Intensification Growth Scenarios; and
- Established preliminary results on the transportation network and program needs based on the initial Growth Scenario modeling runs.

4.1.1 Transportation Sustainability Principles and Criteria

Subsequent to the last progress report, the Sustainability Principles for the Transportation Master Plan has been refined to the following:

1. Integrate Transportation and Land Use Planning
2. Protect and Enhance Our Environment and Cultural Heritage
3. Support Our Economic Well-Being
4. Provide Access and Mobility for Everyone
5. Adopt Energy Efficient Transportation Systems
6. Put Pedestrians and Transit First
7. Implement and Support Transportation Demand Management Initiatives
8. Implement and Support Transportation Supply Management Initiatives
9. Ensure Fiscal Sustainability and Equitable Funding
10. Further Encourage Communications, Consultation and Public Engagement
11. Conduct On-going Performance Measurement and Monitoring

In order to determine whether a transportation plan is sustainable, a set of measures/criteria has been established for the evaluation of alternative plans. Measures and criteria associated with the above Principles would include:

- Transit modal split
- Vehicle-kilometres of auto travel per capita
- Impacts on Key Natural Heritage Features
- % of kilometres of congested roads/corridors
- Transit service coverage – peak hours and all day for conventional and special transit services
- Change in Green House Gas emissions
- Increase in walk and cycling trips
- Accessibility to transit
- Accessibility to jobs
- Capital and operating cost of transit improvements, other programs and services vs. road improvements
- Lane-kilometres of arterials and highways
- Budget allocated for TDM programs and initiatives

These key indicators plus others will be applied in the evaluation of alternatives and plan options including policies and network improvements.

4.1.2 Preliminary Modeling Results

A computer travel demand forecasting model is being used to test the implications of growth scenarios and network improvements. The preliminary results of this exercise suggest the following:

- Intensification can create a significant improvement in transit modal splits, particularly within the Regional Centres and between them on the Regional Corridors. It can also assist in reducing the average travel time and trip length.
- Intensification is projected to result in a significant increase in walk and bike trips, particularly within the Regional Centres.
- There will be a continuing need for investment in rapid transit infrastructure, particularly along the Regional Corridors, connecting the Regional Centres, and linking to other major urban areas. This includes both the YRT/Viva network and the GO rail network.
- Some road improvements will also be required, focusing on outer developing areas such as East Gwillimbury, and completion of missing links that are needed for an effective grid of transit services.
- There will be a strong need for policies and programs which will assist in managing peak period transportation demands and also the transportation supply (in terms of

road uses for high occupancy vehicles relative to single occupancy vehicles, as well as parking costs and supply).

4.2 Water & Wastewater Master Plan Update Progress

Since the last update report the Water & Wastewater Master Plan Update has achieved several milestones. These milestones include:

- ***Baseline Review Report outlining the existing water and wastewater systems.*** This report establishes the starting point for assessing the water and wastewater systems to service the existing and projected development. The report also establishes the baseline conditions of the various infrastructure components for the hydraulic models of water and wastewater systems.
- ***Draft Working Paper Water and Wastewater Master Plan Usage Rates*** documenting the water and wastewater unit usage rates. The unit rates establish the current demands in the water supply and wastewater collection systems and also look at future potential reduced water demands and sewage generation rates. These demands will be used to identify the infrastructure requirements for the water and wastewater systems.
- ***Draft Water and Wastewater Sustainability Strategy*** with background information and best practices review. This document presents the two elements of the evolving sustainability strategy – the principles and goals. Each of the principles and its supporting goals will in time be expanded to address action plans and programs and specific performance measures and targets.
- ***Workshop on Info Works Model and Selection of a Design Storm*** for use in the wastewater model. The purpose of this workshop was to identify the model calibration criteria and select a design storm for use in the existing wastewater Info Works model. A well calibrated model is required for assessing the system performance for various growth scenarios.
- ***Preliminary Water and Wastewater Projection Curves*** based on the projected population (2006 to 2051) within various servicing boundaries.
- ***Review of Water and Wastewater Models.*** The intent of the review is to assess the validity of the existing model to accurately predict the system flows in the Regional water and wastewater systems.
- ***Draft Working Paper Water and Wastewater Policy and Criteria.*** The purpose of this document is to document the water and wastewater policies, responsibilities and criteria for the master plan update.

