

CI - ENGAGEMENT SUMMARY REPORT

1. TMP engagement overview

The 2022 Transportation Master Plan (TMP) is the long-term transportation vision for York Region considering infrastructure needs over the next 30 years to support growth and the changing needs of travellers while highlighting focus areas for future study.

This report presents the engagement activities for the 2022 York Region Transportation Master Plan (TMP) Study. A significant level of community and stakeholder engagement was undertaken in the preparation of the TMP. It is important to understand transportation systems users' concerns in order to guide the vision for the future of transportation in York Region. A diverse and inclusive range of travellers, residents, stakeholders, Indigenous communities and community partners within York Region engaged virtually through online meetings, interviews, social media, surveys and emails to provide input on the future transportation network and assist in the development of the TMP focus areas.

Virtual community engagement on plans and projects was required to reduce large gatherings for York Region residents and businesses to mitigate the spread of COVID-19. The engagement prioritized the safety of staff and members of the public, while making best efforts to maximize participation. As a result, new tools and tactics were implemented to ensure stakeholders were engaged and could provide comments on transportation investments that matter to them.

These engagement activities resulted in a higher participation rate than any previous Region TMP and in return, collected significant amounts of input and feedback from communities within York Region and beyond. Public engagement was included in all three phases of the TMP study, referred to as Discover, Explore and Reveal. This assisted in the generation of the TMP's vision, values and goals, recommended networks and focus areas.

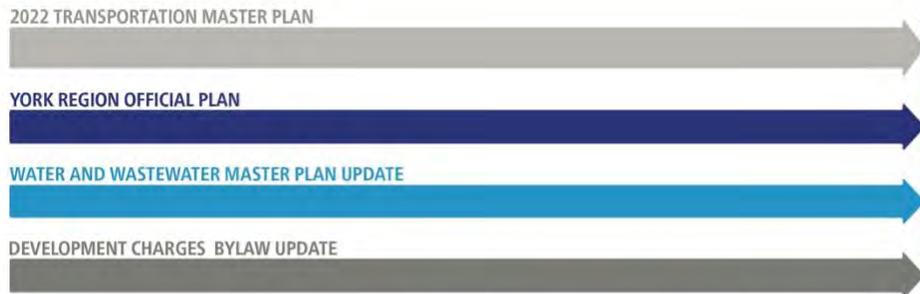
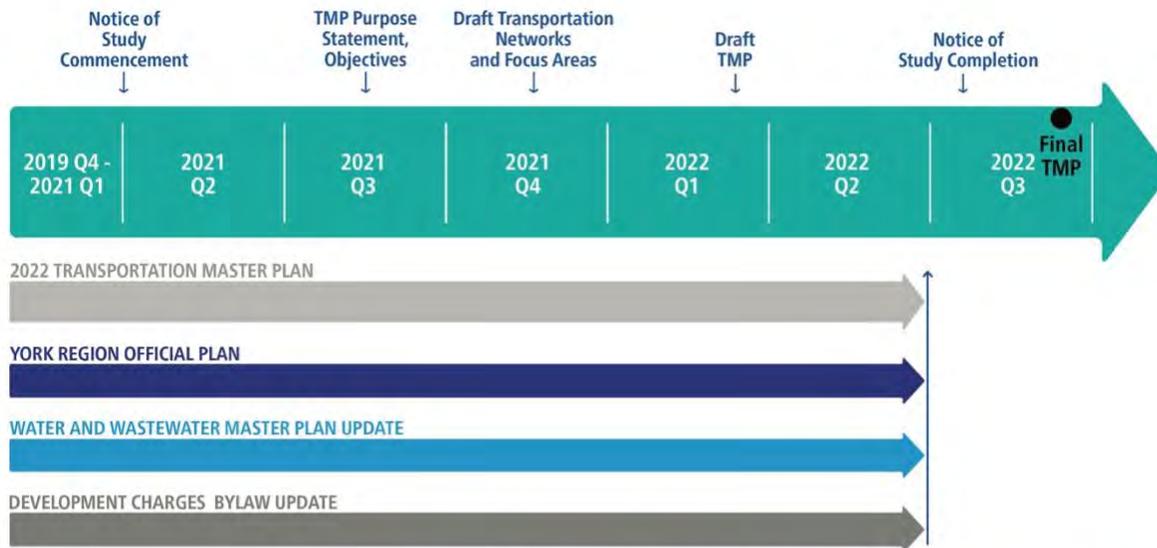
Figure 1: Three elements of focus during the engagement phase of the 2022 TMP.



2. TMP timeline

The TMP Study began in the spring of 2021 when the Notice of Study Commencement was issued. The following timeline identifies the process followed throughout the study. Major engagement activities are included below.

Figure 2: Timeline of the Transportation Master Plan study.



2022 TMP aligns with ROP, WWMP and DC Bylaw Updates

The launch of the 2022 York Region Transportation Master Plan website – www.york.ca/TMP

- Q2 2021

Three virtual Public Information Centres (PICs):

- Thursday, July 15, 2021, 7:30 p.m. - 8:30 p.m.
- Wednesday, October 20, 2021, 7:30 p.m. - 8:30 p.m.
- Spring 2022 – April 21, 2022, 7:30 p.m. - 8:30 p.m.

A summary of key TMP milestones in chronological order include:

- Council approved for initiation of the Transportation Master Plan update, Q4 2020
- Notice of Study Commencement, Q2 2021
- Developed of a TMP purpose statement, guiding principles and objectives, Q3 2021
- Background research and evaluation, Q3/Q4 2021
- Reviewed and developed transportation networks and focus areas, Q4 2021
- Developed draft TMP for review and comment, Q1 2022
- Presented final TMP to Council for endorsement, Q2 2022
- Issue Notice of Study Completion, Q3 2022

The TMP update is being conducted as part of other Regional studies including the Municipal Comprehensive Review (MCR) process to ensure outcomes are aligned with the updates to the Regional Official Plan, Water and Wastewater Master Plan and Development Charges Bylaw.

3. Public engagement with stakeholder and community partners

Engagement focused on three elements: Discover, Explore and Reveal. The first phase was to discover the transportation needs and future opportunities as a foundation for community engagement throughout the transportation planning process. The second phase explored different proposed networks and focus areas based on resident and stakeholder input. The final phase revealed the TMP to the community to learn about the goals and initiatives outlined in the Plan. Throughout the three-phase process, staff engaged with the public seeing input and encouraging the sharing of ideas. These included:

- The provincial government: including Metrolinx, Ministry of Transportation, Ministry of Agriculture, Food and Rural Affairs, Ministry of Environment, Conservation and Parks, Ministry of Natural Resources and Forestry, Ministry of Heritage, Sport, Tourism and Culture Industries, Ministry of Indigenous Affairs and Infrastructure Ontario
- Toronto and Region Conservation Authority (TRCA) and Lake Simcoe Region Conservation Authority (LSRCA)
- York Region's local municipalities including staff and elected officials: City of Markham, City of Richmond Hill, City of Vaughan, Town of Aurora, Town of Newmarket, Township of King, Town of Georgina, Town of East Gwillimbury and Town of Whitchurch-Stouffville
- Public transit agencies: Brampton Transit, Durham Region Transit, Simcoe County LINX Transit and Toronto Transit Commission (TTC)

- Adjacent municipalities: Region of Peel, Durham Region, Simcoe County and City of Toronto
- Land stewardship organizations: Oak Ridges Moraine Land Trust and Oak Ridges Trail Association
- Utilities: Hydro One Networks Inc and Ontario Power Generation
- School boards: York Catholic District School Board (YCDSB) and York Region District School Board (YRDSB)
- Fire services: Richmond Hill Fire, City of Vaughan Fire, Town of Whitchurch-Stouffville Fire, Town of East Gwillimbury Fire and Township of King Fire
- Police: Ontario Provincial Police (OPP) and York Regional Police (YRP)
- The Building Industry and Land Development Association (BILD)
- Unionville Ratepayers Association
- Routes Connecting Communities, a community based not-for-profit organization to provide volunteer transportation to those in need
- Partnership Advisory Group of government agency partners
- York Region and local Municipal Accessibility Advisory Committees
- Agriculture and Agri-Food Advisory Committee
- York Region services: York Region Transit (YRT) and York Region EMS

4. Engagement with Indigenous communities

York Region is located on the traditional territory of many Indigenous peoples including the Anishinaabe, Haudenosaunee, Huron-Wendat and Métis peoples and the treaty territories of the Haudenosaunee, the Williams Treaties First Nations and the Mississaugas of the Credit First Nation. York Region falls under the Nanfan Treaty with the Haudenosaunee, Treaty 13 with the Mississaugas of the Credit First Nation, the Williams Treaties with the Chippewas of Beausoleil, Georgina Island and Rama First Nations and the Mississaugas of Alderville, Curve Lake, Hiawatha and Scugog Island First Nations. There are also other land claims and treaty rights involving portions of York Region that have not been definitively resolved. The Chippewas of Georgina Island First Nation is the closest First Nation community to York Region.

We thank these and other Indigenous peoples for sharing their land with us.

The following First Nations, Indigenous communities and Métis Councils were identified at the outset of the project for having historical, Aboriginal and/or Treaty-rights based interest in the 2022 Transportation Master Plan:

- Chippewas of Georgina Island First Nation
- Chippewas of Mnjikaning First Nation (Chippewas of Rama First Nation)
- Coordinator Williams Treaties First Nations

- Beausoleil First Nation
- Hiawatha First Nation
- Curve Lake First Nation
- Alderville First Nation
- Mississaugas of Scugog Island First Nation
- Mississaugas of the Credit First Nation
- Six Nations of the Grand River
- Haudenosaunee Confederacy Chiefs Council
- Kawartha Nishnawbe First Nation
- Huron-Wendat Nation
- Métis Nation of Ontario

In line with the consultation requirements outlined in the Municipal Engineers Association Municipal Class Environmental Assessment process, all project notices, communications and technical briefings were distributed to the above communities. Indigenous communities were engaged jointly in conjunction with the Municipal Comprehensive Review and the Water and Wastewater Master Plan, which were being completed in parallel to the TMP. Any input received was documented and taken into consideration.

4.1 Engagement Activities

Engagement with Indigenous communities was coordinated with the Municipal Comprehensive Review and Water and Wastewater Master Plan. The Region coordinated engagement with individual Indigenous communities based on interest, capacity and availability as there is currently no provincially approved framework for engaging Indigenous communities. A consultant and Indigenous facilitator supported all engagement activities. The opportunity to engage with and learn from Indigenous communities was valuable, as their unique historic and cultural relationship to the land and water gives rise to important perspectives on how to manage the natural environment and water resources. The Region looks forward to continuing these conversations.

The table below summarizes a general timeline of engagement activities with Indigenous communities.

Engagement Phase	Activities
Discover Phase: Project introduction and initial meeting <i>Fall 2020 – July 2021</i>	An introductory letter was provided to all 14 First Nations, Indigenous communities and Metis Councils identified above to invite feedback and extend an offer to meet. No requests to meet were received during this period. A Public Information Centre #1 letter/notice was provided to all 14 First Nations Indigenous communities inviting them to attend.
Explore Phase: Sharing proposed Transportation Networks and Focus Areas <i>April 2021 – October 2021</i>	One technical briefing in May 2021 was provided to all 14 First Nations, Indigenous communities and Métis Councils identified above to invite feedback and extend an offer to meet. No requests to meet were received during this period. A Public Information Centre #2 letter/notice was provided to all 14 First Nations and Indigenous communities inviting them to attend.

<p>Reveal Phase: Drafting and Finalizing the Plan</p> <p><i>October 2021 – June 2022</i></p>	<p>Meetings were requested by and held with:</p> <ul style="list-style-type: none"> • Curve Lake First Nation • Mississaugas of Scugog Island First Nation • Huron-Wendat Nation • Six Nations of the Grand River • Mississaugas of the Credit First Nation • Chippewas of Georgina Island First Nation** <p>A Public Information Centre #3 letter/notice was provided to all 14 First Nations Indigenous communities inviting them to attend.</p>
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* Note: Engagements were paused for a time as First Nations, Indigenous communities and York Region responded to the COVID-19 pandemic. When engagements resumed, they occurred in a virtual format.

** After several attempts of virtual meetings and correspondence with the Chippewas of Georgina Island First Nation, York Region staff were unable to meet with the Indigenous community, but remains committed to future engagement opportunities.

Efforts were made by York Region to follow-up with Indigenous communities to ensure awareness, acknowledgement and an opportunity to reply to notices, including an alternative contact method (e.g. alternate email address, mail, phone call, meetings) to confirm receipt of the notices, awareness of the project and build enduring relationships of capacity, support and trust on both sides.

4.2 Meetings with Indigenous communities

Feedback was received from a number of Indigenous communities and is summarized below.

Item No.	First Nations	Meeting Date	First Nations Comments (Meetings)	Response
1	Curve Lake First Nation	Tuesday February 1, 2022	<ul style="list-style-type: none"> • Land acknowledgement revision needed to include 7 Nations and Treaty 13 • Interest in archaeological management, recognizing harvesting rights, traditional paths and data dating • Increased development pressures (infrastructure) on the environment and cumulative impacts, including Redside Dace and wetlands 	<ul style="list-style-type: none"> • The Land acknowledgement used for the TMP has since been revised • Identified need for First Nations involvement in archaeological management in processes related to TMP • Identified the need to preserve and protect natural heritage in the TMP • Region will identify opportunities to work with First Nations on future trail projects

			<ul style="list-style-type: none"> • Opportunities to work alongside Indigenous communities on fieldwork and studies as part of process • Important for meaningful engagement as an ongoing process, recognize validity of oral information exchange in place of an overflow of written material, just presenting (without feedback), or waiting until the end stages to engage • The Lake to Lake Trail is potential interest as traditional paths along ancestral lands – opportunity to tell the story i.e. signs • Need to integrate Indigenous perspective throughout our documents 	<ul style="list-style-type: none"> • Consideration for including First Nations comments into the TMP both now and into the future
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2	Mississaugas of Scugog Island First Nation	Tuesday February 1, 2022	<ul style="list-style-type: none"> • Question about the preparation of the Land Acknowledgement including two Nations and then the Treaty. To be reviewed • On the Cycling Trails Network Map, question about how it connects with the Rouge National Urban Park • The Carrying Place Trail is an ancestral route between Lake Ontario up to Lake Simcoe, an opportunity to tell the story as part of the past and living natural culture • Request for capacity funding for consultants/First Nations to review the Region's materials. Toronto has taken a lead in this field 	<ul style="list-style-type: none"> • The Land acknowledgement used for the TMP has since been revised • The Region consults with partners, including Parks Canada, local municipalities, etc. It is anticipated the South York Greenway will be a vital future connection • York Region will further research the Carrying Place Trail • York Region had provided capacity funding to Mississaugas of Scugog Island First Nation
3	Huron-Wendat Nation	Tuesday February 15, 2022	<ul style="list-style-type: none"> • Land acknowledgement revision needs to include Huron-Wendat Nation interests and opportunity was not provided for input in the past • Discussion of YR Archaeological Management Plan, need for revision of policy language and be respectful of sites (Teston Road Ossuary) 	<ul style="list-style-type: none"> • The Land acknowledgement used for the TMP has since been revised • Identified need for First Nations involvement in archaeological management in processes related to TMP • Identified need for future First Nations capacity funding

			<ul style="list-style-type: none"> • Include Huron-Wendat Nation in archaeological fieldwork processes • Request for capacity funding, the equivalent of four days of person hours • Concern about land disturbance with infrastructure • Question about rapid transit network is completed through process • Consider the number of roads and other infrastructure to preserve natural heritage • Discussion about how to compel local municipalities to follow Region's Archaeological Management Plan • Police follow procedures and need for cultural sensitivities around sites of interest (i.e., burials) • Suggestion the Archaeological Management Plan can strengthen the Official Plan 	<ul style="list-style-type: none"> • Addressing the transit question, the work is a combination of projects being delivered by the province and Region • Identified the need to preserve and protect natural heritage in the TMP
4	Six Nations of the Grand River	Friday, February 18, 2022	<ul style="list-style-type: none"> • Draft ROP does not include Six Nations, Treaty of Albany or Nanfan Treaty • Land acknowledgement mention of Mississauga of Credit First Nation is a concern • ROP, page 31, note on Anishnabek people, need to revise text in reference to 	<ul style="list-style-type: none"> • The Land acknowledgement used for the TMP has since been revised • The term Indigenous communities is used in the TMP • Identified need for First Nations involvement in

			<p>crops, Mississauga, Haudenosaunee, Metis, etc.</p> <ul style="list-style-type: none"> • Use “Indigenous Nations” in documents • Importance needs to be placed on development on harvesting lands and impacts to non-human beings in the habitat • In the Archaeological Management Plan, need to recognize role of waterways existing prior to European settlement • “Cultural heritage is the land” and should remain pristine for future generations, the land has been part of Indigenous culture since the beginning • Concerns about Bradford Bypass going through existing green spaces, archaeological and ancestral lands. It was asked if the Region is involved with this project • The Bradford Bypass creates disruptions and displaces Treaty rights and hunting rights on their lands • Transit was noted as a good idea, but it is important to invest in safety on transit as it excludes many people • There are cumulative impacts of development that need to be addressed • Transportation and transit need to be integrated and 	<p>archaeological management in processes related to TMP</p> <ul style="list-style-type: none"> • Response provided about transit, the TMP identifies focus areas for further exploration and recommendations • Response provided about Bradford Bypass, it is recognized as a provincial project and contact information was provided • Identified a number of items in the TMP with regards to transit, development and land uses
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			<p>located not too far from employment areas</p> <ul style="list-style-type: none"> • Too low density and it is difficult to be served by transit and results in sprawl • If car travel is more attractive and faster, it is difficult to provide transit as a viable choice • Another meeting was requested 	
4A	Six Nations of the Grand River	Tuesday, March 2, 2022	<ul style="list-style-type: none"> • Six Nations of the Grand River receive many requests from municipalities for Official Plan reviews • Need for protection of the natural environment and water as well as addressing climate change, tree canopy, replanting of trees, etc. • “We need to look after the Creator because the Creator looks after us” • While EAs provide direction, the archaeology and the protocols in place are ignored • Question about the Bradford Bypass and how to provide input. In reply the Region is a stakeholder, and the Bypass is provincial project and Ministry contact names were provided • ASI noted they were involved with the original archaeological study for the Middle Woodlands site and 	<ul style="list-style-type: none"> • Identified the need to preserve and protect natural heritage, consider archaeological management in the TMP • Response provided about winter maintenance and transportation safety, the TMP sets the stage for implementing a traveller safety plan and operational aspects including maintenance • Consideration for including First Nations comments into the TMP both now and into the future

			<p>included Stage 1 and would provide information</p> <ul style="list-style-type: none"> • A value statement was recommended as an approach and be analyzed aligned with policy • Nbsiing Consulting emphasized “Respectful, meaningful, collaborative” integration of Indigenous values in the process • Winter maintenance and safety for transportation system are needed for all seasons, especially older persons and persons with disabilities to have travel options • Need to look at the ecological system equally, not just humans but plants and animals • Rivers need to be in a “Properly functioning condition,” allowed to naturally flow and flood • Discussion on how to integrate more Indigenous perspectives, imperative to discuss and how to implement 	
5	Mississaugas of the Credit First Nation	Friday, March 4, 2022	<ul style="list-style-type: none"> • Land acknowledgement (revised), noted York Region is located within Treaty 13 territories should be at the beginning • A distinction was given between Indigenous Nations - First Nations that they are Treaty Rights holders with rights to the land when 	<ul style="list-style-type: none"> • The Land acknowledgement used for the TMP has since been revised • Identified the need to preserve and protect natural heritage, consider archaeological management in the TMP

			<p>talking about development, lands, etc. Indigenous Communities are the general population that do not have Treaty rights and term should be avoided</p> <ul style="list-style-type: none"> • Interested in involvement in earlier stages of the EA process, to review and participate in archaeological processes • Question about new trails within York Region. • Interest was expressed in new trails and the MCFN-Department of Consultation and Accommodation (DOCA) can be contacted 	<ul style="list-style-type: none"> • Response provided about trails, York Region understands the Carrying Place Trail are traditional travel routes along ancestral lands and there is an opportunity to identify past and present history. Also, the Lake to Lake Route follows from Lake Ontario to Lake Simcoe, with Chippewas of Georgina Island First Nation. York Region will further research this trail and contact DOCA in the future at the first opportunity
6	Mississaugas of Scugog Island First Nation	Tuesday, March 22, 2022	<ul style="list-style-type: none"> • A status update of the TMP was provided, including going to draft presentation at March Council; the next TMP PIC #3 on April 2022 with comments due at the end of April; and endorsement at June Council followed by submission to Ministry of the Environment, Conservation and Parks • Transportation Operations, Public Works provided, through Corporate Services, the link to the Council Report - Transportation Master Plan: Please find attached the link to the Council report which includes the Transportation Master Plan attachment. Committee of the Whole, 	

			March 3, 2022 – Item D.2 Transportation Master Plan. It was noted that the attachment was a draft final and that future TMP Book would include photos, etc.	
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4.3 Written Comments from First Nations

In April 2022, Mississaugas of Scugog Island First Nation provided written comments, included in the Appendix (page 137) below. The Region provided a consolidated response to these written comments on August 18, as part of the Municipal Comprehensive Review process.

5. Municipal Class Environmental Assessment (MCEA)

Public engagement is a requirement for municipal projects conducted within the Municipal Class Environmental Assessment process as per Approach #1. In fostering a diverse and inclusive planning process, it was the intention to reach out to as wide and varied of an audience as possible. As noted, a process was identified and communicated to the public and potentially affected persons and organizations when and how the master plan is reviewed.

Approach #1 involves preparation of the master plan document following Phases 1 and 2 of the Municipal Class Environmental Assessment process and is made available to the public for comment prior to municipal approval. It should be noted that master plan studies are completed at a broader level of assessment. The need and justification for specific projects will be subject to further detailed investigations and project-specific consultation.

As part of the master planning process, public and agency engagement takes place during each study phase, especially at the beginning of the Discover Phase (Phase 1) in the TMP study when identifying the scope and purpose and at the selection of the preferred set of alternatives. Schedule C projects include the requirements of Phase 1, 2, 3 and 4 with consideration of specific items that are beyond the scope of the master planning process – specific to projects identified but not the master plan itself.

The mandatory points of contact includes three for Schedule C:

1. Within Discover Phase 1, the first mandatory contact with the public and review agencies is to inform of the problem or opportunity (purpose statement) and inventories of the natural, social and economic environments. This is in addition to potential impacts and issues of local concern.
2. Within Explore Phase 2, the second mandatory contact with the public and review agencies is to advise of the completion of the planning process, including identified and evaluated alternative solutions to the problem (proposed network maps, focus areas). This assists in the selection of the preferred design for the solution as recommended preliminary reference, but not the final decision.
3. Within Reveal Phase 3, the third mandatory point of contact is an additional opportunity for review and resolution of any outstanding issues. There is a required completion of an

Environmental Study Report (ESR) documenting the entire planning process. This includes the issue of a Notice of Completion of the ESR to advise the public and opportunities to review.

An engagement plan was developed which included: stakeholders and additional requirements, the level of engagement, appropriateness of contact means and timing of contact.

Public notices were published in the local newspapers in separate issues for each of the three phases. A mailing list was maintained for all individuals and organizations who provided comment and input.

The master plan is typically subject to approval by the municipality but does not require approval under the *Environmental Assessment Act* unless conducted as an Individual Environmental Assessment (IEA).

