

Comparison of Council's January 26, 2006 Recommendations and Final Growth Plan Provisions

Recommendations on Places to Grow – Proposed Growth Plan for the Greater Golden Horseshoe Clause No. 6 in Report No. 1 of the Planning and Economic Development Committee for consideration by the Council of The Regional Municipality of York at its meeting on January 26, 2006.	Final Provisions Places to Grow - Growth Plan for the Greater Golden Horseshoe 2006
2. Regional Council advise the Minister of Public Infrastructure Renewal that York Region can only support or implement the policies of the Places to Grow Proposed Growth Plan for the Greater Golden Horseshoe, subject to a Provincial commitment to significant infrastructure funding and tools to implement the Plan as indicated in previous reports and in this report, and specifically that: 2.2.1 Within the next 6 months, the Province of Ontario produce 30-year Transportation Master Plans and 10-year capital plans to complement the Growth Plan for the Greater Golden Horseshoe and that the following services/infrastructure be covered: Provincial highways, local and rapid transit funding, cross-boundary and boundary road funding, hospital and related human services funding, GO Transit and natural heritage implementation funding. 2.2.2 The Province of Ontario approve Municipal Transportation Master Plans and commit to Provincial infrastructure and funding identified therein in conjunction with land use plan approvals.	To date the Province has not developed a 30-year Transportation Master Plan nor a 10-year capital plan to support the Growth Plan. Currently the Province does not officially recognize municipal transportation master plans or the provincial infrastructure investments recommended by them. As York Regions' TMP is based on Provincial growth projections (and the TMP update will be based on Places to Grow

2.2.3 As part of the Provincial commitment to infrastructure, the Province immediately commit to funding arrangements for the following critical road and transit infrastructure projects in York Region: 1. A Rapid Transit System in all four York Region Corridors. 2. Full funding of GO Transit Expansion Plan. 3. Highway 404, 427 and Bradford Bypass expansions. 4. New interchanges (12 new or modified interchanges) and widening for 400 series highway. 5. HOV lanes on 400 series highways. 6. Support and funding for Travel Demand Management and commuter parking lots. 7. Cross-boundary and boundary road improvements.	projections), the Region's advice should be considered well founded enough for the Province to act on. The Minister of PIR has announced a number of initiatives put in place in part to support implementation of the Growth Plan including ReNew Ontario, Building a Better Tomorrow Framework, and Alternative Financing and Procurement (AFP), however, it is not clear at this time how these programs will help to support York Region's implementation of the Growth Plan in the immediate or long term future. Additonal commitments have not been made by the Province.
2.2.4 That the Province give specific commitment to the construction of the 404 and 427 Highway extensions in keeping with the Growth Plan by December 2006.	This commitment has not been made by the Province.
2.2.5 As a number of York Durham Sewage System projects are critical in the immediate term to meet the Provincial growth forecasts for York Region as identified in the Draft Growth Plan for the Greater Golden Horseshoe, the Province specifically commit to timely environmental and permit approvals for all of the York Durham Sewage System projects outlined in the letter from the Provincial Minister of Environment dated October 1, 2004.	On June 6, 2006, the Minister of Environment announced that the Province is taking action to improve Ontario's environmental assessment (EA) process to reduce approval timelines, work more closely with other Provincial ministries, introducing an EA facilitator to work with

	stakeholders. This streamlining will focus on transit, energy and waste which is good news for the Region, however, no commitments have been made to water or wastewater EA improvements.
2.2.6 That the Ministry of Environment provide Environmental Assessment approval for the 19 th Avenue Interceptor Sewer by March 2006 and in future Ministry of Environment approvals adhere to legislated time frames as found in the Environmental Assessment Act.	Approval received in March 2006.
3. The 40% intensification policies of the Growth Plan should be approved as a target as opposed to a minimum of 40% intensification.	The 40% intensification rate in the final Growth Plan has remained as a minimum target.
4. Urban expansion required to implement this Plan should be phased, in keeping with local and regional growth management plans;	While the Growth Plan still calls for a municipal comprehensive review to occur before a settlement area boundary expansion, it also still states that the timing of the expansion and the phasing of development within a designated greenfield area must not adversely affect achieving the intensification target and density targets or any of the other policies of the plan. Final Plan has added 20-year planning horizon for lands to be added
5. Intensification of centres and corridors should be in keeping with local and regional urban structure plans, in locations and at the discretion of the upper tier and local municipalities;	The Growth Plan still states that the Minister of Public Infrastructure and Renewal, in consultation with municipalities that have urban growth centres, will determine the approximate size and location of urban growth centres.

6.	The Province should lead and fund a comprehensive public communication plan with a purpose to advocating different urban structures in Ontario in an effort to change the housing preferences of Ontario residents;	The Growth Plan continues to only commit to ongoing consultation with the public and stakeholders at a high level to implement the plan, with no mention of marketing to change housing preferences. Housing affordability and affordable housing are now a consideration, not necessarily a requirement of the Plan.
7.	The Growth Plan for the Greater Golden Horseshoe should prevent “leap-frogging” of development north of the Greenbelt Plan into Simcoe County. The Province is requested to undertake a formal, comprehensive review, similar to the process found in the GTA, which includes all of the elements found in the Greenbelt Plan, and this review should specifically address the impacts on York Region. (Clause 1, Report 4, Planning and Economic Development Committee, April 21, 2005)	Report (IGAP) on same agenda, however IGAP process does not mimic the Greenbelt process and implementation issues for IGAP still outstanding
8.	The Province should support other corporations to ensure that infrastructure and energy requirements for the Region are met and specifically provide support for sustainable hydro electrical energy.	On June 6, 2006, the Minister of Environment announced that the Province is taking action to improve Ontario's environmental assessment (EA) process to reduce approval timelines, work more closely with other Provincial ministries, introducing an EA facilitator to work with stakeholders. This streamlining will focus on transit, energy and waste. Specifically to energy, the Province has committed to ensuring a more efficient process, to generate cleaner, greener energy.
9.	The Regional Chair request a meeting with the Minister of Public Infrastructure Renewal to discuss the Region's issues with him and other interested members of Council.	Regional staff met with PIR, see below

10. Staff be directed to meet with Ministry of Public Infrastructure Renewal staff to clearly explain Council's issues with the Proposed Growth Plan.	Regional staff met with PIR to discuss Council's issues highlighted in the staff report including infrastructure funding to support the projected growth, transit funding, land supply, etc.