- ***Draft Working Paper Water and Wastewater Design Criteria.*** This document recommends design and level of service guidelines for new infrastructure.

4.2.1 Water and Wastewater Sustainability Principles and Criteria

The harmonized Water & Wastewater Sustainability Principles for York Region include the following:

1. Ensure Safe and Clean Drinking Water
2. Maintain Healthy Watersheds
3. Respect Our Natural and Cultural Heritage
4. Wisely Use Water
5. Protect Community Well Being
6. Provide Full and Equitable Funding and Value for Money
7. Promote Timely and Integrated Service Delivery
8. Plan for Climate Change and Enhance Energy Efficiency
9. Further Encourage Communications, Consultation, Engagement
10. Conduct Monitoring Performance and Adaptive Management

4.2.2 Preliminary Modelling Results

Info Water and Info Works modelling software are being used to identify growth related infrastructure improvements in the Regional water and wastewater systems respectively. The preliminary results indicate the following:

- Future wastewater flows in the YDSS will require increased treatment capacity and improvement to the existing outfall at Duffin Creek Water Pollution Control Plant.
- Future wastewater flows in some of the stand-alone systems will also require increased treatment capacity.
- Additional storage will be required in some pressure districts in the York Water System.
- Infiltration and inflow reduction strategy will help optimize the operation of the existing conveyance and treatment facilities.
- Savings in water demand and wastewater generation through water efficiency programs will effectively reduce the long-term investment in the water and wastewater systems.
- Intensification can potentially reduce the overall cost of installing, operating and maintaining the water and sewer infrastructure.

4.3 Public Consultation Elements

Recognizing the importance of public consultation in the two studies, the project teams have made a coordinated effort to communicate and engage the public and stakeholders at different stages. These efforts include workshops, newsletters, emails, and Public Consultation Centres (PCCs).

4.3.1 Distribution of Newsletters

A second newsletter on the Infrastructure Master Plan Updates will be prepared as a joint and coordinated document between the two Master Plan Update studies. The newsletter

expresses the York Region commitment towards creating a sustainable Region as well as provides a summary of the first round of Public Consultations and the progress of the two studies. Other items covered in the newsletter include:

- An integrated approach to sustainability planning.
- A proposed set of Sustainable Principles for each Master Plan.
- Information on the second round of Public Consultation Centres.

The newsletter will be distributed via email and regular mail to over 1,800 residents and stakeholders on the mailing list established through Growth Management Initiative, Regional projects, and Public Meetings. The newsletter will also be made available on each of the Master Plan studies websites.

4.3.2 Second Round of Public Consultation Centres (PCCs)

Each round of PCC will involve meeting at a location in three different local municipalities representing the northern, central and southern areas of York Region. With a total of three rounds of PCCs planned, the intent is to have at least one PCC meeting held in every local municipality in York Region by the end of the studies. The schedule for these joint PCCs are summarised in Table 1.

Table 1
Schedule for Public Consultation Centres

1st Round (conducted in November 2006)	2nd Round (planned for November 2007)	3rd Round (planned for Spring 2008)
Georgina	East Gwillimbury	Newmarket
Aurora	King	Whitchurch-Stouffville
Vaughan	Markham	Richmond Hill

The second round of the coordinated Public Consultation meetings will be held during the evening on the following dates and locations:

- Tuesday, November 6, 2007 in the Civic Centre, Town of East Gwillimbury
- Thursday, November 15, 2007 in the Civic Centre, Town of Markham
- Wednesday, November 21, 2007 in the King City Community Centre, King City

The format of the PCC will include a joint Open House section with display boards and a combined presentation on the infrastructure master plans. A question and answer period will follow the presentation. The meetings will be advertised in the local newspapers and details will be available on the study websites.

The objectives of this round of Public Consultations are:

- To hear public comments on the integrated Growth Management approach.

- To receive public comments on the draft Sustainability Principles for Water & Wastewater and Transportation Master Plans.
- To share the preliminary results of the analysis of future transportation and water & wastewater needs.
- To receive public comments on proposed Transportation and Water & Wastewater Evaluation Criteria.

The results of the PCC will help refine the Sustainability Principles and allow further harmonization of the Principles between the two Master Plans and the Region's Draft Sustainability Strategy.