The MCEA requirements were addressed using the following methods:

Methods of Public Engagement	
Notification	<ul style="list-style-type: none"> • Notices in newspapers • Notices mailed to persons directly affected • Notices sent to resident associations, specified interest groups, etc. • Social media • Website - www.york.ca/TMP
Provision of Study Information	<ul style="list-style-type: none"> • Newsletter • Website
Information Collection/Exchange	<ul style="list-style-type: none"> • Public Information Centres (PICs) • Workshops for specific interest or community groups, for representatives of different groups, public and one-to-one meetings • Field trip/site visit • Telephone calls • Personal visits • Creation of a public liaison committee • Representation on the Study Team

Discover Phase 1:

The Discover Phase 1 focused on development of the TMP foundations. These included the vision for transportation referred to as the TMP purpose statement, the objectives and values serving as guiding principles for identifying and assessing transportation initiatives. The first virtual Public Information Centre (PIC) was held in July 2021. This work was guided by feedback from residents, business owners, travellers, local municipalities, government agency partners and Regional Council members. The results were posted on the project webpage.

1. Notice of Study Commencement

April 1, 2021

2. Notice of Virtual Public Information Centre #1

July 1, 2021

3. Public Information Centre #1

Number of registrants	335
Number of attendees	138
Number of questions and comments submitted through the Q&A chat	71
Menti Responses during PIC	85

4. Public Information Centre #1 Outreach

TMP Webpage	<ul style="list-style-type: none"> • Webpage Views (4,600) • Video views (1,200)
Digital Ads	<ul style="list-style-type: none"> • Impressions (10.5 million) - Number of times the message appeared on a timeline for sharing and likes • Link clicks (12,276) – Number of people who clicked on link to Social Pinpoint
Print Ads	<ul style="list-style-type: none"> • Reach (310,000)

5. Public Information Centre #1 Question and Answer Summary

Questions collected through Mentimeter, a voting application, were answered in a summary posted on the [TMP webpage](#).

6. Transportation & Community Values Survey

Audience	Timeline	Deliverables and Number of Surveys	Comments and Key Findings
Website Survey	April – August 2021	Survey (284)	<ul style="list-style-type: none"> • Website • Transportation & Community Values Survey • Primarily southern York municipalities and Aurora, 30% over 65, 73% plan to stay for long term, 33% retired, 73% private vehicle, 47% prefer using their current mode, many would like more transit

7. Transportation & Community Values Survey (Target Audiences)

Audience	Timeline	Deliverables and Number of Surveys	Comments
360 Kids Survey	June 2021	Survey (3)	<ul style="list-style-type: none"> • Promoted through 360 Kids

YR Forest Trail Survey	June 2021	Survey (6)	<ul style="list-style-type: none"> Promoted through signage and web Over 5km from trails, 83% use private vehicle to access, primarily go alone, go for ambiance
Mobility On-Request Survey	June 2021	Survey (0)	<ul style="list-style-type: none"> Promoted through York Region Transit
Ontario Works Survey	June 2021	Survey (40)	<ul style="list-style-type: none"> Promoted through Economic Development Mainly from Southern York and Newmarket, 35-44 main age, 2/3 female, cost important, mainly transit
Community Housing Communities	August 27, 2021	Survey (44)	<ul style="list-style-type: none"> Promoted through Community Housing Several respondents answered in languages other than English, many respondents from Georgina (25%), many (32%) over 65, 61% female, mainly retired or working at a company site, most would prefer mix of telecommuting and in the office
Routes Connecting Communities	August 27, 2021	Survey (See Community Housing Communities)	<ul style="list-style-type: none"> Promoted through Routes Connecting Communities Survey (See above)
Homeless Shelters (People with Low Income)	August 27, 2021	Survey (8)	<ul style="list-style-type: none"> Poster and \$25 grocery gift card prize draw https://www.surveymonkey.com/r/6XW283X Primarily over 55 (87%), male (87%), primarily use transit
Youth (High Schools/Post-Secondary)	Closed August 20, 2021	Social media campaign, Survey (94)	<ul style="list-style-type: none"> Prepare and promote through social media campaign Mostly Southern York municipalities, mainly private vehicle (38%) or transit (24%), same preferences
Libraries	Closed August 20, 2021	Survey (See Residents Associations)	<ul style="list-style-type: none"> Promote to families and general public across Region https://www.surveymonkey.com/r/KN9DYNW Overwhelmingly from Southern York municipalities, many over 65, over half over 45, mainly working from home, mix of home and office, or from home, 82% travel by vehicle, only 46% would like to travel this way
YR Accessibility Advisory Committee	Closes August 27, 2021	Survey (2)	<ul style="list-style-type: none"> Promoted through Accessibility Advisory Committee
Businesses	Closes August 27, 2021	Email blasts, survey (73)	<ul style="list-style-type: none"> Promoted through Smart Commute, Chambers of Commerce, BIAs, Economic Development 21% of respondents are from outside the region, most work in healthcare, public administration, professional services,

			manufacturing or educational services, 81% are more than 5km from work.
Residents Associations	Closes August 27, 2021	Email blasts, survey (165)	<ul style="list-style-type: none"> Promote through families and general public
		Total: 435	

Explore Phase 2:

The second phase focused on exploring transportation network alternatives and identifying the proposed network for 2051, as well as completing the background studies and developing focus areas. The second virtual PIC was held in October 2021 and introduced a new interactive mapping tool and ideas wall to collect ideas on the future transportation networks and on focus areas for future policies and initiatives. Please visit York.ca/TMP for more details.

8. Notice of Virtual Public Information Centre #2

October 7, 2021

9. Public Information Centre #2

Number of registrants	150
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Description	Participants	Key Findings
Public Information Centre #2	95	<ul style="list-style-type: none"> 36 questions asked via the Q&A Feature Over 70% of residents mentioned it was easy to use the social pinpoint map There were 4,879 page views for york.ca/TMP since October 5 when we updated and began communicating PIC #2 A summary of responses to these questions was posted on york.ca/TMP after the event
Interactive Mapping Tool	1266 total visits 391 unique users	Interactive mapping tool responses: <ul style="list-style-type: none"> 241 comments and four survey response to date Approx. 30% of pins about the cycling network 37% about the transit network 9% about the trail network 12% general comments 12% about the road network
Ideas Wall	701 total visits 199 unique users	Ideas wall responses: <ul style="list-style-type: none"> 132 comments and four survey responses to date 36% of comments about reducing car travel 24% about safety 19% about transportation equity 13% about sustainability 8% about regional corridors

10. Public Information Centre #2 Outreach

TMP Webpage	<ul style="list-style-type: none"> • Webpage Views (6,000) • Webpage Views (7625) (Oct 5, 2021 – Jan 17, 2022) • Video views (440)
Digital Ads	<ul style="list-style-type: none"> • Impressions (6.9 million) - Number of times the message appeared on a timeline for sharing and likes • Link clicks (6,837) – Number of people who clicked on link to Social Pinpoint
Print Ads	<ul style="list-style-type: none"> • Reach (240,000)
Social Media	<ul style="list-style-type: none"> • YouTube (359) • Facebook (424) • Reach (390,000) • Engagement (2%)

11. Post – Public Information Centre #2 Social Media Outreach

Following PIC #2, a social media reminder encouraged users to provide comments.

Twitter	<ul style="list-style-type: none"> • Impression (1,304) – Number of times the message appeared on a timeline for sharing and likes • Link clicks (19) – Number of people who clicked on link to Social Pinpoint • Likes (8) • Retweets (2) – Sharing of post
Facebook	<ul style="list-style-type: none"> • Reach (1,485) • Link clicks (24) – Number of people who clicked on link to Social Pinpoint • Likes (12) • Comments (2) • Engagements (55) – Number of reactions, including likes, comments and shares, link and video clicks

Reveal Phase 3:

The third and final stage of the TMP study brought together the long-term vision for York Region's transportation network encompassing strategy, infrastructure and focus areas. The Draft TMP was presented to Council for review and consideration in March 2022. The third and final Public Information Centre was held virtually on April 21, 2022. The Final Plan was approved in principle by Regional Council on June 30, 2022. On July 7, 2022 the TMP was issued to the Ministry of the Environment, Conservation and Parks and the public for a 30-day review period. During the review period from July 7, 2022 to August 8, 2022, residents, local municipalities and government agencies emailed York Region staff and the general transportation email inbox. A total of 10 comments were received, including requests for clarification, changes to network maps and clarification to the 2022 TMP. Feedback received during the review period is addressed in the 2022 TMP and will be brought forward to Council for approval in September 2022.

12. Notice of Virtual Public Information Centre #3

April 21, 2022

13. Public Information Centre #3

Number of registrants	417
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Description	Participants	Key Findings
Public Information Centre #3	216	<ul style="list-style-type: none"> Overview presentation of the strategy, infrastructure and focus areas
Question and Answer Interactive Session	50	<ul style="list-style-type: none"> 160 questions asked via the Q&A Feature
Interactive Mapping Tool	199	<ul style="list-style-type: none"> 501 total visits 16 liked and 0 dislikes 2.52 minutes average time spent per visit

14. Public Information Centre #3 Outreach

TMP Webpage	<ul style="list-style-type: none"> Webpage Views (9173) since April 1st, update and communications for PIC #3
Print Ads	<ul style="list-style-type: none"> Reach (240,000)
Social Media	<ul style="list-style-type: none"> YouTube (439) Facebook (348) Twitter (636)

15. Notice of Study Completion and 30-day review period

July 7, 2022

TMP Webpage	<ul style="list-style-type: none"> Webpage Views (12,717) from July 7, 2022 to August 9, 2022, update and communications for Notice of Study Completion and 30-day review period
Print Ads	<ul style="list-style-type: none"> Reach (240,000)
Social Media	<ul style="list-style-type: none"> Facebook (259) Twitter (304)

Appendices:

1. 2022 Transportation Master Plan Update Notice of Study Commencement

[Click here to view an accessible version.](#)

2022 TRANSPORTATION MASTER PLAN UPDATE

NOTICE OF STUDY COMMENCEMENT

A TRANSPORTATION NETWORK FOR THE FUTURE

The Regional transportation network supports healthy and vibrant communities and economic growth by safely and reliably connecting travellers to their destinations and efficiently moving goods across our cities and towns.

York Region is updating its Transportation Master Plan (TMP) to create a long-term vision for the Regional road, transit and active transportation network. Input from residents, travellers and the business community will help ensure the plan aligns with the needs of serving our growing and thriving communities to 2051 and beyond.

SHARE YOUR EXPERIENCE

York Region residents and business operators are invited to participate by:

- Attending online events and virtual presentations
- Visiting york.ca/tmp, reviewing progress and providing feedback and ideas
- Connecting with the project team

To be added to the TMP mailing list, receive more information or to submit questions or comments please email transportation@york.ca or contact:

STEFFANIE RUNDLE COMMUNICATIONS AND COMMUNITY ENGAGEMENT SPECIALIST

The Regional Municipality of York - Transportation Services Department
Phone: 1-877-464-9675 ext. 75253

We want to hear from you!

Participate in our Transportation Survey by visiting york.ca/TMP

The Regional Municipality of York is updating its Transportation Master Plan through Approach #1 of the Municipal Class Environmental Assessment master planning process. The Transportation Master Plan is York Region's long-term vision for the transportation network. The plan will identify long-term strategies, policies and infrastructure needs to support planned population and employment growth to 2051.

York Region's number one priority remains protecting the health and safety of staff and our communities. We continue to follow York Region Public Health measures during the COVID-19 pandemic and remain committed to safe and effective engagement and consultation with the public and stakeholders. At this time, York Region will be consulting and collaborating through online events, surveys, email and phone.

An accessible version of this notice is available upon request. This notice was issued on April 1, 2021.

Wayne Emmerson
York Region Chairman and CEO

Personal information submitted (e.g. name, address and phone number) is collected, maintained and disclosed under the authority of the Environmental Assessment Act and the Municipal Freedom of Information and Protection of Privacy Act for transparency and consultation purposes. The personal information you submit will become part of a public record that is available to the general public, unless you request that your personal information remain confidential.



2. 2022 Transportation Master Plan Update Notice of Virtual Public Information Centre #1

[Click here to view an accessible version.](#)

2022 TRANSPORTATION MASTER PLAN UPDATE

NOTICE OF VIRTUAL PUBLIC INFORMATION CENTRE

WE WANT TO HEAR FROM YOU!

The Transportation Master Plan (TMP) is the long-term vision for transportation in York Region. Your input is needed to update the TMP and shape the vision, guiding principles and strategies that will support community growth to 2051.

Whether you walk, bike, drive or take transit, we invite you to participate in the process and attend our virtual Public Information Centre.

Date: Thursday, July 15, 2021

Time: 7:30 p.m. to 8:30 p.m.

Format: Zoom meeting

The virtual meeting will include an introduction to the TMP, followed by an interactive discussion with participants.

REGISTER TODAY!

Register by using the online form on york.ca/TMP

If you are unable to attend the and would like to participate, please visit york.ca/TMP to sign up for updates and learn more about the plan.

You can also share your comments in an email or contact:

The Regional Municipality of York
Transportation Services Department
Phone: 1-877-464-9675 ext. 75000
Email: transportation@york.ca

The Regional Municipality of York is updating its Transportation Master Plan (TMP) through Approach #1 of the Municipal Class Environmental Assessment master planning process.

York Region's number one priority remains protecting the health and safety of staff and our communities. We continue to follow York Region Public Health measures during the COVID-19 pandemic and remain committed to safe and effective engagement and consultation with the public and stakeholders. At this time, York Region will be consulting and collaborating through online events, surveys, email and phone.

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3. 2022 Transportation Master Plan Update Public Information Centre #1 Presentation Slides

[Click here to view a recorded version of the presentation.](#)



WELCOME
Transportation
Master Plan Update

Public Information Centre #1
July 15, 2021 | 7:30 – 8:30 p.m.



LAND ACKNOWLEDGEMENT

"We acknowledge the land we are meeting on today is the traditional territory of many First Nations, including the Chippewas of Georgina Island and the Mississaugas of the Credit. These lands are now home to many diverse Indigenous peoples.

We also acknowledge that York Region falls under Treaty 13 with the Mississaugas of the Credit and the Williams Treaties with several Mississauga and Chippewas First Nations."

ENGAGEMENT GUIDELINES



Video OFF



Muted



Question and Answer
Chat Box



Closed Captions

CONTACT US AT: york.ca/tmp

MEETING OVERVIEW

1. Presentation on the Transportation Master Plan Update
2. Interactive Session: Have your say!
3. Next Steps

YORK REGION TRANSPORTATION MASTER PLAN UPDATE

WHAT IS A TRANSPORTATION MASTER PLAN (TMP)?

Long-term vision

Assessment of the existing transportation system

Forecasting future travel demands

Policy directions

WHY IS THIS IMPORTANT?

Provides transportation options

Recognizes the needs of people of all ages and abilities

Optimizes the transportation system

Improves connections within and between communities



WHY ARE WE UPDATING THE TMP NOW?

YORK REGION'S POPULATION is EXPECTED to GROW from

1.2 MILLION RESIDENTS in 2020	to	2.02 MILLION RESIDENTS in 2051
--	----	---

YORK REGION'S EMPLOYMENT is EXPECTED to GROW from

655 THOUSAND JOBS in 2019	to	990 THOUSAND JOBS in 2051
------------------------------------	----	------------------------------------

STUDY PROCESS FOR DELIVERING THE TMP

PHASE 1 - Strategic Planning
January to July 2021



NEEDS AND OPPORTUNITIES

PHASE 2 – Infrastructure Recommendations
July to December 2021



ALTERNATIVE SOLUTIONS AND RECOMMENDED INFRASTRUCTURE

PHASE 3 – Draft Plan
January to June 2022



DRAFT PLAN

10



TRAVEL TRENDING IN THE RIGHT DIRECTION

FEWER
YOUNG PEOPLE
are Driving
and are choosing
OTHER MODES




DRIVE LESS
AS WE AGE


TRAVEL BY
Sustainable
Modes has
INCREASED

INTRA-REGIONAL

TRAVEL HAS Increased

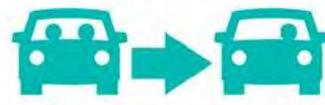
Source: 2016 Transportation Tomorrow Survey

12

OPPORTUNITIES

76%
OF WEEKDAY TRIPS
under 2 km
MADE BY CAR



AVERAGE NUMBER

of people in each car has
DECREASED

ACTIVE MODES OF
Travel to School

DECREASING

Source: 2016 Transportation Tomorrow Survey

13

WHAT WE'VE HEARD:



14

WHAT WE'VE HEARD:

TOP TRANSPORTATION PRIORITIES

1. Easy access to destinations
2. Viable transportation options
3. Safety
4. Affordable transportation options

WHAT IS THE MOST IMPORTANT FACTOR WHEN DECIDING HOW TO TRAVEL TO YOUR DESTINATION?

1. Shortest or quickest travel time
2. Convenience
3. Travel time is consistent and reliable
4. Cost



15

WHAT WE'VE HEARD:

HOW DO YOU TRAVEL?



CITIZENS WOULD CONSIDER WALKING, BICYCLING OR TAKING TRANSIT INSTEAD OF USING A VEHICLE IF:

- ✓ The distance/time was reasonable
- ✓ It was safe
- ✓ There was a route to get them to their destination
- ✓ It reduced commute time
- ✓ It was consistent and reliable



TMP HAS TO BE FLEXIBLE AND NIMBLE



INTERACTIVE SESSION: HAVE YOUR SAY!

SHARE YOUR THOUGHTS ON:

- Transportation Priorities and Needs
- Draft Vision, Values and Strategies

we **WANT**
to **HEAR**
from **YOU!**

www.menti.com
code: 9512 3731

RECAP



NEXT STEPS



1. Post materials from tonight's public information centre on York.ca/TMP
2. Report to Regional Council with the TMP vision, values and strategies
3. Host a second Public Information Centre on the recommended transportation network

**LEARN MORE ABOUT THE
TRANSPORTATION MASTER
PLAN UPDATE**

transportation@york.ca
york.ca/TMP

TRANSPORTATION MASTER PLAN CONTACTS:

Lauren Crawford

Manager

Transportation Long-Term Planning

1-877-464-9675 ext. 73115

Lauren.Crawford@york.ca

Keri Hyde

Program Manager

Transportation Planning & Research

1-877-464-9675 ext. 78139

Keri.hyde@york.ca



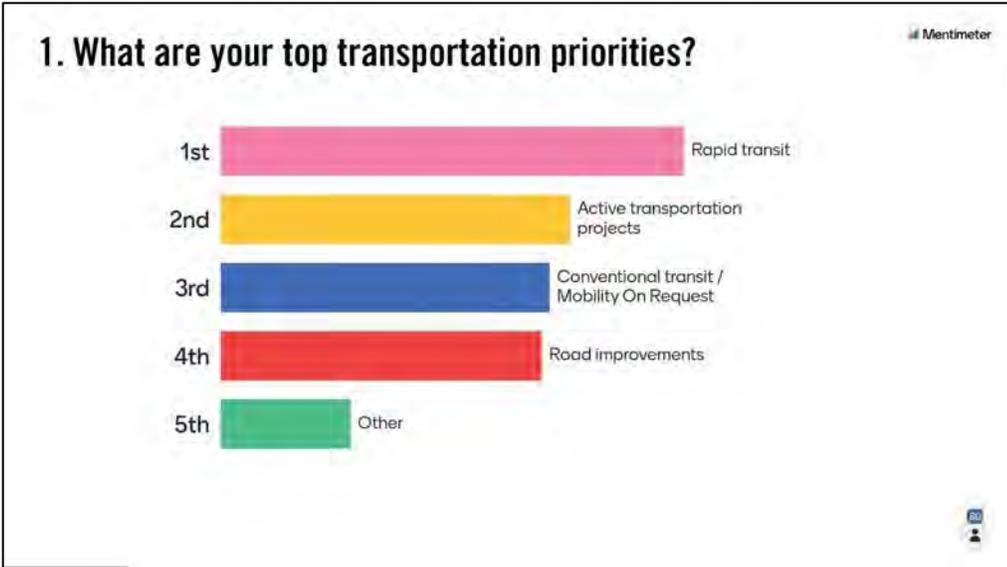
4. Video - Introducing the 2022 Transportation Master Plan

[Click here to watch the video.](#)



5. 2022 Transportation Master Plan Update Public Information Centre #1 survey questions and answers

[Click here to view an accessible version.](#)

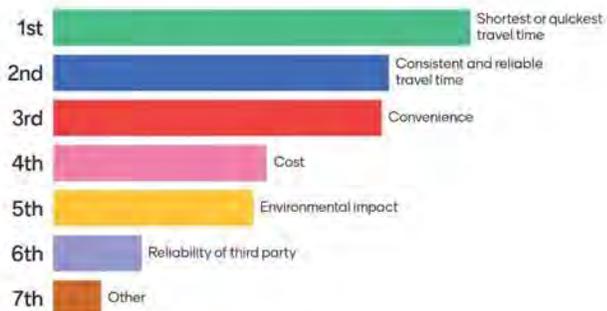


2. What are your top concerns about travelling in York Region?



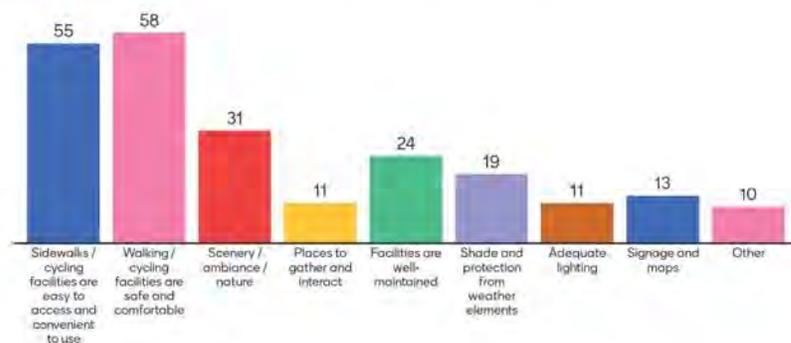
3. What is most important to you when deciding how to get to your destination?

Mentimeter



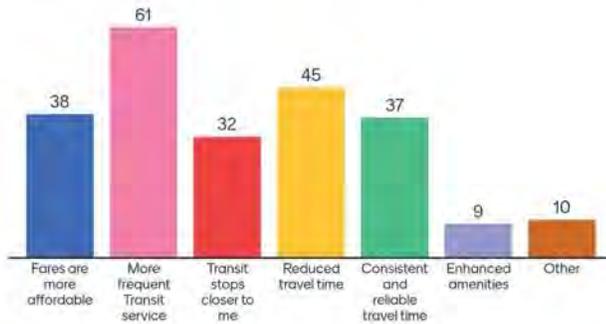
4. What would encourage you to walk and cycle more often?

Mentimeter



5. What would encourage you to take transit more often?

Mentimeter



6. Here is our draft vision statement. Are we on the right track or are we missing anything?

Here is the general feedback we received for our consideration, which was positive overall:

- Support the terms sustainability (recognizing it applies to both environmental and fiscal) and future-ready
- Place more emphasis on the terms equity, accessibility, affordability, collaboration, integration
- Suggestion to consider key indicators to measure performance

VISION STATEMENT

Plan, build, operate and maintain a transportation network for all travellers that is safe, reliable, future-ready, sustainable and balances the unique communities we serve.

All the feedback we received will be taken into consideration as the TMP study progresses.

7. Here are our proposed values. Are we on the right track or are we missing anything?

Here is the general feedback we received for our consideration, which was positive overall:

- Support for the phrase “protecting the environment”
- Suggestions to take a “people first” approach and include reference to complete communities
- The desire for connectivity, creating a seamless transportation network and for fast, efficient and convenient travel options

VALUES

1. Safety
2. Inclusivity and Equity
3. Protecting the environment
4. Affordability for today and tomorrow
5. Balancing the needs of communities and commuters
6. Future-ready

All the feedback we received will be taken into consideration as the TMP study progresses.

8. Here are our proposed strategies. Are we on the right track or are we missing anything?

Here is the general feedback we received for our consideration, which was positive overall:

- Support for providing a range of transportation options for all
- The importance of “enhancing partnerships” and facilitating a two-way dialogue through engagement and education
- Should include reference to sustainability, connectivity and active transportation infrastructure

STRATEGIES

1. Making the best use of our roads and structures and the services we provide
2. Encouraging all types of travel
3. Providing a resilient transportation network that is adaptable to the changing environment
4. Enhancing partnerships
5. Actively engaging and educating all stakeholders

All the feedback we received will be taken into consideration as the TMP study progresses.

6. Questions and answers from the 2022 Transportation Master Plan Update Public Information Centre #1

[Click here to view an accessible version.](#)

2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

From the York Region Transportation Master Plan Update PIC #1

1. Will you be hosting any in-person meetings during Phase 1 of the Transportation Master Plan?

There are no in-person PIC's planned for 2021.

2. When will Highway 427 Extension open for traffic?

The Highway 427 Extension opening date is still to be determined. For updates please visit: 427expansion.ca/opening-updates/

3. Will the Transportation Master Plan support the new Kirby and Mulock GO stations?

The Transportation Master Plan will support GO station locations identified in the Metrolinx Regional Transportation Plan (RTP). It is anticipated that both GO stations in York Region on the Barrie GO rail corridor at Kirby in Vaughan and at Mulock in Newmarket will be identified. York Region is committed to partnering with Metrolinx to provide an integrated transportation network that meets the needs of our residents and workers today and into the future.

4. Why are there buses both in and outside of the central designated bus lanes?

The buses outside of the new bus lanes serve local routes and stop more frequently. Whereas rapid transit buses use the designated bus lanes in the centre of the street, which allows for continuous travel and only stopping at the longer spaced rapid transit stations.

5. Does York Region conduct public consultation on projects such as the GTA West Corridor and Bradford Bypass?

The GTA West Corridor and Bradford Bypass are Provincial projects and public consultation is conducted by the Ministry of Transportation of Ontario. Transportation projects are managed by the respective regional, local and provincial government agency that has ownership of the road. However, the support for projects is managed by different levels of government and is considered by the Regional Council.

6. Where can I watch the Virtual Public Information Centre recording later?

The presentation was recorded and is available on the Transportation Master Plan web page at york.ca/tmp

7. Does the TMP include movement of freight? (i.e. trucks, cargo)

Yes, the Transportation Master Plan includes freight (i.e. trucks, cargo) and will support the efficient movement of goods and services on Regional road corridors.

8. Will new data for sustainable transportation modes (walking and cycling) since the 2016 Transportation Master Plan be presented?

Yes, the updated Transportation Master Plan will reflect recent sustainable transportation data that is available.

9. What bylaws govern the use of e-scooters in York Region?

E-scooters are permitted on Regional bike lanes through by-law and each local municipality determines their own regulations. For more information, [click here](#).

10. Do people riding bicycles pay for roads? What about a licence to help in the cost?

All York Region residents contribute financially to roads, which includes active transportation infrastructure. Bicycle licenses have been explored by various local municipalities however they have not been implemented due to cost, age, jurisdiction and enforcement considerations.

Page 1

2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

From the York Region Transportation Master Plan Update PIC #1 *continued*

11. Are there plans to install traffic cameras along Regional Roads?

The Region is currently operating Automated Speed Enforcement (ASE) on a two-year limited use pilot on selected Regional roads. In compliance with the Provincial regulation, municipalities are authorized to use these devices exclusively in school zones and community safety zones, covering public elementary and secondary schools located adjacent to Regional roads. Depending on the success of the program to change driver behaviour, staff will consider expanding the Program.

12. How does the Region's Transportation Master Plan align with town and city plans?

As a Regional plan, the Transportation Master Plan is coordinated with both Municipal and Provincial partners and initiatives. Input from community stakeholders, technical staff and municipal decision-makers across the Region helps to develop a plan that reflects common objectives and supports one another. This includes roads, cycling routes, transit and network coordination.

13. When does the Region consult with property owners for road improvements that require property? Does the Transportation Master Plan or Environmental Assessment make a recommendation?

Typically, property impacts are identified early in the process, such as during the project's Environmental Assessment and engineering design. If property is required, the time frame can range from at least a year in advance of construction to determine necessary arrangements. The Transportation Master Plan considers the travel demand impacts on the entire Regional transportation network and does not investigate project specific needs such as property acquisition for specific road corridors.

14. How are you including commercial and industrial traffic (i.e. trucks) in the Transportation Master Plan?

The Transportation Master Plan will consider freight traffic for commercial and industrial purposes as the Study progresses. The Master Plan will support the efficient movement of goods and services through the Region.

15. The work from home trend has increased during the COVID pandemic. How has the new trend been considered in traffic analysis?

While travel patterns have changed in the Region as a result of COVID-19, it is unknown which changes are temporary, and which are likely to continue long-term as restrictions associated with the pandemic continue to ease. To better understand the long-term impacts on travel patterns, Regional staff have been working with the University of Toronto and municipal partners across the GTA to survey travellers to understand how, why and where people travel. The survey results will provide insight to understand the impacts of COVID-19 on the travel demand and travel behaviour of residents and commuters within the GTA. Several surveys throughout 2020 and 2021 will provide time series data to analyse mid to long-term trends including work from home, online shopping, mode shift, etc. The Transportation Master Plan will incorporate long-term trends into the planning of the future transportation network.

16. Bus and High Occupancy Vehicle (HOV) reserved lanes are part-time on Highway 7, between Kennedy Road and Warden Avenue, are there plans to make them reserved effective 24 hours a day?

Currently, the reserved HOV lanes on Highway 7, between Kennedy Road to Warden Avenue, only operate during rush hours from Monday to Friday. There are no immediate plans to change this status.

2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

From the York Region Transportation Master Plan Update PIC #1 *continued*

17. Are there York Region Transit service policy directives, including service recommendations, to be included in the Transportation Master Plan?

York Region's long-term vision for the Regional transportation network includes roads, transit and facilities for walking, cycling and other active modes of travel. The Plan will identify long-term transportation strategies, policy directions and infrastructure needs to support planned population and employment growth for the next 30 years to 2051. In the meantime, Transit Service Guidelines and YRT's latest Strategic Plan can be found [here](#).

18. Are there plans for York Region to further integrate transit services with neighbouring cities and regions?

Currently, York Region has fare and/or service integration with multiple transit agencies, including free transfers between YRT, Brampton Transit, and Durham Region Transit. YRT also offers a \$1.00 co-fare when transferring to/from GO Transit, and operates cross-boundary services connecting passengers with TTC Subway stations in Toronto.

York Region Transit continues to work with neighboring transit agencies in the Greater Toronto and Hamilton Area to develop fare and service integration initiatives. These initiatives may include routes crossing between boundaries, connecting to higher order transit, and investigating fare payment solutions. Several phases to cross-boundary fare and service integration have been identified, with the first planned to commence with pilot initiatives in 2021-2022.

19. Are there plans to add transit signal priority for all major transit routes?

There are no plans to add transit signal priority for all major transit routes. This would require extensive equipping of the conventional bus fleet and additional equipment at signalized intersections.

20. Are lower transit fares a recommendation?

York Region Transit (YRT) fares are reviewed based on Council approval and funding contributions from various levels of government. To improve the affordability of transit, YRT offers discounted fares including children, youth, and seniors.

In addition, the Transit Assistance Program (TAP) is available for all eligible York Region residents between 18-64 years old. TAP is not employment based. Additional information can be found [here](#).

YRT continues to review its fare structure and age categories, and is also participating in a 5-Year Fare Policy and 10-Year Fare Collection Outlook with the TTC, more information can be found [here](#).

21. How will the prioritization for future Bus Rapid Transit routes be completed?

Metrolinx works with municipalities including York Region to prioritize rapid transit projects through an evaluation process.

The Transportation Master Plan reflects the transportation network needed to support growth to 2051, and identifies but will not prioritize these projects. At the Regional level, project programming and prioritization is subject to Council endorsement of budgets and 10-year roads and transit capital plans.

7. 2022 Transportation Master Plan Update Notice of Virtual Public Information Centre #2

[Click here to view an accessible version.](#)

NOTICE OF VIRTUAL PUBLIC INFORMATION CENTRE #2

2022 TRANSPORTATION MASTER PLAN UPDATE

WE WANT TO HEAR FROM YOU!

The Transportation Master Plan (TMP) is the long-term vision for transportation in York Region. Building on the success of our first virtual Public Information Centre, your input is needed to help identify transportation improvements and focus areas over the next 30 years.

Whether you walk, bike, drive or take transit, we invite you to participate in our second of three planned virtual Public Information Centres.

DATE: Wednesday, October 20, 2021 TIME: 7:30 p.m. to 8:30 p.m.

REGISTER ONLINE TODAY!

To complete the online registration form, share your feedback, sign up for updates and learn more about the plan, visit york.ca/TMP

You can also share your comments by phone or email:

The Regional Municipality of York
Transportation Services Department
Phone: 1-877-464-9675 ext. 75000
Email: transportation@york.ca

We will be launching a new online mapping tool to capture your feedback in a fun and interactive way.

The Regional Municipality of York is updating its Transportation Master Plan through Approach #1 of the Municipal Class Environmental Assessment master planning process. York Region remains committed to safe and effective engagement and consultation with the public and stakeholders. We continue to follow York Region Public Health measures during the COVID-19 pandemic and will be consulting and collaborating through online events, surveys, email and phone.

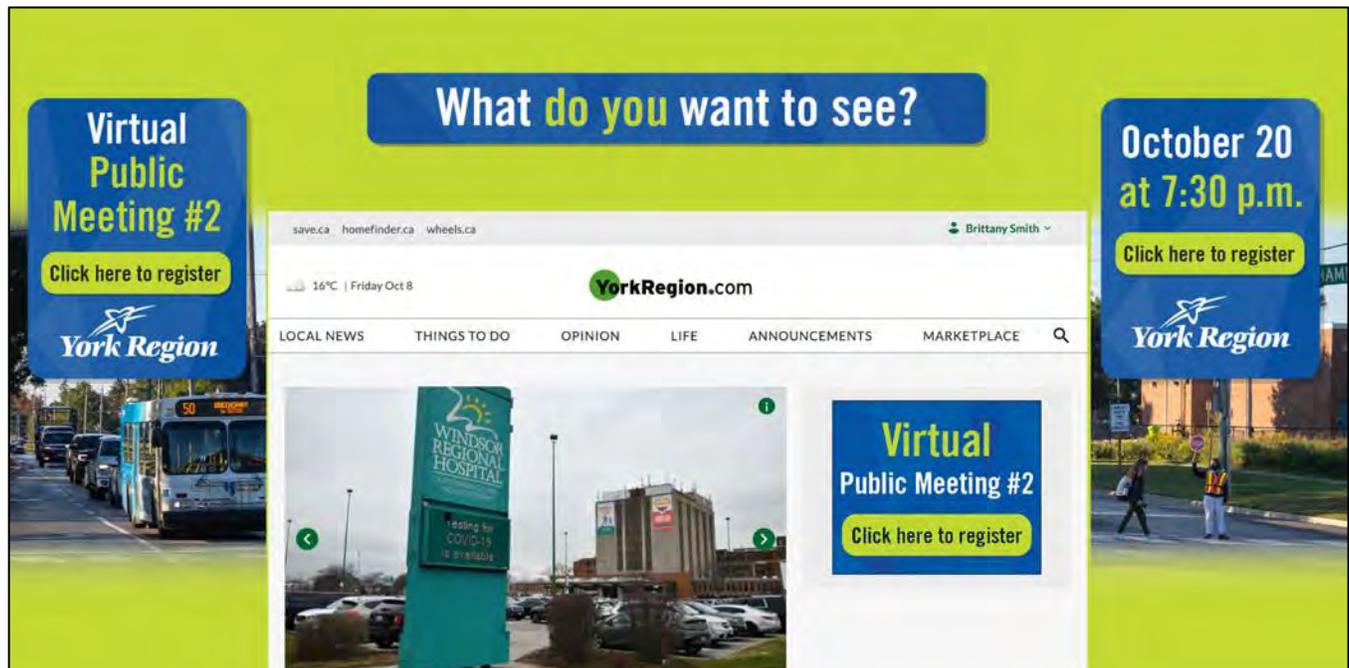
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Wayne Emmerson, York Region Chairman and CEO

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8. Virtual Public Information Centre #2 digital advertising on Metroland websites



9. Virtual Public Information Centre #2 promotion on social media



10. Promotional Video - 2022 Transportation Master Plan Update Public Information Centre #2

[Click here to watch the video.](#)



11. 2022 Transportation Master Plan Update Public Information Centre #2 Presentation Slides

[Click here to view a recorded version of the presentation.](#)

[Click here to view an accessible version of the presentation slide deck.](#)



**2022 TRANSPORTATION
MASTER PLAN UPDATE**

Public Information Centre #2
October 20, 2021 | 7:30 – 8:30 p.m.



LAND ACKNOWLEDGEMENT

"We acknowledge the land we are meeting on today is the traditional territory of many First Nations, including the Chippewas of Georgina Island and the Mississaugas of the Credit. These lands are now home to many diverse Indigenous peoples.

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ENGAGEMENT GUIDELINES



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Closed Captions

CONTACT US AT: york.ca/tmp

MEETING OVERVIEW

1. Presentation on the Transportation Master Plan Update
2. Interactive Session: Have your say!
3. Next Steps



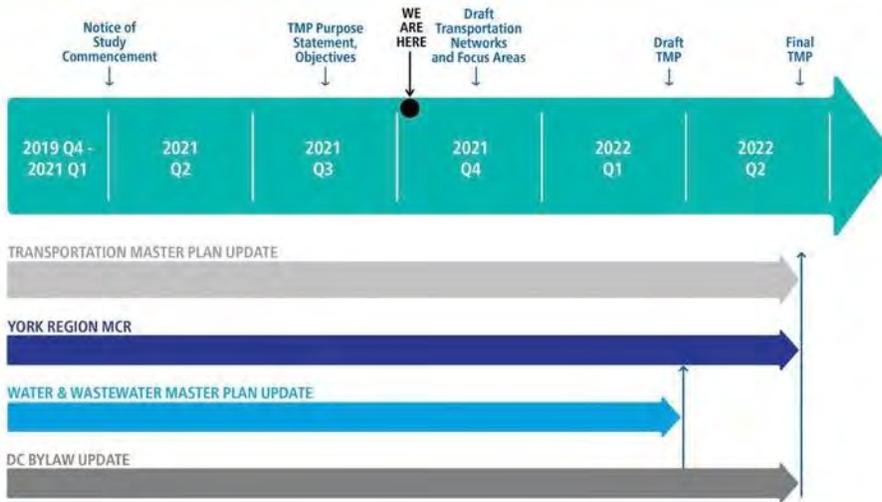
WELCOME AND MEET THE TEAM



5

YORK REGION TRANSPORTATION MASTER PLAN UPDATE

TMP PROJECT OVERVIEW AND TARGET SCHEDULE



TMP Update aligns with ROP, WWMP and DC Bylaw Updates

Please note that this timeline is subject to change

PROCESS FOR DELIVERING THE TMP



WHAT WE HEARD IN PHASE ONE



Connections are key



Safety a top priority



All Roads for All Modes



More walking, cycling and transit



Fast and convenient travel options



Environmental sustainability is top of mind

9

PROPOSED 2051 TRANSPORTATION NETWORKS

PROPOSED 2051 REGIONAL ROAD CYCLING NETWORK



GUIDELINES:

- Enhance safety
- Provide connections to other systems
- Align with Pedestrian and Cycling Planning and Design Guidelines

LEGEND

Existing Network*

— Dedicated/Separated Facilities *(Protected Bike Lane, Shared Path in Boulevard, Bike Lane)*

Proposed Cycling Facilities

--- Cycling facility to be determined in consultation with Pedestrian and Cycling Planning and Design Guidelines

BASE MAP INFORMATION

▭ Provincial Freeway

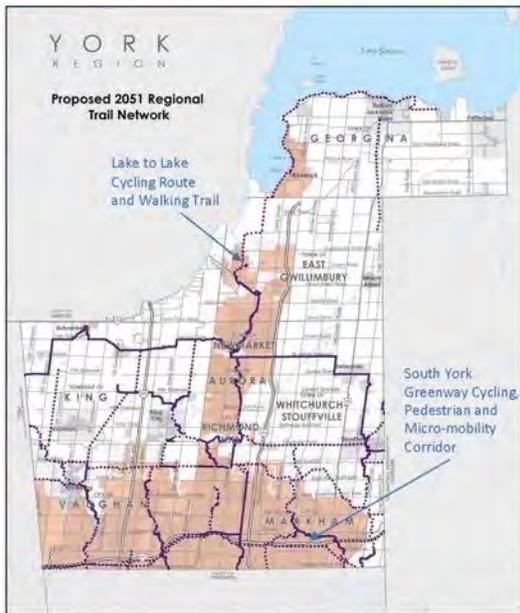
▭ Provincial Highway

— Road

— Railway

11

PROPOSED 2051 REGIONAL TRAIL NETWORK



LEGEND

Trails of Regional Significance

— Existing Region-Wide Trail Network

--- Proposed Region-Wide Trail Network

Base

▭ Urban Boundary

BASE MAP INFORMATION

▭ Provincial Freeway

▭ Provincial Highway

— Road

— Railway

12

PROPOSED 2051 RAPID TRANSIT NETWORK



GUIDELINES:

- Alignment with provincial plans
- Protect additional corridors
- Infrastructure focused

LEGEND

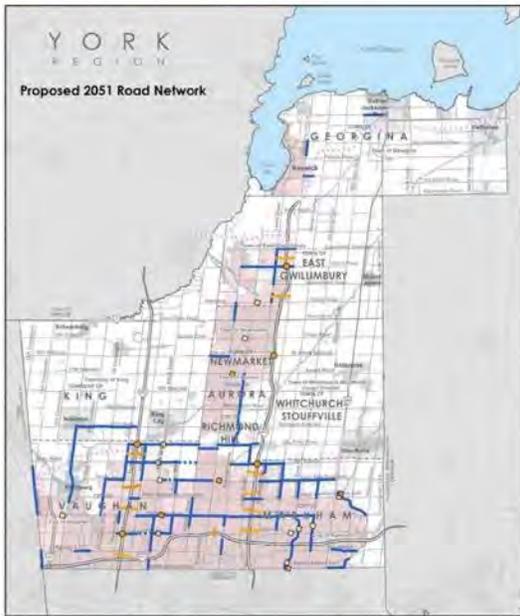
Subway Stations ● Subway Station GO Rail Stations ■ GO Rail Station ■ GO Rail Station subject to further study Commuter Parking Lots ■ Active Lot ■ Potential Lot	Rapid Transit Service ■ Rapid Transit Corridor ■ Rapid Transit subject to further study ■ BRT Curbside Service Provincial GO Rail ■ GO Rail Corridor Subway Service ■ Subway ■ Subway subject to further study	Transitway Service ■ Transitway on Existing Provincial Highway ■ Transitway on Proposed Provincial Highway Other ■ Urban Boundary ■ Built-up Area ■ Designated Urban Area ■ Major Transit Station Area
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BASE MAP INFORMATION

▬ Provincial Freeway	▬ Provincial Highway
▬ Road	▬ Railway

13

PROPOSED 2051 ROAD NETWORK



GUIDELINES:

- Prioritizes investments to maximize the benefit to travellers and connecting communities
- Recognizes financial realities for both today and into the future
- Informed by the Region's priority setting process

LEGEND

Road Projects ■ Midblock Crossing ■ Road Improvements ■ New Road Link ■ Road Improvements (Provincial Jurisdiction) ■ Future Highway Interchanges ● Interchange (Municipal Initiative)	Grade Separations ■ Grade Separation (Capital Program) ■ Grade Separation (Prioritized) Other ■ Urban Boundary ■ Built-up Area ■ Designated Urban Area	BASE MAP INFORMATION ▬ Provincial Freeway ▬ Provincial Highway ▬ Road ▬ Railway
---	--	--

14

PROPOSED FOCUS AREAS

1. **Safety** for all travellers
2. **Transportation equity** - providing transportation options that fit all lifestyles and abilities
3. **Reduce car travel** - especially during rush hours
4. Financial and environmental **sustainability**
5. Review the role and function of **Regional corridors**



SOCIAL PINPOINT: HAVE YOUR SAY!

SHARE YOUR THOUGHTS ON:

- Proposed 2051 Transportation Networks
- Proposed Focus Areas

we **WANT**
to **HEAR**
from **YOU!**



INTRODUCING SOCIAL PINPOINT

IN CLOSING

CLOSING REMARKS

- Building on what we've heard from our partners, stakeholders and the public
- Designed to meet the needs of all travellers
- Proposed maps, focus areas are still in draft form
- We continue to collect your feedback!



NEXT STEPS

Provide your feedback until
November 3, 2021

- **Post materials** from tonight's public information centre on york.ca/TMP
- **Report to Regional Council** with the TMP Proposed 2051 Transportation Networks and Focus Areas
- Host a **third Public Information Centre** to present the Draft Plan

**LEARN MORE ABOUT THE
TRANSPORTATION MASTER
PLAN UPDATE**

transportation@york.ca
york.ca/TMP

THANK YOU

The logo for York Region, featuring a stylized white star or wing shape above the text "York Region" in a serif font.

York Region

12. Questions and answers from the 2022 Transportation Master Plan Update Public Information Centre #2

[Click here to view an accessible version.](#)

2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the Public Information Centre #2

Thank you to everyone who attended the meeting on October 20, 2021. More than 40 questions were received from participants. The questions and answers are grouped into the following categories:

- Public Transit
- Specific Transit Routes
- Green Initiatives
- Walking and Cycling
- Road Construction and Design
- General

Public Transit

Why not make York Region Transit fares free?

York Region Council approved York Region Transit plans to achieve an annual revenue-to-cost ratio of 40 per cent for the entire transit system. This target reflects a sharing of transit costs between users (40%) and taxpayers (60%). As ridership and operational costs grow, fares are required to off-set operating costs and pay for service improvements. The 2022 budget was approved on December 21, 2021 and can be found [here](#).

We live in a car-based community. How do we build more confidence in using the transit system?

York Region is committed to providing cost effective, quality services that respond to growing communities. In 2019, York Region Transit carried 22.9 million passenger trips, with an additional 4.5 million passenger trips on the TTC Line 1 Subway extension in York Region. The Region continues to partner with GO Transit, facilitate service across cross boundaries, and work with the province on the future extension of the Yonge North Subway extension.

York Region Transit offers a [Travel Training](#) program where customers can be guided through the process of using York Region Transit services. For information, contact the YRT Contact Centre at 1-866 MOVE YRT (668-3978).

To improve transit, can we learn from other cities and regions? Ideas include on-demand transit services, covering all areas of the region and overnight hours.

Answer on page 2

2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the Public Information Centre #2 *continued*

York Region engages with community partners and other municipalities to learn about transit initiatives and best practices. York Region Transit connects with other transit agencies in North America and around the world by participating in the Canadian Urban Transit Association (CUTA), Ontario Public Transit Association (OPTA) and the American Public Transportation Association (APTA). For the Transportation Master Plan, York Region conducted jurisdictional scans, background studies and consults with City of Toronto, Durham Region, Region of Peel and Simcoe County as well as Metrolinx and the Ministry of Transportation of Ontario.

Mobility On-Request (MOR) is York Region's on-request ride-sharing service. MOR services are introduced in areas with low ridership demand and may replace conventional routes during low-demand service periods. In 2020, YRT introduced seven new MOR services, and there are plans to continue expanding MOR services across York Region where fixed route service may not be warranted. This can lead to expansion of service across the Region and past midnight, pending ridership demand.

Why is transit service reduced, including prior to the pandemic, when the vision is for more people to use transit?

York Region is committed to providing cost effective, quality services that respond to the needs of growing communities. York Region Transit continues to monitor ridership at route level and adjust service levels.

The 2021 to 2025 Business Plan describes how York Region Transit will address the impacts of the COVID-19 pandemic and the Region's transit needs over the next five years. More information can be found [here](#).