Preliminary results of the infrastructure implications of growth scenarios will be presented during the PCC with highlights for each of the Master Plans. They will include the following:

Transportation

- Consequences of simply maintaining the status quo. This will be presented as a 2006 benchmark for measuring the improvements to be gained from further sustainability initiatives. Pertinent performance measures such as transit modal split and overall amount of travel time will be used as detailed benchmarks.
- Projected capacity deficiencies at the 2031 horizon that impede mobility within as well as to and from York Region.
- Major infrastructure proposals that will be needed to maintain and enhance mobility and sustainability.
- Direction for additional improvements such as introduction of High Occupancy Vehicle lanes, road connections and other network improvements.
- Performance of the transportation system under the future more sustainable development scenarios, in terms of the quantifiable benchmarks noted above, addressing the difference between the status quo case and the scenarios of intensified development.
- Benefits of intensification and concentrated development in terms of expected increases in walk and bike trips. This will be based on case studies of intensified, transit-oriented areas within the GTA, such as the North York City Centre.
- Preliminary policy directions. The policies will be synchronized with the draft Sustainability Principles and are expected to address overall directions for transportation investment ("putting pedestrians and transit first"), as well as specific initiatives such as a parking management strategy for the Regional Centres and Corridors, and enhanced Travel Demand Management programs.

Water & Wastewater

- Projected water and wastewater demands for each community to 2031 and the ultimate planning horizon of 2051.
- Identification of water supply and wastewater treatment deficiencies based on projected growth in each community.

- Major infrastructure requirements for water and wastewater servicing to meet or exceed established criteria.
- Alternatives for water and wastewater servicing for the various communities throughout the Region and the impact on existing external servicing agreements.

An overview of the proposed PCC presentation will be provided at the Planning and Economic Development Committee meeting on October 31, 2007.

4.3.3 First Nations Consultation Follow-up

As part of the consultation process, York Region staff contacted four First Nations experts in the Province of Ontario and the Federal government to gain their insights about how First Nations consultation in the York Region Infrastructure Master Plan Updates might be undertaken. This insight allowed staff to develop a strategy for consultation with the First Nations.

The strategy has several steps as listed below:

- Developing York Region's list of First Nations contacts and ensuring all relevant parties are included.
- Mailing out the contact letter.
- Conducting follow up phone calls to arrange face-to-face (or phone) meetings.
- Holding meetings (York Region's staff or consultants will visit the First Nations in person, if requested).

The follow-up on the contact letter with the First Nations regarding the public consultation started on May 2, 2007 and continues as an on-going activity.

So far, at the follow up stage, the First Nations contacts did not show any interest in getting directly involved in the Region's master plan studies. Some had expressed an interest in continually being informed, but their main concerns were related to hunting grounds and burial sites.

4.3.4 Focus Group Discussion

Another means to engage stakeholders is through Focus Group discussion. In coordination with the Growth Management Initiative, sustainability issues related to the infrastructure master plans was included in a Focus Group discussion on Sustainability and the related goals of the Region. Stakeholders invited to participate in the Focus Group session included representatives from various sectors such as industry/infrastructure, environment, economy, and community.

4.3.5 Technical Advisory Committee/ Area Municipal Staff Consultation

A joint Technical Advisory Committee (TAC) meeting involving the representatives from the local and neighbouring municipalities and stakeholder agencies including the Toronto Region Conservation Authority, Lake Simcoe Region Conservation Authority, Ontario Growth Secretariat, Ministries of the Environment, Transportation, and

Municipal Affairs and Housing will be held prior to the PCC. This TAC meeting is the third such meeting for each of the Master Plans.

4.3.6 Next Steps

Following the second round of PCCs, the project teams will utilize the public input in evaluating various transportation and servicing alternatives. The project teams will present the recommended solutions including policies and programs, and infrastructure phasing plans for the Preferred Scenario at the third round of PCCs in spring of 2008. The Master Plan Update study projects are scheduled to be completed in mid-2008.

5. FINANCIAL IMPLICATIONS

This report does not have any direct financial impacts. The costs of these studies have already been approved under the appropriate 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. Local municipal representatives are part of each study's Technical Advisory Committee and their input and assistance in the development of the Master Plans are key to addressing the future growth in our communities.

7. CONCLUSION

The Infrastructure Master Plan update studies (Water & Wastewater and Transportation) are being conducted under the umbrella of Growth Management Plan. They are progressing as scheduled with the next step being the release of the refined sustainability principles and preliminary results of infrastructure needs of different growth scenarios. This information will be provided at the second round of PCCs in November 2007.

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.