Are there plans to allow Viva buses that use centre bus lanes to go through the intersection first - before the left-turn signal?

There are no plans at this time to change traffic signal coordination to give transit priority before advance left-turn signals. The Viva transit signals operate with the through traffic and reduces the number of conflicting movements between different vehicles and lanes.

Are there options being considered besides limited stops along rapid transit corridors?

Viva and conventional bus services complement each other and provide different service levels to accommodate a wider range of travel patterns. Viva routes are designed to stop less frequently, mainly at major intersections or key travel destinations. Along the same corridors, York Region Transit operates conventional service in mixed traffic lanes, serving all curbside local bus stops and the "Request Stop" program where customers can exit between stops after 9 p.m.

Are there plans for autonomous, elevated transit systems?

York Region has been working with various stakeholders to explore potential routes for autonomous transit vehicles to connect residents in local neighbourhoods to higher order transit, such as GO stations and bus rapid transit routes. Currently, there are no plans for elevated transit system in York Region.

When will self-driving transit vehicles be introduced in York Region?

York Region has been working with various stakeholders to identify potential routes to pilot autonomous transit shuttles that would service areas that would benefit from additional transit services.

2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the Public Information Centre #2 *continued*

Does York Region consider the projections made by Metrolinx? For example, transition between travel methods, maintenance, planning transit routes, etc.

York Region is working with Metrolinx on the Yonge North Subway Extension and GO Expansion projects to identify and address transportation needs in the Region. This includes planning and coordinating road and transit operations, ongoing maintenance and plans for future service, and facilities for transit users, pedestrians, cyclists and drivers.

Does York Region support “Option 3” for the subway route by Metrolinx?

The Transportation Master Plan identifies the need for improvements to address planned growth in the Region, such as the Yonge North Subway Extension. The plan does not study, assess or explore the requirements or design details for identified improvements to roads, transit, cycling or walking facilities, or any specific project. Details about the subway alignment and stations are addressed through the project led by Metrolinx. More information is available [here](#).

How do I get more information about York Region and Metrolinx projects and provide feedback?

York Region’s website provides updated information on campaigns, projects and public consultations. Visit the [Public Consultation page](#) to view engagement opportunities. Current and planned transportation construction projects can be seen at york.ca/roadconstruction. Metrolinx projects and initiatives can be found here: metrolinxengage.com.

Specific Transit Routes

Is there consideration for a direct bus route from Markham to Newmarket along Highway 404?

Transit services are provided based on ridership demand. In September 2016, Route 320 – Newmarket-Beaver Creek Express was introduced to provide service along Highway 404 between the cities of Markham and Richmond Hill, and Town of Newmarket. As per the service adjustments identified through the 2019-2022 budget cycle, effective July 2019, Route 320 was discontinued due to low ridership. For connections between the City of Markham and Town of Newmarket, Viva bus rapid transit service is available along Highway 7 and Yonge Street.

More information about York Region Transit’s Plans and Improvements and service changes can be found [here](#).

Taking the Viva, there is a lack of 10 to 15 minute service and decrease in Sunday service. Are there plans to increase the current level of service on Viva Orange?

York Region Transit and Brampton Transit offer integrated rapid transit services along the Highway 7 rapidway served by Viva Orange and Route 501 – Züm Queen. Highway 7 is part of the York Region Transit’s Frequent Transit Network with future plans to provide 15-minute or better service along this corridor. Ridership levels are monitored on a regular basis and adjustments are made as to balance system service levels to match passenger demand. More information about York Region Transit’s plans, improvements and service changes can be found [here](#).



2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the Public Information Centre #2 *continued*

Are there plans for increased GO Bus services for east-west trips along Highway 407?

York Region does not plan and operate GO bus services. For questions related to GO Bus service, please contact GO Transit [here](#).

The Region participates on a number of coordinating committees with the province and Metrolinx as it relates to the Highway 407 Transitway. The 407 Transitway is a high-speed interregional transit facility to be constructed on a separate right-of-way parallel to Highway 407 from Burlington to Whitby. Further information on the 407 Transitway project can be found [here](#).

Are there plans for frequent York Region Transit Service and active transportation connections to the McMichael Canadian Art Collection in Vaughan?

In November 2021, York Region Transit launched a new Mobility On-Request service during weekday rush hours in the Kleinburg-Nashville community. More information can be found [here](#).

Due to the pandemic, discussions with major destinations have been put on hold and implementation of new services are pending ridership uptake. Pedestrian and cycling improvements along Regional roads will be considered in the future.

Are there plans for transit in York Region's rural communities, specifically in King Township, to better connect with education, employment and hospital services?

York Region Transit recently implemented a new [Mobility On-Request King City GO](#) in the Township of King to connect residents to the King City GO station. More information about York Region Transit's plans, improvements and service changes can be found [here](#).

York Region Transit's Mobility On-Request Plan provides guidance on how the Region will continue to expand its Mobility On-Request service to travellers in low-demand areas (such as the communities of Kettleby, Pottageville, Schomberg, and Nobleton) and connect these areas with frequent transit service. To file a recommendation, please fill out the feedback form [here](#).

Are there future plans for a King City local bus service?

York Region Transit currently operates bus route 96 in King City along King Road and connects travellers to Pioneer Village Station and Newmarket Terminal. Additionally, [Mobility On-Request King City GO](#) service connects travellers in King City to King City GO station. This service will continue to be expanded to low-demand areas and connect with frequent transit service.

I don't live near the GO station in King City, are there future transit plans for Nobleton or Schomberg?

In February 2013, York Region Transit offered Route 61 – King Local during rush hours connecting Kettleby, Pottageville, Schomberg, Nobleton and King City. In June 2016, the route was converted to on-request service but was discontinued in January 2021 due to low ridership. York Region Transit is continuing to identify new service options for the communities of Nobleton and Schomberg.

Georgina is underserved in terms of transportation. Is York Region working with local non-profits to partner on transportation?

All residential and business addresses in the Town of Georgina have access to public transit through York Region Transit Mobility On-Request, conventional and paratransit services. York Region Transit also works closely with Georgina Island and provides access to transit at the Ferry Docks. YRT is an active and proud member of Linking Georgina, which is a collective of local non-profit community partners offering services to improve quality of life. More information can be found [here](#).

Travel training and assistance with the cost of transit is also available for residents of York Region. Further information can be found [here](#).

2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the Public Information Centre #2 *continued*

Are there plans to increase York Region Transit services from Yonge Street and 16th Avenue in Richmond Hill to Vaughan Mills and Canada's Wonderland?

Passengers travelling from Yonge Street and 16th Avenue to Vaughan Mills Mall or Canada's Wonderland can use York Region bus routes 85 and 20. As part of the York Region Transit's Frequent Transit Network, there are plans for more direct service with a frequent service of 15 minutes or better, six days a week, from 6 a.m. to 10 p.m., and be complemented by other local, express, and Mobility On-Request services. For more information, please contact the YRT Contact Centre at 1-866 MOVE YRT (668-3978).

More information about York Region Transit's plans, improvements and service changes can be found [here](#).

Why was Leslie Street chosen over Woodbine Avenue for transit improvements as a north-south route when there is more redevelopment opportunity on Woodbine Avenue?

Each Regional corridor is assessed in consultation with stakeholders and other municipalities. Leslie Street was identified as a future rapid transit corridor for further study with Metrolinx and the City of Toronto. Future Light Rail Transit (LRT) is planned along Don Mills Road, south of Steeles Avenue.

Are non-Viva buses allowed to use the centre bus lanes on Yonge Street?

While conventional buses are allowed to use the rapidways, they typically do not due to operational constraints. Viva routes are designed to operate on rapidways along major corridors throughout the Region, such as those on Yonge Street and Highway 7. They are also designed to stop less frequently, primarily at major intersections or key travel destinations to provide quicker travel.

Green Initiatives

When will York Region Transit have a full fleet of electric buses?

In December 2020 York Regional Council approved the York Region Transit fleet electrification program, achieving full electrification by 2051. Six electric buses have been operating for over one year with an additional six entered into service in fall 2021. York Region Transit will continue to purchase a minimum of two electric buses each year between 2021 and 2029 and begin purchasing only electric buses from 2030 onward.

Are Greenhouse Gas Emissions and Removals targets being established? Will the public have access to this information for York Region?

The draft York Region Climate Change Action Plan is a community-based plan and was released for public consultation in March 2020, and can be found [here](#). The plan identifies proposed actions working towards net-zero greenhouse gas emissions by 2050. The York Region Energy Conservation and Demand Management Plan identifies key actions implemented corporately to reduce greenhouse gas emissions also working towards net-zero by 2050. Further information can be found [here](#).



2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the Public Information Centre #2 *continued*

Are York Region's climate action and environmental goals supported in the Transportation Master Plan?

The Transportation Master Plan will support the Region's climate change goals by encouraging more sustainable modes of transportation and adoption of electric and low-emissions vehicles.

York Region increasingly recognizes the key role green infrastructure plays in mitigating and adapting to climate change and is looking at asset management and planning practices with a climate change lens.

Walking and Cycling

Is there consideration for dedicated bicycle and pedestrian mid-block crossings over 400-series highways?

Each mid-block crossing will have a project-specific environmental assessment study and would consider accommodation of pedestrian and cycling facilities where appropriate.

Are you considering schools as hubs or nodes for pedestrian and cycling plans?

When planning for future cycling infrastructure, many considerations are taken into account including connectivity to community destinations such as schools, transit hubs, connectivity to other cycling infrastructure and improving safety.

Are there plans for shared paths along the higher speed roads in Georgina and other rural communities?

Pedestrian and cycling facilities are considered where opportunities exist, including planning and where road improvements support new active transportation facilities. Pedestrian and cyclist safety is always paramount and greater separation between road and cycling facilities is encouraged where possible.

Yonge Street serves a "main street" function in sections and multi-use pathways in place of sidewalks and separated cycling lanes will be a challenge. Are there considerations to apply a "Complete Streets" approach?

We work with our local municipalities in considering safety, community context and connectivity of active transportation routes. Yonge Street in downtown sections of Aurora and Richmond Hill are under local jurisdiction.

Are there plans to extend the protected bicycle lane on Yonge Street, north of Gamble Road?

Yonge Street, north of Gamble Road has been designated as a future Viva Rapidway corridor which may include the extension of bike lanes. However, this segment is currently unfunded.

A staircase was proposed to be constructed from Red Maple Road to 16th Avenue in Richmond Hill for access to transit service on Yonge Street. However, it was not completed due to costs. Can safety be reconsidered over the cost requirement?

The staircase is an In-boulevard pedestrian facility, which is typically under local municipal jurisdiction. We will follow-up with the City of Richmond Hill on the status of this project.

2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the Public Information Centre #2 *continued*

Langstaff bicycle lanes were well-used prior to Highway 427 construction. Can the Region ensure that pedestrian and cyclists be accommodated during the construction phase?

To ensure safer travel through construction areas, lane closures are sometimes required as part of stages of work and for equipment/materials storage. Accommodation of all road users is considered where possible.

Do pedestrians have right-of-way on shared pathways and trails?

Etiquette is always encouraged on shared pathways. Bicycles are considered vehicles. Bicycles are the faster means of travel and should give right-of-way to pedestrians.

Are paths maintained for pedestrians and cyclists during the winter months?

All on-street bike lanes on Regional roads are plowed at the same time as plows clear snow from traffic lanes.

Road Construction Design

Why is 16th Avenue being widened?

York Region has conducted Environmental Assessment Studies to assess transportation system alternatives to address future growth. The preferred alternative identified road improvements on 16th Avenue from Yonge Street to Woodbine Avenue (Study A) and Woodbine Avenue to York/Durham Line (Study B). Further study details can be found [here](#).

When is construction of the bridge over Highway 400 (mid-block crossing) between Major Mackenzie Drive and Teston Road in Vaughan to start?

A new mid-block crossing is being led by City of Vaughan with funding from York Region, with an identified start of construction in 2022. City of Vaughan project updates can be found [here](#).

Is there a focus on designing roads for lower speeds rather than relying on speed limit signs and enforcement?

York Region follows best practices to ensure the safety of all road users and considers the roadway right-of-way in planning and design. York Region's "Designing Great Streets Guidelines" provides further details [here](#).

Are there any future plans for a St. John's Sideroad/Highway 404 interchange?

The Transportation Master Plan study identifies an interchange at this location for future consideration. York Region's 10-Year Roads and Transit Capital Construction Program provides information on current and upcoming road improvement projects. At this time, York Region's capital program does not identify a planned interchange at St John's Sideroad and Highway 404 within the 10-year horizon. Future work would require coordination with the Ontario Ministry of Transportation and their highway improvement programming as Highway 404 is a provincial highway. More information on Regional road improvement projects can be found [here](#).



2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the Public Information Centre #2 *continued*

Do you consider the health and safety of existing residents during construction and operations?

Health and safety are always a priority with the design and operations of our transportation networks. York Region follows set procedures and best practices. The Region's Construction and Design Guidelines and Standards can be found [here](#).

General

How do I get information on York Region's annual budget?

Every year, York Regional Council approves the capital budget and operating budget for the next year. The operating and capital budgets outline how York Region will deliver essential services to citizens. Further information is found on the York Region website york.ca/Budget.

Are elected officials involved in the planning and decision-making process?

The Transportation Master Plan is reviewed and endorsed by Regional Council. Council sets policies, directions and budgets to ensure long-term success and a high standard of living for York Region.

How are goods movements by trucks balanced with safer roads and walkable communities?

York Region designs its roads to accommodate all road users in consultation with local municipalities.

What kind of traffic control systems will be used before 2051 to better coordinate traffic signals and improve traffic flows during rush hours?

The technology and planning of signalized intersections are reviewed each year to determine travel needs. Currently, vehicle detection, traffic cameras, Bluetooth sensors and signal prioritization (pre-emption) are used. York Region follows provincial guidelines. Further information can be found [here](#).

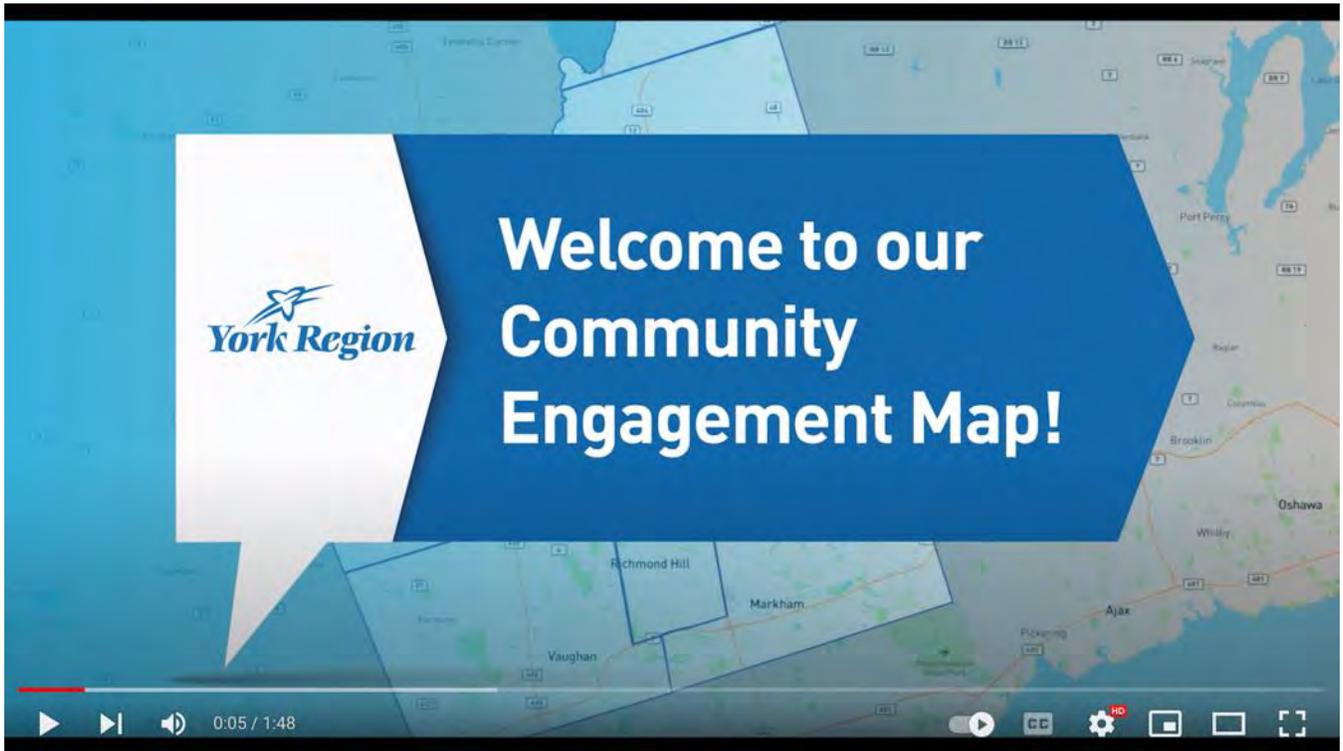
Why do I encounter frequent red lights along Yonge Street?

For Regional road intersections, traffic signal coordination requires balancing the needs of traffic flow, pedestrians, emergency vehicles and other users. York Region strives to coordinate signals as best as possible to reduce delay while optimizing safety.



13. Video – Learn how to use the Interactive Community Engagement Mapping Tool

[Click here to watch the video.](#)



14. Questions and answers received from the online mapping tool

[Click here to view an accessible version.](#)

2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers Received on the online mapping tool

Thank you to everyone who used our new online mapping tool. More than 240 comments were pinned on the map, including 20 questions. The questions and answers are grouped into the following categories:

- Public Transit
- Specific Transit Routes
- Walking and Cycling
- Road Construction and Design
- General

Public Transit

How much revenue is collected from fares and why not make York Region Transit fares free?

In 2016, York Regional Council approved York Region Transit plans to achieve an annual revenue-to-cost ratio of 40 per cent for the entire transit system. This target reflects a sharing of transit costs between users (40%) and taxpayers (60%). As ridership and operational costs grow, fares are required to off-set operating costs and to pay for service improvements. The 2021 to 2022 budget was approved on March 25, 2021 and can be found [here](#).

How do the rapid transit plans address a projected large increase in traffic?

Over the next 30 years, the greatest increase in population is planned for the Region's Centres and Corridors. More information from the draft Regional Official Plan is available [here](#).

Building rapid transit infrastructure such as the Viva rapidways and subway extensions will provide more travel options to key destinations, improving future mobility for York Region citizens. For those who choose to travel by car, the Region plans to maintain existing travel lanes in these corridors or where possible, expand the roadway to accommodate additional lanes for High Occupancy Vehicles and transit.

Specific Transit Routes

Viva provides frequent service along Yonge Street during rush and non-rush hours.
Why not replace the local York Region Transit along this route?

Answer on page 2

Page 1



York Region

2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received on the online mapping tool *continued*

Along Yonge Street, Viva and conventional bus services complement each other and provide different service levels to accommodate a wider range of travel patterns. Viva routes are designed to stop less frequently, primarily at major intersections or key travel destinations. Along the same corridors, York Region Transit operates conventional service in mixed traffic lanes and serves all curbside local bus stops, as well as the "Request Stop" program where customers can exit between stops after 9 p.m.

Are there plans to extend the buses along 14th Avenue or Denison Street to Scarborough Town Centre?

Currently there are no plans to extend Route 2 – Milliken (operating along Denison Street) and Route 14 – 14th Avenue (operating along 14th Avenue) to Scarborough Town Centre. Travellers are able to transfer to/from the YRT contracted TTC Route 129A – McCowan to travel to Scarborough Town Centre.

Is Bus route 16 operating along Rutherford Road -Carville Road-16th Avenue part of the rapid transit network for 15 minutes or better services?

YRT Route 16 – 16th Avenue provides service along 16th Avenue between Bathurst Street and Markham Stouffville Hospital, 7 days a week. The 16th Avenue corridor is part of the York Region Transit's Frequent Transit Network, with plans to provide 15 minutes or better service six days a week, from 6 a.m. to 10 p.m. Service frequency will be increased as the demand for transit service increases with the return of transit ridership post pandemic. More information about York Region Transit's plans, improvements and service changes can be found [here](#).

Bus route 105 operates weekdays only, along Peter Rupert Avenue, ends at Major Mackenzie Drive. Are there plans to extend it northward and have provide services every day?

YRT Route 105 – Dufferin operates 7 days a week from Sheppard West Station to Rutherford Road, with services up to Major Mackenzie Drive on weekdays only. There are plans to extend Route 105 service to Maple GO Station 7 days a week once improvements to Maple GO Station are complete as part of Metrolinx's GO Expansion program. More information about York Region Transit's plans, improvements and service changes can be found [here](#).

Walking and Cycling

Are there future plans for a bicycle lane or multi-use path on Yonge Street, south of Royal Orchard Boulevard in Thornhill?

Staff have reviewed this segment in consultation with the active transportation prioritization list, and identifies planned infrastructure such as multi-use paths or cycle tracks in the Region. With limited budget allocated to this programming, the completion of missing links in our Lake to Lake Cycling Route and Walking Trail have been identified for priority completion at this time.

We continue to look for opportunities to expand the cycling network, in collaboration with our local towns and cities, particularly through the development process along this corridor. Further information about the Lake to Lake Cycling Route and Walking Trail can be found [here](#).

Are there plans for future bicycle lanes on Highway 7 east of Sciberras Road in Markham?

This section of Highway 7 will be considered in the future for bicycle lanes. However, this segment is currently unfunded.

2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received on the online mapping tool *continued*

Are there plans to install signs where cycling is permitted on the sidewalk?

By-laws concerning sidewalk cycling are under the jurisdiction of local towns and cities and may be signed accordingly. For information about the Region's traffic safety program, please visit york.ca/trafficsafety

On 19th Avenue through Markham, can there be improvements to the pavement and traffic signal timing for cyclists?

This inquiry will be reviewed with our Road and Traffic Operations team for further consideration. If possible, cyclists may choose to stop on top of detector loops on pavement or use the pedestrian push button to change the traffic signals.

In the fall, Highway 7 bicycle lanes have fallen chestnuts which creates hazardous conditions. What department decides the types of trees planted?

Natural Heritage and Forestry, a section of York Region's Environmental Services Department, approves the trees to be planted along Regional roads. There are a limited number of species that are tolerant of the growing conditions along Regional roads. These species are listed in the Acceptable Tree Species for Regional Road Allowances list and may be planted along bike lanes. Other considerations include species diversity, soil quantity, site lines, and utility locations.

Would it be possible to extend the trail located between Carville and Richvale neighbourhoods, near Cividale Court in Richmond Hill to the south?

This trail is maintained by the City of Richmond Hill and your comment will be forwarded to the city for further consideration.

Highway 427 on-ramps from Langstaff Road have a crossing without physical separation, is it possible to add a curb or protection be added?

The cycling facilities though the Highway 427 interchange are under the jurisdiction of the Ontario Ministry of Transportation and we will forward your comment. Extra care should be taken when crossing the on-ramp.

I am concerned about turning vehicles at Clegg Road and Warden Avenue in Markham when crossing to the bus stop. Are there possible improvements?

We will review this inquiry with our operations team for further consideration. Drivers should yield the right-of-way to pedestrians within the intersection, and pedestrians be aware of turning vehicles before crossing.

Road Construction and Design

Are there plans to connect Langstaff Road to Bowes Road?

The Proposed 2051 Road Network includes a future road link along Langstaff Road, however a direct connection to Bowes Road is not planned at this time.

Are there plans for a future road link on Pine Valley Drive at south of Rutherford Road?

There are no plans to extend Pine Valley Drive as the lands are under the ownership of the Toronto and Region Conservation Authority.

2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received on the online mapping tool *continued*

Would it be possible to add centre left-turn lanes on Major Mackenzie and Keele Street corridors in the downtown section of Maple? Or a by-pass be considered?

Road improvements for Major Mackenzie Drive from McNaughton Road/Avro Road to Keele Street are planned with a continuous left-turn lane. Construction is scheduled to begin in 2022. The 2022 budget was approved on December 21, 2021 and can be found [here](#).

General

Would signal timings be reconsidered at the Davis Drive/George Street intersection as traffic gets backed up into the Davis Drive/Yonge Street intersection?

This inquiry has been shared with the Region's Roads and Traffic and Operations group. For Regional road intersections, traffic signal coordination requires balancing the needs of traffic flow, Viva bus priority, pedestrians, emergency vehicles, among other road users. York Region strives to coordinate signals as best as possible to reduce delays, stops and travel times by optimizing traffic signal timings and operations. Less stopping and waiting at red lights also reduces fuel consumption and emissions.

We would like to see new technologies incorporated into transportation system and infrastructure. Are there any studies on the potential impact of new mobility and supports needed, such as for connected and autonomous vehicles?

York Region will take an approach that considers connected and autonomous vehicles, acknowledging the technologies and policy in this field continue to transform and evolve. Some of technologies that York Region Transit has tested/implemented include:

- **Pedestrian Warning and Collision Avoidance System** that improves the safety of our vulnerable road users (such as pedestrians and cyclists) on our increasingly busy streets
- **Vehicle Health Monitoring System** that monitors real-time performance of mechanical and electric components of transit vehicles and allows maintenance staff to do efficient, cost effective and proactive maintenance
- **Mobility On-Request** that allows riders to book their trips to existing mass transit network directly from mobile device using the New Mobility On-Request Transit App
- **Electric Vehicles** - York Region Transit (YRT) started with the purchase of six electric buses in 2020 and is advancing towards transit fleet electrification. Regional Council has endorsed plans to phase out fossil fuel-powered vehicles by 2051 to help the Region's commitment to net-zero greenhouse gas emissions.

Are there plans in York Region to test driverless/autonomous shuttle services?

York Region has been working with various stakeholders to identify potential routes to operate autonomous transit shuttles. To date, multiple route options have been identified and will be evaluated to select the preferred route for the pilot test in early 2022. In collaboration with stakeholders, staff are looking to leverage multi-year funding from multiple sources to pilot autonomous shuttles as a means to connect residents in local neighbourhoods to higher order transit, such as GO stations and bus rapid transit routes.

15. 2022 Transportation Master Plan Update Notice of Virtual Public Information Centre #3

[Click here to view an accessible version.](#)

NOTICE OF VIRTUAL PUBLIC INFORMATION CENTRE

2022 TRANSPORTATION MASTER PLAN UPDATE

JOIN US

The Transportation Master Plan (TMP) is the long-term vision for transportation in York Region and will be shared at a virtual Public Information Centre on Thursday, April 21, 2022. The presentation will include community feedback received to date and the following five focus areas in the draft TMP:

- Safety for all travellers
- Reduce car travel, especially during rush hours
- Transportation equity and inclusion
- Fiscal and environmental sustainability
- Role and function of Regional corridors

You're invited to attend the third virtual Public Information Centre.
Date: Thursday, April 21, 2022 **Time:** 7:30 p.m. to 8:30 p.m.
Format: Zoom meeting

REGISTER TODAY

To register, join the meeting or for more information, visit york.ca/TMP

The Regional Municipality of York is updating its Transportation Master Plan through Approach #1 of the Municipal Class Environmental Assessment master planning process.

An accessible version of this notice is available upon request. This notice was issued on Thursday, April 14, 2022.

Wayne Emmerson
York Region Chairman and CEO

Personal information submitted (name, address and phone number) is collected, maintained and disclosed under the authority of the *Environmental Assessment Act* and the *Municipal Freedom of Information and Protection of Privacy Act* for transparency and consultation purposes. The personal information you submit will become part of a public record that is available to the general public, unless you request your personal information remain confidential.



16. Promotional Video - 2022 Transportation Master Plan Update Public Information Centre #3

[Click here to watch the video.](#)



Lauren Crawford
Manager Transportation Long-Term Planning

0:01 / 1:10

CC HD

17. 2022 Transportation Master Plan Update Public Information Centre #3 Presentation Slides

[Click here to view a recorded version of the presentation.](#)

[Click here to view an accessible version of the presentation slide deck.](#)



**DRAFT 2022
TRANSPORTATION MASTER PLAN**

Public Information Centre #3
April 21, 2022 | 7:30 – 8:30 p.m.



LAND ACKNOWLEDGMENT

"We acknowledge York Region is located on the traditional territory of many Indigenous peoples such as the Anishinaabe, Haudenosaunee, Huron-Wendat and Métis peoples and the treaty territories of the Haudenosaunee, the Williams Treaties First Nations, and the Mississaugas of the Credit First Nation.

York Region falls under the Nanfan Treaty with the Haudenosaunee, Treaty 13 with the Mississaugas of the Credit First Nation, and the Williams Treaties with the Chippewas of Beausoleil, Georgina Island and Rama First Nations and the Mississaugas of Alderville, Curve Lake, Hiawatha and Scugog Island First Nations.

There are also other land claims and treaty rights involving portions of York Region that have not been resolved. The Chippewas of Georgina Island First Nation is the closest First Nation community to York Region. We thank these and other Indigenous peoples for sharing their land with us."



ENGAGEMENT GUIDELINES



Video OFF



Muted



Question and answer
chat box



Closed captions

VISIT US AT: york.ca/TMP

MEETING OVERVIEW

1. Presentation on the draft 2022 TMP
2. We listened and we are taking action
3. Question and answer session
4. What's next?



4

MEETING PURPOSE

- To present our draft 2022 Transportation Master Plan
- To validate the plan based on information collected to date
- Provide an opportunity to ask additional questions



WELCOME AND MEET THE TEAM



PRESENTATION ON THE DRAFT 2022 TRANSPORTATION MASTER PLAN

7

TMP PROJECT OVERVIEW

- Provides a long-term vision for transportation in York Region
- Forecasts future travel demand based on planned population and employment growth to 2051
- Identifies focus areas for further study and network needs for the next 30 years
- Does not provide details about the timing of specific projects

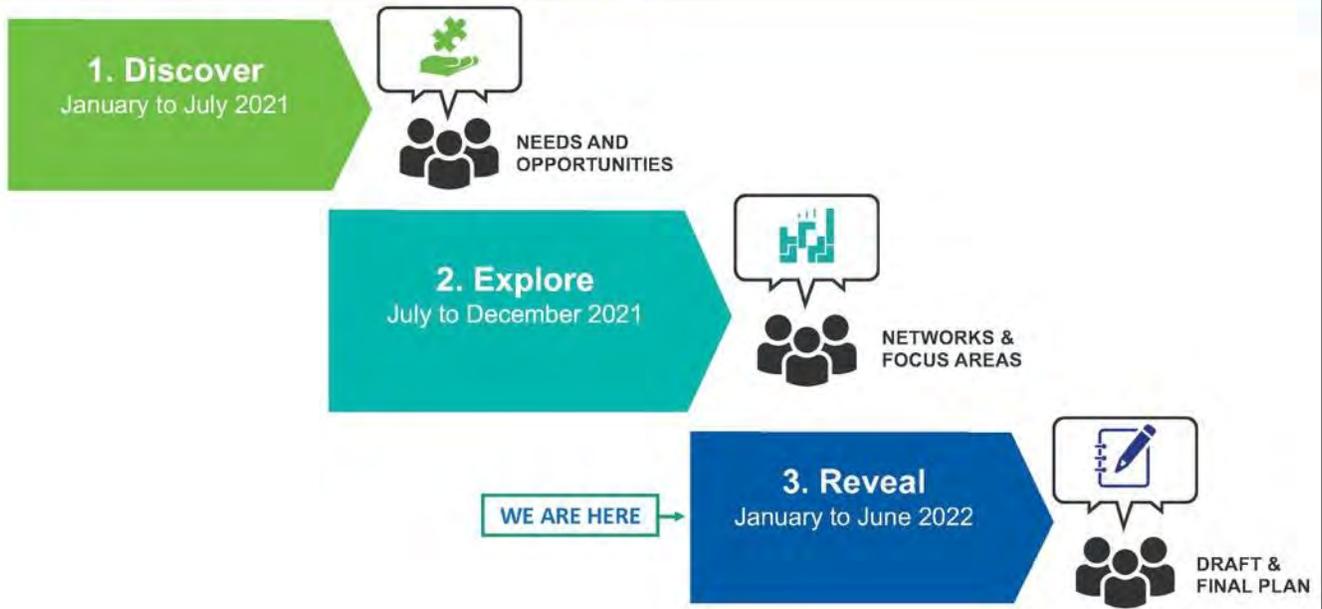
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TMP PROJECT SCHEDULE



Please note that this timeline is subject to change

PROCESS FOR DELIVERING THE TMP



SUMMARY OF PUBLIC ENGAGEMENT



TMP Webpage



Three Virtual PIC's



Consultation and Engagement

- Regional Council
- Local municipalities
- Stakeholders
- First Nations
- Community organizations



TMP communications



Social media

WE LISTENED AND WE ARE TAKING ACTION

WHAT WE HEARD THROUGH THE DISCOVER PHASE



Connections are key



Safety a top priority



All roads for all modes



More walking, cycling and transit



Fast and convenient travel options



Environmental sustainability is top of mind

13

FRAMEWORK FOR THE DRAFT TMP



Purpose Statement

“ Plan, build, operate and maintain a connected transportation network for all travellers that is safe, reliable, future ready, sustainable and balances the needs of the unique communities we serve. ”

14

FRAMEWORK FOR THE DRAFT TMP

Guiding Principles

- Safety
- Inclusive and equitable
- Protect the environment
- Affordable today and tomorrow
- Balance the needs of communities/commuters
- Future-ready

Objectives

- Make the best use of infrastructure and services
- Encourage all types of travel
- Provide a resilient and adaptable transportation network
- Enhance partnerships
- Actively engage and share information
- Align project costs



15

WHAT WE HEARD THROUGH THE EXPLORE PHASE



Provide travel options



Increase transit



Enhance active transportation



Safety for all



Meet the needs of current and future residents



Protect the environment

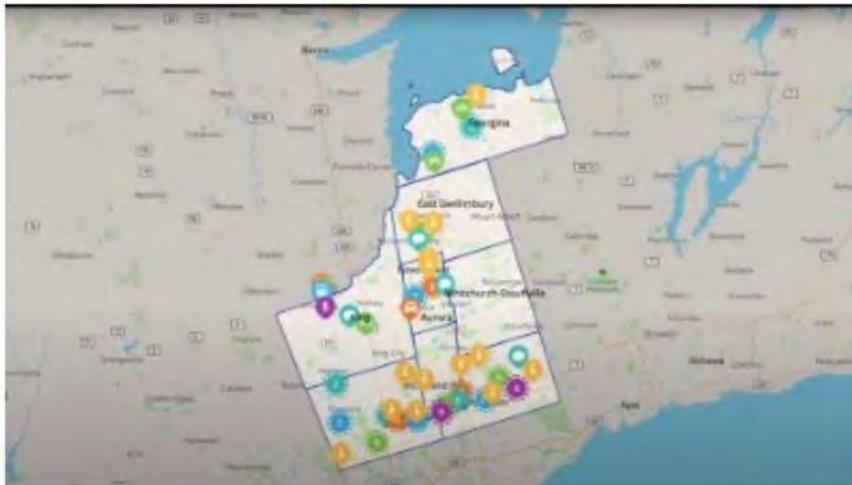
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FINANCIAL CONSIDERATIONS

- The draft 2022 TMP aligns with the Region's Fiscal Strategy
- The estimated costs of networks and programs recommended in the update are:
 - \$12.5 billion for transit
 - \$6.8 billion for roads
 - \$500 million for exclusive active transportation projects
- The TMP informs the new Development Charge Bylaw that funds new growth projects
- Additional projects would be funded through property taxes, grants, subsidies and cost-sharing opportunities with third parties



TRANSPORTATION NETWORKS AND FOCUS AREAS



york.ca/TMP | transportation@york.ca

QUESTION AND ANSWER SESSION

24

WHAT'S NEXT?



- Draft TMP and materials from tonight's public information centre on york.ca/TMP
- Interactive Mapping Tool open until April 29, 2022
- Report to Regional Council for approval in June 2022
- All updates posted to TMP webpage

transportation@york.ca
york.ca/TMP

CLOSING REMARKS

- Building on what we've heard from our partners, stakeholders and the public
- Designed to meet the needs of all travellers
- Draft TMP, including maps and focus areas, has been shared
- Thank you for your feedback on PIC #3

26

THANK YOU FOR YOUR PARTICIPATION!

The logo for York Region, featuring a stylized white star above the text "York Region" in a white serif font, set against a blue background with wavy shapes.

18. Draft Official Plan, Water Wastewater Master Plan and Transportation Master Plan Updates
- Presentation slides to First Nations

1/28/2022

Draft Official Plan, Water Wastewater Master Plan and Transportation Master Plan Updates

February 2022



1

INTRODUCTIONS

The Regional Municipality of York

Teresa Cline, Manager, Policy and Environment

Tracey Carrigan, Master Plan Advisor, Environmental Services

Lauren Crawford, Manager, Transportation and Infrastructure

Diana Kakamousias, Program Manager, Transportation and Infrastructure

Darryl Young, Sustainable Transportation, Transportation and Infrastructure

Jelena Baker, Senior Planner, Policy and Environment

Laura Alpi, Special Project Technologist, Environmental Services

Consultant Team

Bob Goulais, Facilitator, Nbisiing Consulting

Martin Cooper, Senior Associate at ASI

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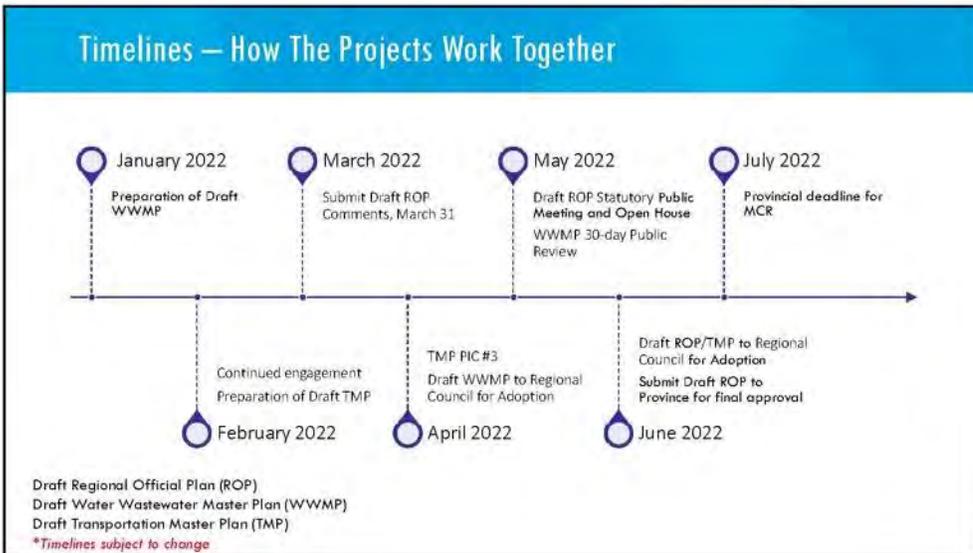


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What We Heard

Territorial Acknowledgement & Treaty Map	Involvement & Participation	Acknowledge Indigenous rights and perspectives
Recognition of sacredness of water	Environmental protection and conservation	Archaeological Management Plan update

8

4

Land Acknowledgement

York Region is located on the traditional territory of many First Nations peoples, including the treaty territories of the Chippewas of Georgina Island First Nation (CGIFN) and the Mississaugas of the Credit First Nation. York Region falls under Treaty 13 with the Mississaugas of the Credit and the Williams Treaties with several Mississauga and Chippewas First Nations. There are also other land claims and treaty rights involving portions of York Region that have not been definitively resolved.

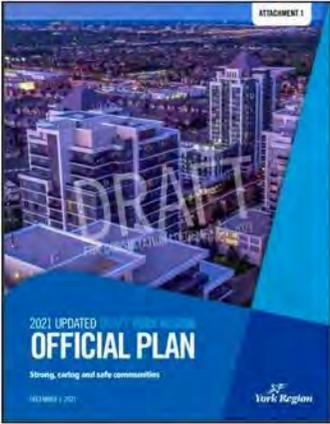
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DRAFT REGIONAL OFFICIAL PLAN UPDATE

10

5

Draft Regional Official Plan Outline



- Chapter 1:** Introduction and Purpose of the Official Plan
- Chapter 2:** The Foundation for Complete Communities
- Chapter 3:** A Sustainable Natural Environment
- Chapter 4:** An Urbanizing Region
- Chapter 5:** Supporting the Agricultural System
- Chapter 6:** Servicing our Communities
- Chapter 7:** Implementation of the Official Plan
- Maps:** 1- 12 and Figure 1
- Appendices**

11

11

Key Guiding Principles Of The Draft Regional Official Plan

Sustainable Growth Management	Complete Communities	Intensification in Appropriate Areas	Protection of Employment Lands	People and Transit First Approach
Climate Change Adaptation, Mitigation and Resilience	Affordable Housing Options	Protection of Agricultural System	Protection of Regional Greenlands System and Water Resource System	Full-Cost Accounting Approach





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Climate Change

- Reduce greenhouse gas emissions
- Reduce vulnerability and increase resilience
- Align with Climate Change Action Plan and Community Energy and Emissions Plan
- Continue to work with partners to achieve climate change goals

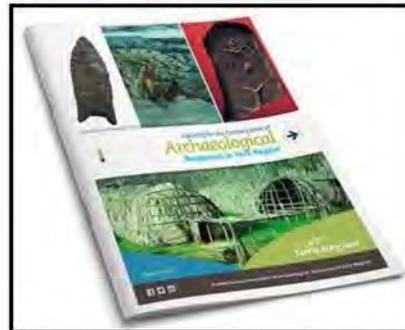


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Cultural Heritage

- Continue to conserve and promote York Region's cultural heritage and built heritage
- Ensure conservation of archaeological resources
- Review Archaeological Management Plan to remain relevant and in compliance with legislation and policy



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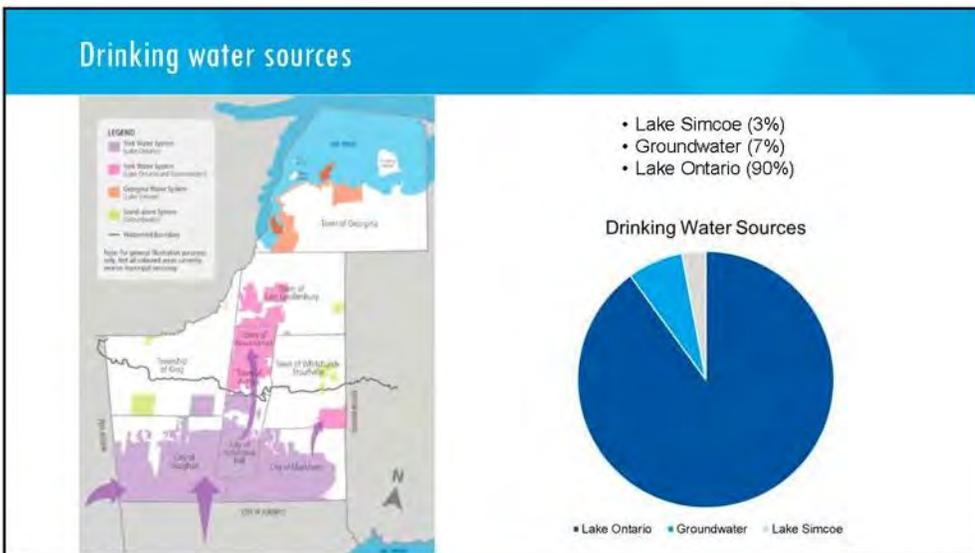
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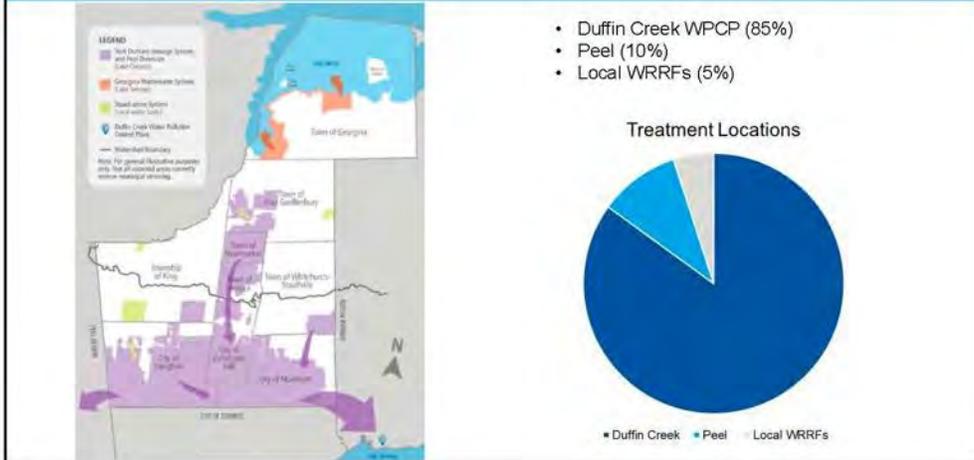


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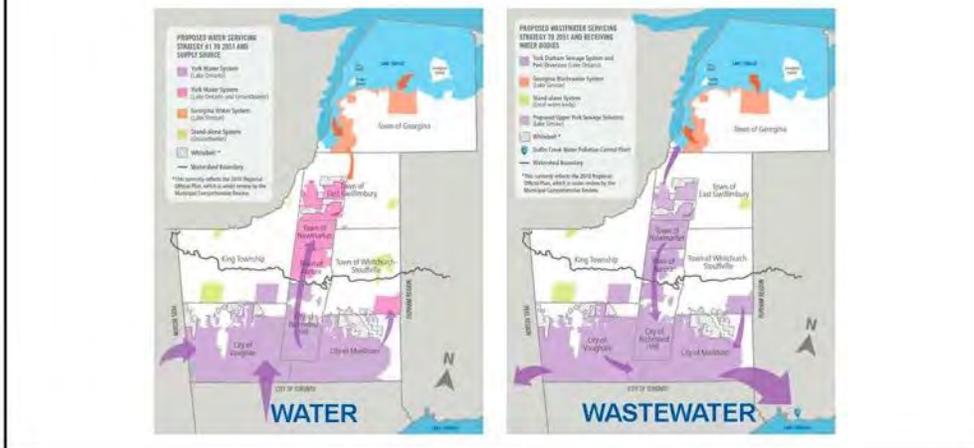
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Wastewater treatment



23

Servicing Growth to 2051



24

12

Recommended infrastructure to service growth



25

Implementing and monitoring the plan

Infrastructure projects implemented through annual budget and **Capital Plan**

Demand management programs continue to play a key role in long term service planning



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27



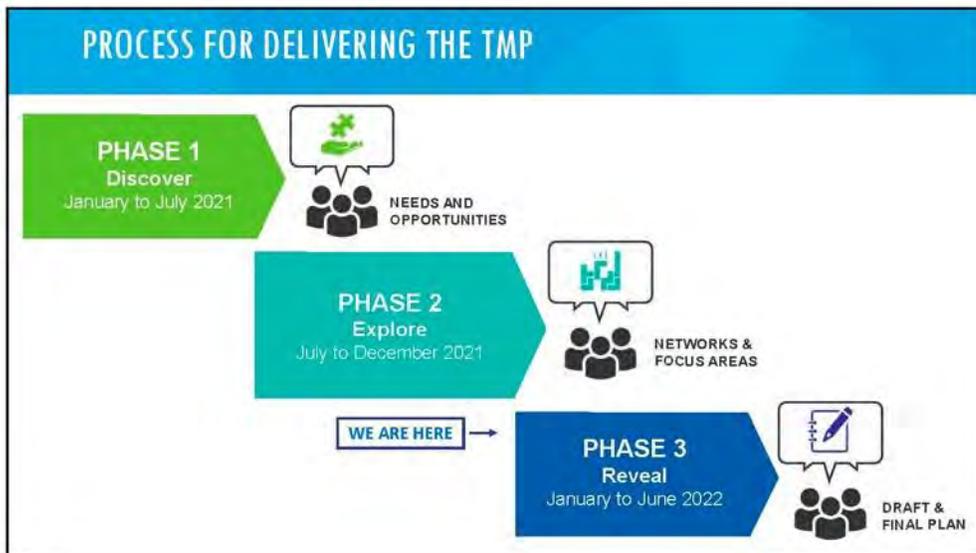
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Transportation Master Plan (TMP)

- Provides a long-term vision for transportation in York Region
- Forecasts future travel demand based on planned population and employment growth to 2051
- Identifies focus areas for further study and infrastructure needs for the next 30 years
- Does not provide details about the timing of specific projects



29



30

WHAT WE'VE HEARD



Connections are key



Safety a top priority



All Roads for All Modes



More walking, cycling and transit



Fast and convenient travel options



Environmental sustainability is top of mind

31

PROPOSED 2051 REGIONAL ROAD CYCLING NETWORK



YORK REGION
Proposed 2051 Regional Road Cycling Network

GUIDELINES:

- Enhance safety
- Provide connections to other systems
- Align with Pedestrian and Cycling Planning and Design Guidelines

LEGEND

Existing Network*

- Dedicated/Separated Facilities (Protected Bike Lane, Shared Pathway, Bike Lane)

Proposed Cycling Facilities

- **** Cycling facility to be determined in consultation with Pedestrian and Cycling Planning and Design Guidelines.

BASE MAP INFORMATION

- Provincial Freeway
- Provincial Highway
- Road
- ***** Railway

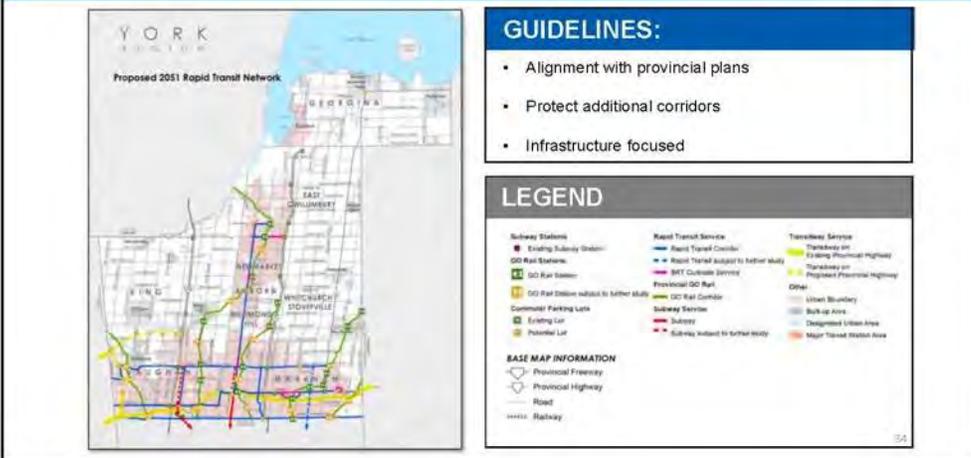
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PROPOSED 2051 REGIONAL TRAIL NETWORK



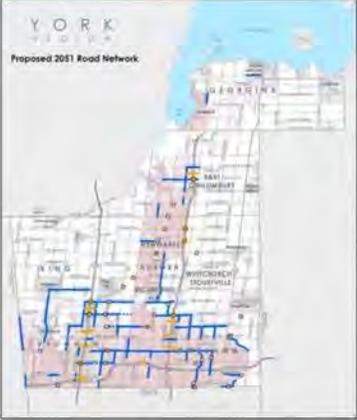
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PROPOSED 2051 RAPID TRANSIT NETWORK



34

PROPOSED 2051 REGIONAL ROAD NETWORK



YORK REGION
Proposed 2051 Road Network

GUIDELINES:

- Prioritizes investments to maximize the benefit to travellers and connecting communities
- Recognizes financial realities for both today and into the future
- Informed by the Region's priority setting process

LEGEND

Road Projects - Median Crossing - Road Improvements - New Road LMA - Road Improvement (Provincial Jurisdiction) - Future Highway Interchanges - Potential Interchange (Subject to Future Study)	Grade Separations - Grade Separation (Included in 10-Year Capital Program) - Grade Separation (Subject to Future Study) Other - Urban Boundary - Built-Up Area - Designated Urban Area	BASE MAP INFORMATION - Provincial Freeway - Provincial Highway - Road - Railway
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35

FOCUS AREAS

1. **Safety** for all travellers
2. **Transportation equity** - providing transportation options that fit all lifestyles and abilities
3. **Reduce car travel** - especially during rush hours
4. Financial and environmental **sustainability**
5. Review the role and function of **Regional corridors**



36

NEXT STEPS



Next Steps:

- Draft TMP book for Council consideration (March 2022)
- Third and Final PIC (Spring 2022)
- Final TMP report for Council approval (June 2022)

37

DISCUSSION AND NEXT STEPS

38

19

Discussion Questions

- Do proposed updates to the draft Regional Official Plan, Water Wastewater Master Plan and Transportation Master Plan accurately reflect what we heard?
- Is there anything else that the Region should consider?
- How would you like to continue this dialogue (future meeting, written comments)?

39

39

Next Steps



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Thank You

Teresa.Cline@york.ca
Tracey.Carrigan@york.ca
Lauren.Crawford@york.ca



19. Questions and answers from the 2022 Transportation Master Plan Update Public Information Centre #3

[Click here to view an accessible version.](#)

2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the third and final Public Information Centre

Thank you to everyone who attended the virtual meeting on April 21, 2022. The questions and answers received from participants are grouped into the following categories:

- Walking and Cycling
- Pedestrian and Cyclist Safety
- Walking and Cycling Routes
- Environment and Wildlife
- Road Construction and Design
- Public Transit
- Specific Transit Routes
- General

Walking and Cycling

How do we bring visibility to the annual planning process that determines the timing for when bicycle lanes will be built?

In consultation with local towns and cities, the Region will consider future bicycle lanes on an annual basis based on needs, budget, etc.

What is included for active transportation in the TMP budget?

Priorities for the Region include the [Lake to Lake Route](#), the [South York Greenway Route](#) and filling priority missing links and gaps in our existing active transportation network.

Is there a mobile app for bike and hiking routes for York Region?

We do not currently have an app, however you can access the [York Region Cycling Map](#) online and obtain a copy by sending an email to transportation@york.ca



2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the third and final Public Information Centre *continued*

How has micromobility (e-scooter/e-bike share) been considered by the TMP, especially in major transit station areas?

Micromobility has been considered by the Region and in the TMP. This includes permitting the use of e-bikes and e-scooters within bicycle and high-occupancy vehicle lanes on Regional roads through the lane designation by-law 220-53.

We continue to look for opportunities to expand the cycling and micromobility network, in collaboration with Metrolinx, our local towns and cities, particularly through the major transit station areas planning process.

The provincial government mandated an Enhanced Minister Zoning Order (EMZO) for the Langstaff area. Will this result in changes for planned active transportation facilities?

Active transportation has always been a priority in the major transit station areas and will continue to be an integral part of these projects with Metrolinx and other partners.

The transportation planning will be part of an ongoing process and as EMZO are issued, Regional staff will continue to assess and address impacts on the transportation network.

Do you have any plans to provide education on proper road use for drivers, cyclists or joggers?

The Region provides safety tips in a number of materials and through awareness campaigns. As well, we partner with York Regional Police on a number of community initiatives. More information regarding our campaigns and programs can be found at york.ca/traffic_safety

The TMP notes that half of trips under five kilometres will be completed by walking or cycling - how was this forecasted?

In addition to assessing various transportation network options, the TMP study analyzed six different future scenarios that would require changes in transportation policy, funding and traveller behaviour. Using the Regional travel demand model, one scenario indicated that if half of all trips less than 5 kilometres were taken by walking, cycling and sustainable transportation, then congestion could be reduced without impacting the Region's investment in transportation infrastructure.

What is the difference between the cycling and trail network maps?

The Regional Road Cycling Network looks at cycling facilities within the Regional road right of way primarily used by commuters. The Regional Trail Network focuses more on off-road trails primarily used for recreation. However, we recognize that our cycling network may be used both by commuter and recreational cyclists so the maps are intended to be used together.

Could it be recommended that gravel shoulders are paved for cycling during constructing and repaving?

This could be recommended in the future. It is recognized that paved shoulders have added benefits, providing extra space for cyclists and pedestrians if no other active transportation facilities are present. Paved shoulders support the pavement structure of the adjacent roadway, prevent erosion and accommodate stopped and emergency vehicles.



2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the third and final Public Information Centre *continued*

How does the Region maintain current bicycle lanes?

Cycling facility maintenance varies on a case-by-case basis throughout the region. The Region works closely with local municipalities to determine ownership and maintenance of various cycling facilities. The maintenance of cycling facilities will be further explored in the focus areas as an output of the Transportation Master Plan.

Does York Region have any plans for bike rentals or a bike share program?

At the moment, there are no plans for a Regional bike share system, however we encourage you to visit your local bike shop that may offer rentals. We will continue to explore first and last kilometre solutions.

Pedestrian and Cyclist Safety

What steps are taken to ensure transit, sidewalks and bike routes are in place before residents move into a community?

The Region collaborates with local municipalities on development applications to coordinate new cycling and pedestrian routes.

Do all municipalities contribute to the planning and maintenance for cycling facilities to make them safe?

Yes, this varies on a case-by-case basis depending on who owns and operates the facility. The planning and maintenance are based on budget, need, etc.

How are cyclists, pedestrian and public transit being prioritized over cars to move people at traffic lights?

For regional intersections, traffic signal coordination requires balancing the needs of traffic flow, pedestrians, emergency vehicles and other users. York Region strives to coordinate signals as best as possible to reduce delay while optimizing safety. There are dedicated signals where they are suitable.

Are there plans for dedicated bicycle lanes that are separated from the road?

The Transportation Master Plan considers all travel modes which includes planning for active transportation facilities. Whenever possible, we look to design these facilities off-street and leverage our [Pedestrian and Cycling Planning and Design Guidelines](#) for a context sensitive approach.

Will York Region design and implement friendly protected intersections?

Protected intersections are included as part of the [Region's Pedestrian and Cycling Planning and Design Guidelines](#). There are several different treatments for pedestrians and cyclists included in this comprehensive document that are assessed and applied to individual projects in ways that are sensitive to surrounding lands.

Will there be buffered bicycle lanes on Bathurst Street through the Town of Aurora?

At this time, buffered bike lanes are not planned for Bathurst Street through the Town of Aurora. This may be considered in the future.



2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the third and final Public Information Centre *continued*

How are pedestrians and pedestrian safety being prioritized in the TMP?

Safety for all travelers is a key focus area within the Transportation Master Plan and continues to be a top priority for the Region. Initiatives include safety [enhancements for pedestrians and cyclists](#), such as protected bike lanes and pedestrian crossings, a [traffic safety program](#) to reduce the number and severity of collisions, implementing slow school zones and pavement markings, and the development of a traveler safety strategy.

Are there plans for pedestrian only streets?

Local towns and cities may consider pedestrian only streets and traffic calming measures where appropriate. [Regional roads](#) are major arterial roads. Local streets are under the jurisdiction of the local municipality.

Are there plans for more protected bike lanes to improve bike lanes already built next to the road?

Moving forward, the Region is looking to design more cycling facilities in-boulevard. Improvements to existing on-street facilities are considered on a case-by-case basis.

Are there plans to add cycling facilities on streets other than regional roads?

The TMP includes those cycling facilities along regional roads, however these are coordinated with facilities planned by both municipal and provincial partners where possible.

Walking and Cycling Routes

During the construction of Highway 427, the bicycle lanes on Langstaff Road were removed during construction - can these be maintained during construction?

To ensure safer travel through construction areas, lane closures are sometimes required as part of stages of work and for equipment storage. Accommodation of all road users is considered where possible. Stay up to date on road construction projects through york.ca/roadconstruction

Will the Region consider pedestrian and cycling route crossings over Highway 407 between Highway 404 and Markham Road?

Cycling facilities through the highway interchanges are under the jurisdiction of the [Ministry of Transportation Ontario](#). Each highway crossing will have a project-specific environmental assessment study and would consider accommodation of pedestrian and cycling facilities where appropriate.

Is there a plan for bike and walking paths across the east-west hydro corridor south of Highway 407 in the Region?

The Region is currently undertaking a study for the [South York Greenway Route](#) that looks to explore an east-west active transportation facility in the vicinity of the Highway 407 hydro corridor.

Was the proposed Prospect Street bike lane, from Mulock Drive to Timothy Street, considered through Fairy Lake Park?

The proposed bike lane on Bayview Avenue/Prospect Street was an opportunity provided by the planned resurfacing works that are slated for the summer of 2022. For more information visit the project information page on york.ca



2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the third and final Public Information Centre *continued*

The protected bike lane just ends before reaching Main Street Unionville. What if I want to travel east of there?

This section of Highway 7 will be considered in the future for bicycle lanes. This segment is currently unfunded.

The Lake to Lake plan is great - what is the plan to complete this section? Specifically, along the streets from Mount Albert Road where the trail ends to the lake in Keswick.

Staff will continue to review the [Lake to Lake Cycling Route and Walking Trail](#) segment in consultation with our local municipalities and the active transportation prioritization list.

Can we have a path near Bayview Avenue under Highway 7 connecting the walking trails in the City of Richmond Hill to the City of Markham?

The Region is currently conducting a study for the [South York Greenway Route](#) and considers future path connections in consultation with the local municipalities.

Environment and Wildlife

What initiatives is the Region pursuing for wildlife crossings? How are they funded?

York Region considers wildlife in the planning and design of road improvement projects. Funding of wildlife crossings can be included as part of capital construction projects. Some examples of wildlife crossings include road closures for Jefferson Salamander migration, bridge crossings over valleys, and culverts designed to connect habitats.

I'm concerned about increasing levels of salt entering the watershed as road networks expand, including Lake Simcoe. Is the Region considering building fewer roads and making better use of them in light of climate change and salt?

The Region has a salt management plan in place that balances the mobility needs for pedestrians, cyclists, transit users and motorists using Regional roads in minimizing the impacts on the natural environment. The TMP supports the Region's Climate Change Action Plan that identifies a number of Regional actions to reduce greenhouse gas emissions such as the implementation of electric buses and fleet vehicles.

How is the TMP addressing climate change and reduction of greenhouse gas emissions?

The TMP builds upon a couple of plans, including The York Region Energy Conservation and Demand Management Plan, a corporate plan which identifies key actions implemented to reduce greenhouse gas emissions and work towards net-zero by 2050 can be accessed here: <https://www.york.ca/york-region/plans-reports-and-strategies/energy-reporting>

Also the Climate Change Action Plan, a community-oriented plan with priorities and actions can be accessed here: <https://yorkpublishing.escibemeetings.com/filestream.ashx?DocumentId=10811>

Does York Region have plans to install new e-charging stations in the future?

York Region is actively installing e-chargers across 12 of our properties in the Region. By the end of this year York Region will have 64 publicly accessible electric vehicle chargers across these sites.



2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the third and final Public Information Centre *continued*

Are there plans for York Region Transit electric/solar transit buses?

In December 2020, York Regional Council approved the Transit Fleet Electrification Plan. York Region Transit (YRT) will continue to incrementally purchase electric buses between 2021 and 2029 and will purchase only electric buses from 2030 onward. YRT currently has 12 electric buses and, by the end of 2023, will have 16 electric buses within its fleet. The goal is to have the entire fleet converted to electric vehicles by 2051.

Road Construction and Design

Is York Region proactively pursuing more roundabouts instead of traffic lights and stop signs at intersections?

York Region conducts traffic studies to determine whether a roundabout or traffic signal is most appropriate for an intersection. For more information, please visit the [roundabout page](#) on york.ca

What considerations are being made to keep traffic moving, especially making left turns on Yonge Street?

For Regional road intersections, traffic signal coordination requires balancing the needs of traffic flow, Viva bus priority, pedestrians, emergency vehicles, among other road users. The York Region TMP has various focus areas and initiatives that address traffic on major regional roads including Yonge Street. York Region strives to coordinate signals as best as possible to reduce delays, stops and travel times by optimizing traffic signal timings and operations.

Are there plans for roadway underpass construction below existing railway crossings, such as Highway 7 in Unionville and McCowan Road north of Highway 7?

Locations for road/rail grade separations are identified in the TMP 2051 Road Network - Map 4. Grade separations will be subject to agreement with the rail authority and York Region's capital planning process. For more information, see Proposed 2051 Transportation Network Maps at [york.ca/TMP](#)

Are there any planned Bayview Avenue improvements, including widening south of Highway 7?

York Region's TMP 2051 Road Network - Map 4 shows planned road improvements on Bayview Avenue, from John Street to Highway 7. For more information, see Proposed 2051 Transportation Network Maps at [york.ca/TMP](#)

Does York Region have a plan to build a Regional road connecting Ravenshoe Road with the western side of the Holland River to connect with Highway 11?

The Province of Ontario is proposing a new freeway connecting Highway 404 to Highway 400 called the Bradford Bypass. For more information on the Bradford Bypass, please visit the Ministry of Transportation [project page](#). For more information on the TMP proposed networks, see Proposed 2051 Transportation Network Maps at [york.ca/TMP](#)

Yonge Street can be quite busy, are there plans to make roads narrow, expand sidewalks or reduce speeding or generally improve conditions on these corridors?

York Region follows best practices to ensure the safety of all road users and considers the roadway right-of-way in planning and design. [York Region's Designing Great Streets Guidelines](#) provides further details.

Pedestrian and cycling facilities are considered where there are opportunities for road improvements that support new active transportation facilities. Pedestrian and cyclist safety is always paramount and greater separation between road and cycling facilities is encouraged where possible.



2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the third and final Public Information Centre *continued*

How will the Region plan for autonomous vehicles in the future?

York Region will take an approach that considers connected and autonomous vehicles, while acknowledging that the technologies and policy in this field will continuously transform and evolve.

Are there plans to introduce inductive charging (road acts a charger to electric vehicles) to York Region roads?

York Region will continue to monitor new technologies and implement where appropriate.

Is the Region planning for Highway 400 interchanges north of Teston Road to support growth in that area?

York Region will work with the Ministry of Transportation of Ontario for new interchanges north of Teston Road located at either Kirby Road or King-Vaughan Road. Potential Highway 400 Interchange improvements north of Teston Road will be identified in the York Region TMP 2051 Road Network - Map 4. For more information, see Proposed 2051 Transportation Network Maps at york.ca/TMP

Is York Region in support of the future Highway 413 and is it included in the TMP?

Highway 413 is a provincial project and public consultation is conducted by the Ministry of Transportation Ontario. Transportation projects are managed by the respective regional, local and provincial government agency that has ownership of the road. However, the support for projects is managed by different levels of government and must be approved by Regional Council. For more information visit the [Highway 413 page](#)

Will there be any roads uploaded to the Region and what is the criteria for the Region to take ownership of a roadway from a local municipality?

The TMP does not identify or recommend specific roads for upload to York Region. Road transfers can be requested by local municipalities at any time. For information about the road transfer process and criteria, please reference [The Regional Road Assumption Policy](#)

Public Transit

Does York Region Transit have plans to lower the cost of transit fares? Why is the York Region Transit ticket price higher than in Toronto for TTC?

The TMP is adopting transportation equity as a focus area to ensure that the transportation network and supporting services are available and accessible to all travelers and users, regardless of their location, income, gender, race, culture, and other factors.

York Region Transit (YRT) fares are reviewed and approved by Regional Council and dependent on funding contributions from various levels of government. To improve the affordability of transit, YRT offers reduced fares for children, youth and seniors, and offers the Transit Assistance Program for residents who may require additional support to pay for transit.

How were the costs per kilometre of Bus Rapid Transit Corridor determined as they appear to have increased from previous amounts?

The estimated cost of the Bus Rapid Transit (BRT) corridor was based on the average cost of constructing the existing 35 kilometres of BRT. This average cost per kilometre was then applied to each BRT corridor to estimate the construction cost in the TMP. Property cost, soil and land mitigation, inflationary increases, among other things, all contribute to the cost per kilometre increase.



2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the third and final Public Information Centre *continued*

Are buses and intersections equipped with priority measures so buses don't constantly have to wait at red lights?

Bus signal priority has been implemented along the Region's major rapid transit corridors. However, to equip all conventional bus fleet and intersections would require significant investment and has not been prioritized at this time.

What is York Region Transit doing for public transit options in smaller municipalities to connect with local government services?

York Region Transit operates a network of routes and Mobility On-Request services connecting residents to destinations across the Region, including helping residents travel to local government offices. Transit services are reviewed regularly to identify gaps and YRT is committed to balance service growth and expenditures by operating a broad network of services as efficiently as possible. This includes integrating services with GO Transit, Brampton Transit, Durham Region Transit and the TTC to serve the needs of communities.

How are dedicated bus lanes (Viva Rapidways) successful and what studies support this?

York Region Transit Viva's rapidway projects have been recognized as contributing to the Region's goals of designing and delivering an exceptional and innovative rapid transit system that moves and connects people to York Region's urban centres and destinations. Information about Viva's awards and recognition can be found on the [vivaNext website](#).

Why is Major Mackenzie Drive a rapid transit corridor and not 16th Avenue/Rutherford Road as it is currently higher density?

As part of York Region Transit's Frequent Transit Network, the 16th Avenue/Rutherford Road corridor has been identified for frequency improvements to support ridership demand. More details on transit service improvements can be found at <https://www.yrt.ca/en/about-us/plans-and-improvements.aspx>

The TMP identifies a new rapid transit corridor on Major Mackenzie Drive, which is in alignment with provincial plans, including Metrolinx's 2041 Regional Transportation Plan, and supports major transit station (MTSAs) identified in the [Regional Official Plan](#)

Specific Transit Routes

Is the subway extension in York Region being extended to the Town of Newmarket?

The TMP considers commitments from federal, provincial and regional governments to build the Yonge North Subway Extension to the City of Richmond Hill. A potential subway corridor is also identified along Yonge Street, as well as along Jane Street, which could extend to Major Mackenzie Drive. Further northward extension is not currently planned and would be subject to further study and additional funding.

Does York Region have plans for a future Light Rail Transit (LRT) line in the southern part the Region?

The TMP outlines future rapid transit corridors. However, the plan does not have specific solutions as each new project is subject to analysis and approvals through an Environmental Assessment Study.

The TMP considers the Council approved population and employment projections through the Municipal Comprehensive Review. This informs where there will be sufficient demand to support future transit projects.



2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the third and final Public Information Centre *continued*

Will there be future York Region Transit services to Milliken GO Station?

York Region Transit (YRT) works closely with Metrolinx to improve connections between local transit and GO train service. YRT is a stakeholder in GO station improvement plans led by Metrolinx and continues to advocate for transit infrastructure, such as bus loops or on-street bus bays, to support transit connections at GO stations.

Is York Region Transit planning to expand transit routes into Durham Region?

York Region Transit (YRT) works with neighbouring transit agencies, including Durham Region Transit (DRT) to provide integrated service across municipal boundaries. YRT currently connects with DRT at Highway 48/Lake Ridge Road in the Town of Georgina using [Mobility On-Request \(MOR\) service](#). There are future plans to further integrate fixed route and MOR services at the future Cornell Bus Terminal in Markham. We welcome you to provide your transit-related feedback as part of York Region Transit's annual plan consultation at yrt.ca/transitplan

Are there plans to expand York Region Transit to the Kleinburg area?

In November 2021, York Region Transit (YRT) introduced a [Mobility On-Request](#) Kleinburg-Nashville service which includes service to/from key destinations in Kleinburg and the Al Palladini Community Centre where travellers can connect with other YRT services.

YRT continues to monitor ridership demand in growing communities and reviews the expansion of services as part of the annual service plan process. We welcome you to provide your transit-related feedback as part of York Region Transit's annual plan consultation at yrt.ca/transitplan

Are there plans to expand the Bus Rapid Transit on east-west routes in York Region aside from Highway 7?

Identifying and protecting corridors for rapid transit infrastructure is critical as the Region grows with identified expanded infrastructure and services. The TMP aligns with Metrolinx's 2041 Regional Transportation Plan (RTP) which identifies new rapid transit corridors on Jane Street, Major Mackenzie Drive, Leslie Street, Green Lane in partnership with the City of Toronto, on Steeles Avenue from the Spadina subway line to Milliken GO station. The TMP is also aligned with the RTP in identifying frequent regional express bus service corridors along Highways 400, 404, 407 and 427.

The TMP, including the proposed [2051 Rapid Transit Network - Map 3](#), recognizes further study is required to assess the need for future rapid transit corridors particularly in the southeast area of York Region to enhance connectivity and align with provincial rapid transit plans identified in the Greater Golden Horseshoe Transportation Plan.

Are there new York Region Transit Routes to connect the Humber College North Campus in Etobicoke? Route 7 could be improved.

While the TMP does not get into the specific details of local transit services, your feedback has been forwarded to York Region Transit for consideration. We welcome you to provide your transit-related feedback as part of York Region Transit's annual plan consultation at yrt.ca/transitplan



2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the third and final Public Information Centre *continued*

Can new transit routes focus on connections to GO Stations rather than just local York Region Transit routes?

York Region Transit (YRT) provides local transit service which integrates with GO Transit services which provide regional transit service for the Greater Toronto and Hamilton Area. The province recently announced free local transit for travellers connecting to and from GO Transit when using a PRESTO card. This allows residents additional mobility to travel throughout the Region and Greater Toronto and Hamilton Area. YRT will continue to work with Metrolinx to improve fare and service integration.

Are there plans for shuttle loop around VMC/South VMC/Colossus areas to help residents move, shop, work, and play within, or access the subway/VIVA quickly without needing a car?

York Region continues to work closely with the City of Vaughan to continue providing mobility options for residents in the Vaughan Metropolitan Centre and Weston Road/Highway 7 areas, including active transportation and transit options. We welcome you to provide your transit-related feedback as part of York Region Transit's annual plan consultation at yrt.ca/transitplan

The Bridge and High Tech subway stations appear too close together. Is it possible to have one station at a midpoint instead?

The Transportation Master Plan identifies the need for improvements to address planned growth in the Region and will not provide details about specific projects. The Bridge and High Tech subway stations are being delivered through the Yonge North Subway Extension (YNSE) project led by Metrolinx. Details about the planned subway alignment and stations will be addressed through the YNSE project website. More information is available here:

<https://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>

Should the subway line veer away from Yonge Street? This curve will slow the rapid service we expect for every trip and takes away potential growth anticipated for a lively Yonge Street pedestrian culture.

The Transportation Master Plan identifies the need for improvements to address planned growth in the Region and will not provide details about specific projects. Details about the Yonge North Subway Extension alignment and stations will be addressed through the project website, led by Metrolinx. More information is available here:

<https://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>

Why are John Street, Esna Park Drive and Alden Road not part of the transit network?

[Map 3 \(2051 Rapid Transit Network\)](#) provides an overview of the planned rapid transit network. While the TMP does not get into the specific details of local transit services, York Region Transit routes 2 – Milliken and 14 – 14th Avenue operate along John Street, Esna Park Drive and Alden Road.

General

Does the TMP account for increased density in the Yonge Street and Highway 407 areas due to the transit-oriented community?

The TMP considers the population and employment projections approved by York Regional Council through the Municipal Comprehensive Review. Proposed density, through ongoing Minister Zoning Orders (MZO), will be further reviewed as necessary.



2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the third and final Public Information Centre *continued*

How is York Region collaborating with the City of Vaughan's Transportation Master Plan?

York Region's TMP is coordinated with municipal and provincial partners and initiatives. The Region has engaged with the City of Vaughan throughout the process and presented the draft TMP to Vaughan Council. York Region has also participated on the City of Vaughan TMP Technical Advisory Committee. The City of Vaughan has connected with the Region throughout their Transportation Planning process.

Does the TMP take into consideration the developments proposed along Major Mackenzie Drive specifically? As population density and road safety are concerns in the local community.

The TMP considers the population and employment projections approved by Regional Council through the Municipal Comprehensive Review. The Region and local municipalities consult and engage with stakeholders and residents on future transportation projects to address needs.

How does the TMP take into consideration changes in travel due to the pandemic?

While travel patterns have changed in the Region as a result of COVID-19, the ultimate impacts are still to be determined. Regional staff have been working with the University of Toronto and municipal partners across to the GTA to better understand the impacts of COVID-19 on travel demand and the travel behaviour of residents and commuters to incorporate these trends into plans for the future transportation network.



20. Notice of Study Commencement Letter

Date

Name
Organization
Address Line 1
Address Line 2

Dear Name:

**Re: Notice of Study Commencement
York Region Transportation Master Plan Update**

This letter is to inform you that The Regional Municipality of York (York Region) is beginning an update to its Transportation Master Plan (TMP). The Master Plan sets out a strategy for providing transportation servicing that meets the needs of current as well as future travellers and is being updated to reflect changing needs and accommodate growth in the Region's communities.

York Region's Transportation Master Plan study area will cover nine municipalities, spanning from the shores of Lake Simcoe in the north, the City of Toronto boundary in the south, the Region of Peel boundary in the west and the Durham Region boundary in the east (as illustrated in the attached map). Working closely with Indigenous peoples, local municipalities and other partners, the Transportation Master Plan Update will identify a holistic strategy to address the Region's current and future demands to 2051 and beyond, including improvement and growth of our transportation system.

The Update is occurring in coordination with York Region's update to the Regional Official Plan, underway through the Municipal Comprehensive Review process.

Included with this letter is a copy of the [Notice of Study Commencement](#) (please also see attached).

York Region is committed to early and ongoing dialogue with Indigenous communities. The purpose of this dialogue is to help shape the plan and the proposed transportation servicing strategy in relation to aboriginal and treaty rights of Indigenous communities. Please let us know your interest and desired level of involvement in the TMP Update via a response to this letter.

Master Planning Process

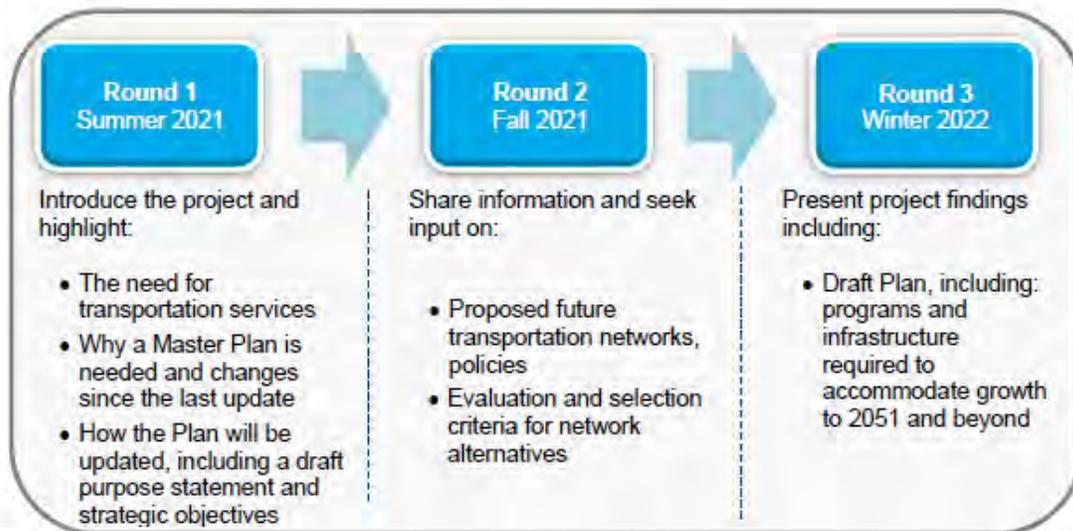
The TMP Update is being conducted in accordance with the Municipal Class Environmental Assessment (MCEA) Process established under the Ontario *Environmental Assessment Act*, which provides a consistent, streamlined and transparent process for planning and implementing municipal infrastructure projects. It also provides a framework for public and stakeholder participation.

Through the MCEA process, the TMP will evaluate alternative solutions to delivering long-term transportation servicing and select a preferred strategy. This project will complete Phase 1 and

2 of the MCEA process at a broad, network-wide basis. Detailed Phase 1-4 assessment work will be undertaken later through project-specific EA studies. To learn more about the MCEA process, please visit the "Frequently Asked Questions" page at www.york.ca/ea.

Key Milestones

We will continue to keep you informed of the project through similar communications at key milestones in the TMP Update process. Currently, three rounds of engagement are planned as outlined in the following diagram:



All engagement will take place online. For further information about the project, please visit the project website at www.york.ca/tmp or contact me directly using the contact information at the bottom of this letter.

Sincerely,

Lauren Crawford
Manager, Transportation Long-Term Planning
Transportation and Infrastructure Planning
Transportation Services
1-877-464-9675 ext.73115
lauren.crawford@york.ca



21. Notice of Public Information Centre #1 – Email sent to First Nations and Indigenous Communities as noted in section 4:

From: Madden-Knox, Kellie on behalf of Titherington, Brian
Sent: Tuesday, July 13, 2021 10:02 PM
To: [REDACTED]
Cc: Crawford, Lauren; Hyde, Keri; Young, Darryl; Dobrindt, Brittany
Subject: York Region Transportation Master Plan - Virtual Public Information Centre #1

Dear [REDACTED],

We are pleased to invite you to York Region's Transportation Master Plan (TMP) virtual Public Information Centre #1, which will be held on Thursday July 15th from 7:30 p.m. to 8:30 p.m. over Zoom.

The Master Plan sets out a strategy for providing transportation servicing that meets the needs of current as well as future citizens and travellers and is being updated to reflect changing needs and accommodate growth in the Region's communities.

York Region is committed to an ongoing dialogue with Indigenous communities to help shape the plan and the proposed transportation servicing strategy in relation to aboriginal and treaty rights of Indigenous communities.

We extend this invitation for your interest and desired level of involvement in the TMP. Please see registration details below.

If you have any questions or comments, please direct them to Lauren Crawford (lauren.crawford@york.ca) or Keri Hyde (keri.hyde@york.ca).

Thank you,
Brian Titherington

Brian Titherington | Director, Transportation & Infrastructure Planning, Transportation Services

w: 1-877-464-9675 ext. 75901 | c: 416-629-8166

Our Mission: **Working together to serve our thriving communities – today and tomorrow**

22. Notice of Public Information Centre #2 – Email sent to First Nations and Indigenous Communities as noted in section 4:

From: Madden-Knox, Kellie on behalf of Titherington, Brian
Sent: Monday, October 18, 2021 5:35 PM
To: [REDACTED]
Cc: Crawford, Lauren; Hyde, Keri; Young, Darryl
Subject: York Region 2022 Transportation Master Plan - Virtual Public Information Centre #2
Attachments: Notice_TMP_PIC#2.pdf

Dear [REDACTED]

We are pleased to invite you to York Region's Transportation Master Plan (TMP) virtual Public Information Centre #2, to be held on Wednesday October 20, 2021 from 7:30 p.m. to 8:30 p.m. over Zoom.

The Transportation Master Plan is the long-term vision for York Region's transportation network, encompassing strategy, infrastructure and focus areas. The plan looks ahead 30 years and considers the Region's transportation network to support growth and the changing needs of travellers. It is intended to support healthy communities and economic growth by planning for safe, reliable travel and efficient movement of goods.

The TMP is being updated through the Municipal Comprehensive Review (MCR) process, coordinated with the Regional Official Plan and the Water and Wastewater Master Plan. Updates on these respective projects and further engagement opportunities will be shared over the coming weeks.

As our Transportation Master Plan Study continues, this second Public Information Centre will provide a study update and identify the proposed transportation networks and focus areas reflecting the feedback received to date. We also invite input through our new engagement tool, which will be linked at York.ca/tmp following the virtual Public Information Centre.

A third Public Information Centre is planned for Spring 2022 (an email notification will be provided).

York Region is committed to an ongoing and meaningful dialogue with Indigenous communities to help shape the plan and the proposed transportation servicing strategy in relation to Indigenous rights and interests.

We extend this invitation for your interest and desired level of involvement in the TMP. Below are the registration details. Please let us know if you would prefer to meet separately to discuss your feedback.

If you have any questions or comments, please direct them to Lauren Crawford (lauren.crawford@york.ca) or Keri Hyde (keri.hyde@york.ca).

Thank you,

Brian Titherington

Brian Titherington | Director, Transportation & Infrastructure Planning, Transportation Services

w: 1-877-464-9675 ext. 75901 | c: 416-629-8166

Our Mission: Working together to serve our thriving communities – today and tomorrow

23. Notice of Public Information Centre #3 – Email sent to First Nations and Indigenous Communities as noted in section 4:

From: Callisto, Marie on behalf of Titherington, Brian
Sent: Tuesday, April 12, 2022 2:26 PM
To: [REDACTED]
Cc: Crawford, Lauren; Hyde, Kerj; Young, Darryl
Subject: York Region 2022 Transportation Master Plan - Virtual Public Information Centre #3
Attachments: TMP PIC #3 Notice - April_8-2022.pdf

Dear [REDACTED]

We invite you to attend a Public Information Centre (PIC) for York Region's 2022 Transportation Master Plan (TMP) Update on Thursday April 21, 2022 from 7:30 p.m. to 8:30 p.m. over Zoom.

The TMP is the long-term vision for York Region's transportation network encompassing strategy, infrastructure and focus areas. This third and final Public Information Centre will include a presentation of the draft Transportation Master Plan, providing an overview of what we've heard, as well as an opportunity for questions and answers with our staff panel.

York Region is committed to ongoing and meaningful dialogue with First Nations and Indigenous communities and we look forward to hearing from you. We invite comments on the draft TMP until April 29, 2022 through [York.ca/tmp](https://york.ca/tmp).

Below are the registration details for the PIC, however, please let us know if you would prefer to meet separately to discuss your feedback.

Thank you,
Brian Titherington

Brian Titherington | Director, Transportation & Infrastructure Planning, Transportation Services

w: 1-877-464-9675 ext. 75901 | c: 416-629-8166

Our Mission: Working together to serve our thriving communities – today and tomorrow



York Region Strategic Growth Documents Update

1-877-464-9675
TTY 1-866-512-6228
york.ca



Contents

York Region Strategic Growth Documents Update.....	1
Introduction to York Region Strategic Growth Documents	4
What We Heard	5
Discussion Question	5
Regional Official Plan Update	6
Regional Official Plan Policy Area Summaries.....	7
Growth Management.....	7
Indigenous Engagement	8
Cultural Heritage.....	8
Natural Environment.....	9
Agriculture and Rural Areas	9
Climate Change	10
Housing.....	10
Diversity & Inclusion	11
Next Steps for the Regional Official Plan	11
Regional Official Plan Discussion Questions.....	11
2021 Water and Wastewater Master Plan Update	12
Introduction.....	12
Background and Context.....	12
Purpose of the Plan	12
What Was Heard Through Previous Engagements.....	12
Natural Environment and Current Water and Wastewater Supply and Servicing	13
Natural Environment and Legislative Framework.....	13
Current Water and Wastewater Supply and Servicing	13
Planning for the Future.....	14
Servicing Options	14
Managing Demand and Mitigating Climate Change Impacts	14
Servicing Strategies.....	14
One Water Approach	15
Valuing All Water	15
Next Steps in the Water and Wastewater Master Plan Update	15
Discussion Questions.....	15
Indigenous Perspectives and One Water	15
Attachment: Screening of Servicing Concepts	16
	2

Transportation Master Plan Update	18
Introduction.....	18
Background	18
The Need for an Update.....	19
Engagement.....	19
Project Timing	19
Discussion Questions.....	20
Tying it All Together: York Region Strategic Growth Documents	21
Next Steps	21
Regional Staff Contact Information	21

Introduction to York Region Strategic Growth Documents

York Region continues to update the Regional Official Plan (ROP), Water, Wastewater Master Plan (WWMP) and Transportation Master Plan (TMP) in a coordinated manner through the Municipal Comprehensive Review (MCR).

The ROP directs where growth can occur, how growth will occur, where agriculture can thrive and protects our natural and cultural heritage. The WWMP and TMP determine how to service population growth with water, wastewater and transportation infrastructure while also placing emphasis on the protection of the Region's natural resources.



Previously York Region sent a letter with updates on these three plans, including progress to date. We continue to provide information on these projects as a part of our commitment to ongoing dialogue with Indigenous communities that may have an interest in providing input into these processes.

We want to ensure that we respect and strive to reflect Indigenous community input received through our engagement process and that we have meaningful dialogue so that your views and perspectives are heard in these updates. Our approach continues to be grounded in relationship building and movement towards reconciliation with Indigenous peoples, learning about and appreciating Indigenous perspectives and worldview. This document provides a summary of the three projects for your review and to offer an opportunity for you to send comments or have a meeting to further discuss areas of interest.

What We Heard

Throughout 2020, Regional staff working on the Regional Official Plan and Water and Wastewater Master Plan updates met with and received written comments from several Indigenous communities. A high-level summary of those comments is provided below. These comments will inform how we update these plans to recognize Indigenous perspectives and guide further engagement in municipal planning processes with Indigenous communities.

The following is a high-level summary of what we heard from our initial meetings with Indigenous peoples and communities.

- Territorial Acknowledgement within the Official Plan should recognize traditional territories of Indigenous peoples
- Include Treaty Map in Official Plan
- Involve Indigenous communities where appropriate/requested in Official Plan Technical Working Groups
- Recognize Indigenous communities are not synonymous with other stakeholders in the Official Plan
- Ensure that Indigenous rights and perspectives are being acknowledged in areas of water and wastewater management
- Recognition of the sacredness of water
- Recognize and help mitigate environmental threats (e.g. invasive species, climate change) that may impact traditional Indigenous way of life
- Examine how growth may impact water quality and quantity and place emphasis on its protection
- Review Archaeological Management Plan and if/when updating, include Indigenous communities on its review, similarly to when it was first completed

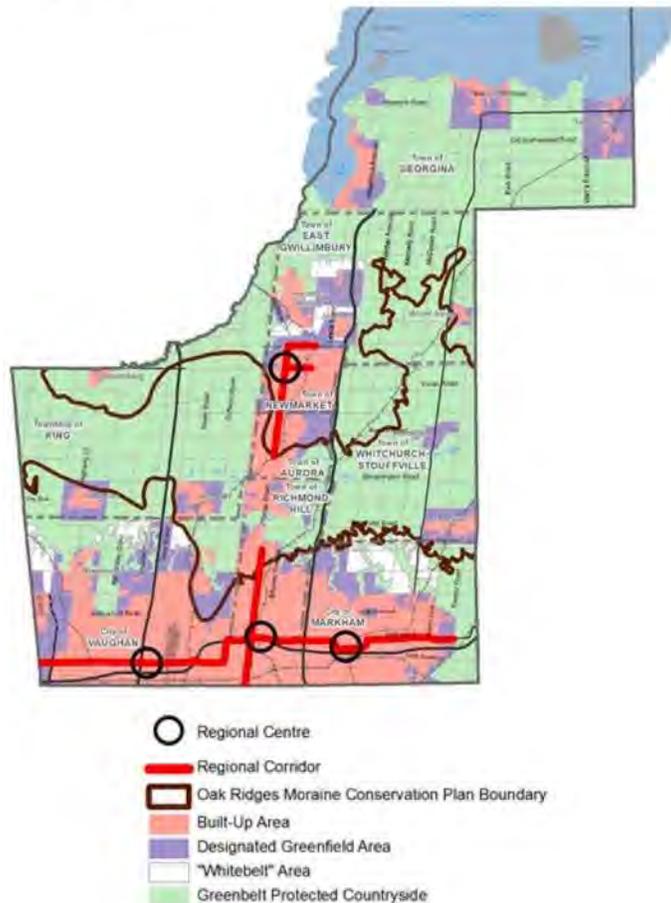
DISCUSSION QUESTION

1. Is there anything else that should be included on this list?

REGIONAL OFFICIAL PLAN UPDATE

The Regional Official Plan (ROP) is a long-range plan that contains policies and direction on how York Region plans to accommodate future growth and guides economic, environmental and community planning decisions. The Province requires us to update the ROP every 5-10 years through a MCR process. Through this process the Region aims to update the ROP to conform with provincial requirements. It also provides an opportunity to hear different perspectives on how the Region grows.

The Province anticipates York Region will attract the highest share of population growth in the Greater Toronto and Hamilton Area. The Region has an approved urban structure which directs growth to our Centres and Corridors (shown on the map below). The four Regional Centres are the Region's downtowns that are planned to be vibrant, high and medium density pedestrian friendly communities that have a mix of retail, residential units and businesses. The four Regional Corridors are served by rapid transit and subways connecting Regional Centres to other major centres throughout the Greater Toronto Area. They are planned to be diverse places that support a range of activities to meet the needs of the community they serve.



Throughout the urban and rural areas there is a connected system of natural features in the Region known as the Greenlands system. It is a connected system of protected natural heritage features, land and water systems that ensure animal and plant species and their natural environment thrive. The Region also has a vibrant agricultural community and agri-food system.

As mentioned in our communication circulated in December 2020, we adjusted timelines for the Regional Plan Update to allow staff to complete population and employment forecast work in accordance with most recent provincial changes. Below are some of the completed reports and updated target timelines for the Regional Official Plan update. Through 2020 and 2021 ROP policies are being drafted, with a draft ROP anticipated for late 2021.



REGIONAL OFFICIAL PLAN POLICY AREA SUMMARIES

This ROP update is being undertaken with the following key planning principles in mind: efficient use of land, a mix and range of uses that allow for live/work, housing affordability, natural heritage protection and enhancement, climate change actions and fiscal responsibility. The following are summaries of key policy areas within the Official Plan that will be updated through the updated Regional Official Plan. These policy areas can also be found within [Policy Directions Report \(December 2020\)](#) and [Regional Official Plan Update - Policy Directions Report \(March 2021\)](#) or reports listed below. These summaries provide proposed direction for discussion while the links to the reports provide a greater level of detail.

Growth Management

Between 2020-2051 York Region's population is forecasted to grow from 1.21 million to 2.02 million people and employment in York Region is expected to increase from 655,000 to 990,000 jobs. As mentioned in our December letter, the Region is required to plan for this growth and the extended planning horizon from 2041 to 2051 as mandated by the Province. While a portion this growth will

continue to be directed to the Region's Centres and Corridors where there has been significant investments in infrastructure, including higher order transit, it will also necessitate urban expansion. Further details on how we propose to allocate this growth, and associated urban expansion is provided in the linked March 2021 report below. To support population and employment growth, updated Official Plan policies will ensure that residents maintain a high quality of life.

Proposed Policy Directions:

- Phasing growth to maximize use of existing and planned water and wastewater and transportation infrastructure and promote orderly growth into expansion areas
- Support the creation of complete communities where residents have access to housing, jobs and amenities for everyday life
- Protect employment areas to continue to attract employment to the Region and provide residents with a wide range of employment opportunities

Resources:

- [Planning for Density in New Communities](#), June 2020
- [Planning for Employment Background Report](#), May 2019
- [Proposed 2051 Forecast and Land Needs Assessment Report](#), March 2021

Indigenous Engagement

The 2020 Provincial Policy Statement was updated to enhance policy direction to municipalities and direct them to engage with Indigenous communities on planning matters. The current Regional Official Plan includes policies on engagement, including with First Nations and Métis Nation communities which will be reviewed and updated based on new provincial direction and comments received through ongoing engagement efforts.

Proposed Policy Directions:

- Update current engagement policies to reflect new provincial direction
- Recognition of Indigenous perspectives in planning throughout the ROP (for example, in chapters on Natural Heritage and Water Resource Systems)

Cultural Heritage

The Cultural Heritage and Archaeological policies in the Regional Official Plan were updated and integrated through a Regional Official Plan Amendment in 2016. As the policies are relatively new, the update will be mainly scoped to focus on conformity for the Regional Official Plan (ROP) update. Additional updates to the AMP will be assessed after the new ROP is adopted.

Proposed Policy Directions:

- Update existing policies to be consistent with provincial requirements, including further highlighting the creation of a sense of place, built heritage and cultural heritage landscape protection
- Recognize culture of conservation and encourage a sense of belonging through cultural heritage conservation

Natural Environment

Since the 1994 ROP, Regional Council has placed significant emphasis on identification, protection, restoration and enhancement of the Region's natural environment through the Regional Greenlands System. The Greenlands system uses a systems approach and includes wetlands, woodlands, wildlife habitat, lakes and streams. Strengthened provincial policy language for water resources system, identification of key hydrologic areas, enhanced considerations for the watershed and a new natural heritage system map for the Growth Plan are among some of the key provincial changes that will require updating. Existing policies will be updated to further protect water resources systems in the Region to ensure water quality and quantity are protected from impacts of development. The Region's natural heritage system will be updated with most current mapping to continue to ensure animal and plant species and their natural environments thrive.

Proposed Policy Directions Include:

- Continue to protect the natural system in the Region and have policies that speak to enhancement and restoration of the Region's natural areas
- Update Natural Systems mapping with most up to date and accurate data (for example: Greenlands System, Water Resources System, Woodlands)
- Update watershed planning policies to avoid, mitigate and reduce negative impacts on the watersheds to protect water quantity and quality
- Updating woodland canopy targets for the Region

Resources:

- [Regional Official Plan Natural Systems Planning Background Report](#), June 2020
- [Frequently Asked Questions – Natural Systems and Agriculture Planning](#)

Agriculture and Rural Areas

Updates to provincial Agricultural System Land Base mapping proposed new areas within York Region to be considered for designation as agricultural (currently rural). After a comprehensive study, the Region is proposing a subset of these areas to be added to its existing agricultural land base. In addition, the province has updated policies that allow limited non-agricultural uses in agricultural areas. The agri-food sector continues to be a significant contributor to the Region's economy.

Proposed Policy Directions:

- Continue to recognize agriculture as a substantial contributor to the Region's economy and protect agricultural uses
- Limit non-agricultural uses in accordance with provincial plan policy framework
- Limit redevelopment of existing non-agricultural uses in the Greenbelt Plan area
- Require an agricultural impact assessment to occur in Agricultural areas in accordance with provincial plan policy framework
- Encourage the highest and best use of the Holland Marsh Specialty Crop area for food-related crops

Resources:

- [Planning for Agriculture Background Report](#), June 2019

Climate Change

The Region is required to prepare for the impacts of climate change through land use and development patterns, develop and identify actions to reduce greenhouse gas emissions, address climate change adaptation goals and develop policies that support energy and water conservation. [York Region's Draft Climate Change Action Plan](#) has many actions that speak to Growth Plan requirements and the ROP has a strong foundation in these areas. It is anticipated that the Draft Climate Change Action Plan, once finalized, will inform further policy updates.

Proposed Policy Directions:

- Maintain existing climate change policies and update where appropriate to ensure conformity with Provincial Plans
- Determine appropriate level of detail on energy efficiency and water conservation policies and targets
- Determine the need for future policy updates to support the implementation of Region initiatives

Housing

Housing supply and affordability issues are ongoing in York Region. While there is serviced land and approved applications to accommodate growth in York Region, growth rates fall short of Growth Plan forecasts. Among others, affordability may be a factor impacting growth. Regional Official Plan affordable housing targets of 25% to 35% are not being achieved, and units that are affordable are smaller sized and not suitable to accommodate families.

Updated Provincial plans require maintaining lands with servicing capacity sufficient to provide at least a three-year supply of residential units and the ability to accommodate residential growth for a minimum of 15 years through intensification, redevelopment, and designated lands. There is Provincial direction to establish rental housing targets, update second unit polices to allow for 1 unit in primary dwelling and 1 unit in ancillary building and plan for and require an appropriate mix and range of housing options to meet projected market-based and affordable housing needs.

Proposed Policy Directions:

- Build upon existing foundation of policies to help address housing option issues in the future
- Maintain affordable housing targets:
 - 35% of new units built to be affordable in Regional Centres and Major Transit Station Areas (MTSA)
 - 25% of new units built to be affordable outside Regional Centres and MTSA's
 - Introduce rental housing targets for York Region to encourage more rental options
- Update second unit policies to reflect new provincial direction to allow for 1 accessory unit in the primary dwelling and 1 unit in an ancillary building
- Explore options related to housing affordability including additional policy, programming, implementation and advocacy work

Resources:

- [2019 Measuring and Monitoring Affordable Housing in York Region](#), June 2020
- [Regional Official Plan Update Housing Challenges and Opportunities](#), January 2021

Diversity & Inclusion

The Region is committed to diversity and inclusion through its Diversity Charter and will be updating the ROP using inclusion as a core principle.

Proposed Policy Directions:

- Integrate inclusionary language throughout the Plan and identifying inclusion as a core principle of planning in York Region
- Enhance partnership and engagement policies to support inclusive engagement throughout the planning process

NEXT STEPS FOR THE REGIONAL OFFICIAL PLAN

- Continue engagement throughout 2021 in preparation of a draft Regional Official Plan
- Draft Regional Official Plan is anticipated for Fall 2021 with further engagement planned on the draft prior to Council adoption targeted for mid-2022

REGIONAL OFFICIAL PLAN DISCUSSION QUESTIONS

1. How can the Region incorporate Indigenous perspectives into planning?
 - a. Where would you like to see Indigenous perspectives reflected in the Official Plan?
2. What planning matters would you like your community to be circulated on?
 - a. What is your preferred notification process (e.g. email, hard copies)?

2021 WATER AND WASTEWATER MASTER PLAN UPDATE

INTRODUCTION

The purpose of this briefing is to provide a summary of the project to date by **building on the content presented in the project's second public Open House in February 2021**. This material should be read alongside the online Open House, which can be viewed [here](#). Supplemental information is provided for this briefing. Note that the project's third and final Open House is planned for summer 2021 and will feature recommended infrastructure to meet growth needs to 2051.

York Region is expected to grow to 2.02 million people and 990,000 jobs by 2051. In coordination with the Regional Official Plan (ROP) update, the Water and Wastewater Master Plan (WWMP) sets out an approach to ensure that the growth proposed through the ROP is serviced by cost-effective and resilient infrastructure. The Water and Wastewater Master Plan is a long-term plan that is reviewed and updated every five years to ensure it remains relevant to the Region's changing needs and evolving communities. The last Master Plan update, endorsed by York Regional Council in 2016, is the foundation of this work.

The Master Plan is being updated following the Municipal Engineers Association Municipal Class Environmental Assessment (MCEA) process for master plans, an approved process under the Ontario *Environmental Assessment Act*. The Master Plan broadly identifies Regional needs for water treatment, storage and transmission, as well as wastewater conveyance and treatment. It does not determine specifics for recommended infrastructure such as facility location, water main or sewer routes, treatment technologies/operational strategies, assimilative capacity of receiving waters, etc. These details are determined through project specific Environmental Assessments and other studies. No archaeological work will be undertaken through the Master Plan project.

BACKGROUND AND CONTEXT

These notes correspond to Open House sections beginning at "About the Plan" to "What we've heard so far"

Purpose of the Plan

- Building on previous Master Plan recommendations, York Region is updating its long-term water and wastewater servicing strategies and infrastructure program to accommodate 2.02 million people and 990,000 jobs, in accordance with The Provincial [Growth Plan](#) in an environmentally, socially and fiscally responsible manner.

What Was Heard Through Previous Engagements

- For a high-level summary of comments received through engagement with Indigenous communities, please see the "What We Heard" section at the beginning of this document

- A summary report describing Public Open House 1, the feedback received and how it was considered in the project can be viewed here: [Open House 1 Summary Report](#)
- Feedback received from Public Open House 2 and how it is being considered in the project is described in the summary report available here: [Open House 2 Summary Report](#)

NATURAL ENVIRONMENT AND CURRENT WATER AND WASTEWATER SUPPLY AND SERVICING

These notes correspond to Open House sections beginning at “Understanding York Region’s unique environment” to “Where does water go?”

Natural Environment and Legislative Framework

- How future growth is serviced is greatly influenced by the natural environment and current legislative requirements, as well as infrastructure planning decisions made in the past.
- Agreements, legislative plans and legislation shaping servicing requirements in York Region include: Great Lakes Agreements, the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan, the Lake Simcoe Protection Plan, A Place to Grow – Growth Plan for the Greater Golden Horseshoe, the *Clean Water Act, 2006* and the *Ontario Water Resources Act*.
- In 2010, York Region received approval from the province to transfer a maximum daily volume of 105 million litres per day (MLD) of Lake Ontario-based drinking water into the Lake Huron (Lake Simcoe) watershed (with return flow to Lake Ontario).
- York Region is committed to protecting all sources of drinking water and is a municipal representative on both Source Protection Committees in the South Georgian Bay Lake Simcoe Source Protection Region and the Central Lake Ontario, Toronto Region and Credit Valley Source Protection Region.

Current Water and Wastewater Supply and Servicing

- In 2020, York Region supplied approximately 339 million litres of water per day (MLD) to residents and businesses.
- Lake Ontario supports the majority of the Region’s water and wastewater servicing needs. Lake Ontario-based servicing is secured through long-term agreements and partnerships with the Region of Peel, City of Toronto and Durham Region. York Region contributes to cost-sharing projects ensuring shared infrastructure is managed and maintained to continue providing optimal service, and works together with partners to address common operational concerns. Water from Lake Ontario is provided to Vaughan, Richmond Hill, Markham and King City; the Lake Ontario-based water supply is brought northward and is blended with groundwater from municipal wells to service Aurora, Newmarket, East Gwillimbury and Whitchurch-Stouffville. Wastewater is conveyed via York Durham Sewage System for treatment at Duffin Creek Water Pollution Control Plant in Durham Region or through partnership with the Region of Peel before discharge to Lake Ontario.
- Lake Simcoe is the main source of supply to Keswick and Sutton communities in the Town of Georgina. Wastewater generated in these communities is treated at Keswick and Sutton Water Resource Recovery Facilities before discharge to Lake Simcoe or tributaries.

- Groundwater remains an important water resource in the central area of York Region and in stand-alone or "independent systems" which provide supply to the communities of Ansonveltdt, Ballantrae-Musselman's Lake, Mount Albert, Nobleton and Schomberg. Stand-alone wastewater systems service the communities of Holland Landing, Kleinburg, Mount Albert, Nobleton and Schomberg through individual treatment facilities that discharge to local water bodies (two in the Lake Ontario watershed, and three in the Lake Simcoe watershed).

PLANNING FOR THE FUTURE

These notes correspond to Open House sections beginning at "How does York Region develop servicing strategies for the future?" to "Evaluating the water servicing strategies"

Servicing Options

- York Region is in the process of re-calibrating the 2016 Master Plan recommendations based on the population forecast prepared through the Municipal Comprehensive Review process.
- Preliminary screening of the four options being considered (i.e., Do nothing, Limit growth, Manage demand, and Expand and optimize) is included as [an attachment](#) for reference. Managing demand and expand and optimize existing systems are the options York Region can pursue to plan for 2051 needs.

Managing Demand and Mitigating Climate Change Impacts

- Planning for long term sustainable and resilient servicing requires programs and strategies that reduce the amount of drinking water needed.
- To lessen the need to expand infrastructure systems, reduce impacts on resources and be more cost-effective the Region has programs that target municipal water and wastewater systems through a variety of tactics, such as reducing water lost through cracks and leaks, optimizing energy demands and more.
- The Long Term Water Conservation Strategy and the Inflow & Infiltration Reduction Strategy use multi-pronged approaches to achieve their demand-management objectives such as improving data collection, working with industry to leverage the market, advocating with the regulator to make changes to the Building Code and education and outreach in the community.
- Reductions in water use are incorporated into water demand forecast work, which the Master Plan uses as a basis to determine future needs.
- The Master Plan considers anticipated impacts from climate change incorporated through the design criteria used to model the water and wastewater systems.

Servicing Strategies

- Servicing strategies are conceptual, Region-wide approaches to addressing water and wastewater servicing needs, based on the servicing options of managing demand and optimizing and expanding existing systems.
- The servicing strategies from the 2016 Master Plan were revisited to consider the 2051 population and employment forecast and current circumstances to determine any changes that would be needed for this Master Plan update.

- The water servicing strategies determined through the 2016 Master Plan are still valid and are presented in 2021 as proposed strategies 1 and 2; they include gradual expansion of existing water supply sources.
- The proposed wastewater servicing strategy builds on the 2016 Master Plan and identified the need to expand wastewater treatment capacity to meet 2051 needs.

ONE WATER APPROACH

These notes correspond to Open House section “The One Water approach: valuing all water”

Valuing All Water

- As population growth, rising infrastructure costs and impacts from climate change place increasing pressures on water resources, there is recognition that holistic, sustainable and integrated solutions are required.
- The “One Water” concept is an integrated planning and implementation approach to managing finite water resources that has been adopted by utilities around the world.
- York Region turned to One Water to help identify cost effective solutions leading to a financially sustainable system, to reduce reliance on water sources beyond its borders, and to minimize its impact on the natural environment.
- The Master Plan employs the One Water approach by using three principles of Innovation, Integration and Infra-stretching in decision-making
- One Water is a key component to achieving York Regional Council's vision of building strong, caring and safe communities.

NEXT STEPS IN THE WATER AND WASTEWATER MASTER PLAN UPDATE

- Consultation and engagement with stakeholders, partners and public will continue over the coming months on the selected strategies. A draft infrastructure program will be presented at that time.
- It is anticipated that the Master Plan will be presented to York Regional Council for endorsement early in 2022.

DISCUSSION QUESTIONS

Indigenous Perspectives and One Water

1. How can Indigenous communities inform the One Water concept?
2. How can York Region learn from Indigenous peoples and gain a more fulsome understanding of the cultural significance of water? This will go beyond informing the Water and Wastewater Master Plan, to how we recognize and communicate the value of water broadly.

ATTACHMENT: SCREENING OF SERVICING CONCEPTS

Concepts	Description	Advantages	Disadvantages	Is this a viable option to be explored further?
Do Nothing	A hypothetical concept which acknowledges growth will occur but provides no plan or action to ensure additional water and wastewater servicing needs are met.	<ul style="list-style-type: none"> - No costs associated with additional growth infrastructure - No temporary social or environmental impacts associated with the construction of growth infrastructure 	<ul style="list-style-type: none"> - Servicing would be inadequate, disrupting the lives of residents and businesses, posing a potential public health risk - Inadequate services creates a risk that York Region will be unable to meet requirements of Safe Drinking Water Act and Ontario Water Resources Act - Inadequate wastewater capacity may lead to spills and associated negative environmental impacts 	<p>No.</p> <p>This option puts York Region in direct violation of legislative requirements.</p>
Limit Growth	A concept that limits growth to what existing water and wastewater systems can serve so as not to trigger new growth infrastructure needs.	<ul style="list-style-type: none"> - No costs associated with additional growth infrastructure - No temporary social or environmental impacts associated with the construction of growth infrastructure 	<ul style="list-style-type: none"> - Inadequate servicing to meet growth as envisioned in the Regional Official Plan and Places to Grow targets. This would put the Region in conflict with meeting provincial legislation under the Places to Grow Act 	<p>No.</p> <p>This option puts York Region in direct violation of legislative requirements</p>
Expand and Optimize the Infrastructure System	Building off existing infrastructure plans, which meet servicing needs to 2041 and beyond, and expand the infrastructure to support new growth areas. Strategically increase connectivity of the system in areas that are currently serviced to leverage existing infrastructure for growth and	<ul style="list-style-type: none"> - Enables long-term growth in York Region in line with provincial legislation under the Places to Grow Act - Delivers safe and sustainable long-term servicing that is in compliance with requirements under the Safe Drinking Water Act and Ontario Water Resources Act - Leverages existing infrastructure and makes best use of capital already invested in projects, plans and partnerships that are 	<ul style="list-style-type: none"> - Capital costs associated with new infrastructure are significant - Construction of new infrastructure works can result in impacts to residents, as well as to the natural and socio-economic environment 	<p>Yes.</p> <p>This option is an essential component of long-term servicing that meets the needs of York Region's communities now and in the future.</p>

Concepts	Description	Advantages	Disadvantages	Is this a viable option to be explored further?
	improved system robustness.	in progress (i.e. 10-Year Capital Plan, long-term agreements with Durham, Toronto and Peel)		
Demand Management	Continued effort to conserve water, reduce inflow and infiltration reduction and explore reuse as an emerging opportunity, as a cost-efficient part of the overall strategy.	<ul style="list-style-type: none"> - Helps limit costs associated with additional growth infrastructure. - Supports compliance with existing regulations. - Helps limit temporary social and environmental impacts associated with the construction of growth infrastructure. 	<ul style="list-style-type: none"> - Not able to meet full future servicing needs as a standalone solution, must be combined with additional infrastructure - Continued costs associated with program delivery - Can be difficult to predict the magnitude of conservation trends in future years 	<p>Yes.</p> <p>This concept is a key component of holistic water management and cost-efficient strategies to meet future servicing needs.</p>

TRANSPORTATION MASTER PLAN UPDATE

INTRODUCTION

The purpose of this briefing is to provide an overview of the Transportation Master Plan (TMP) Update project, including: the approach, principles and timeline.

The Regional Transportation Master Plan (TMP) establishes the long-term transportation vision for transportation services, assesses existing transportation system performances, forecasts future travel demand and defines policy directions and actions to address the needs of transportation network users in York Region and support the Region's growth to 2051 and beyond.

The Transportation Master Plan is a long-term plan that is reviewed every five years to ensure it remains relevant to the Region's changing needs and growing communities. Through the Municipal Comprehensive Review (MCR) process, the Region initiated a review of the Transportation Master Plan with a focus on creating a Master Plan that reflects our evolving approach to transportation planning. In September 2020, Regional Council endorsed the Region's proposed approach, principles and timelines for the Transportation Master Plan through the [Initiation of the Transportation Master Plan Update Council memorandum](#).

The TMP is scheduled to be completed in 2022.

BACKGROUND

York Region is expected to grow to 2.02 million people and 990,000 jobs by 2051. In coordination with the MCR (or Regional Official Plan (ROP) update), the Transportation Master Plan (TMP) will set out an approach to ensure that the growth proposed through the ROP is serviced by cost-effective transportation infrastructure which provides options for all modes of travel.

All nine local municipalities within York Region will continue to experience population and employment growth, with much of the growth occurring in the four Regional Centres and the Regional corridors: Vaughan Metropolitan Centre, Richmond Hill/Langstaff Gateway Centre, Markham Centre and Newmarket Centre; and the Regional Corridors of Yonge Street, Highway 7 and portions of Davis Drive and Green Lane.

The demographic profile of the Region is also changing. York Region's population is diversifying with an increasing number of newcomers and senior citizens calling York Region home. This growth and diversity is distributed differently throughout the Region, meaning a "one-size-fits-all" approach is not adequate to address the different transportation needs within the Region.

Regional Council are considering several strategies to manage growth and the challenges of an increasingly diverse population and economy. These strategies include developing Vision 2051, updates to the Regional Official Plan, York Region Sustainability Strategy, and York Region Climate Change Action Plan. Building on Provincial strategies, York Region is partnering with its local municipalities to ensure growth occurs in a sustainable manner while remaining focused on investing in public transit and strategically implementing road projects to further connect transit, communities, freeways, and support active transportation.

The Master Plan is being updated following the Municipal Engineers Association Municipal Class Environmental Assessment (MCEA) process for master plans, an approved process under the *Environmental Assessment Act*. The Master Plan broadly identifies Regional needs for transit, active transportation (walking, cycling), and roads. It also provides a framework for public and stakeholder participation. To learn more about the MCEA process, please visit the "Frequently Asked Questions" page at www.york.ca/ea.

THE NEED FOR AN UPDATE

In 2016, York Region adopted its third Transportation Master Plan (TMP), which set a "bold direction" for sustainable transportation planning. The 2016 Transportation Master Plan built upon the previous Master Plans and continued to focus on initiatives established in previous studies that put "people and transit first." This includes an emphasis on walking, cycling, and transit use based on the following five Strategic Objectives:

- Create a world class transit system
- Develop a road network fit for the future
- Integrate active transportation in urban areas
- Maximize the potential of employment areas
- Make the last mile work

The full 2016 Transportation Master Plan is available at: <http://www.york.ca/TMP>

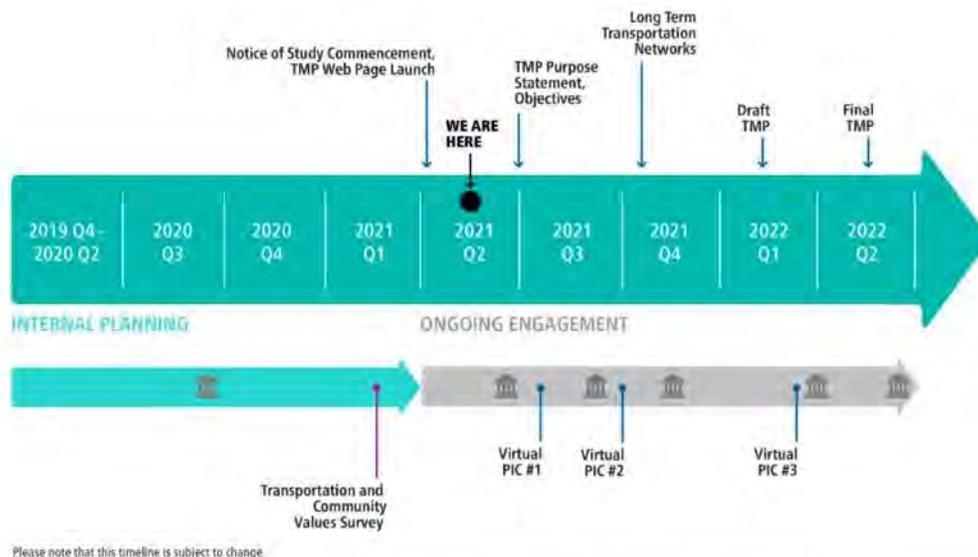
The TMP Update has been initiated to address new provincial growth forecasts and external factors that impact the Regional transportation network, including: changing economic conditions, development market pressures and evolving Provincial infrastructure investment priorities and co-funding requirements.

ENGAGEMENT

Meaningful engagement with residents, Indigenous peoples, businesses and travellers is a key component of successfully updating the TMP. An Engagement Strategy has been developed to facilitate conversations and further understand the Region's unique challenges and opportunities. This Strategy includes virtual engagement sessions, surveys and social media polls, and video updates.

PROJECT TIMING

Timing for the TMP update (please see the following figure) is being phased to ensure that transportation recommendations are aligned with the needs of the Municipal Comprehensive Review (planned for completion in 2021) and the Development Charges Bylaw update (required to be complete by the summer of 2022). The timing to update the TMP is also being coordinated with Environmental Services' update to the Water and Wastewater Master Plan.



This work has recently been initiated through our [Notice of Study Commencement](#) (issued on April 1, 2021), however, if you require additional information or would like to schedule a meeting to discuss this project, please see contact information at the end of this document.

DISCUSSION QUESTIONS

1. What is your primary interest related to the long-term planning of Transportation Infrastructure in York Region?
2. Are there any geographic areas in the Region that you have specific interest / concern in from a transportation perspective?
3. How would you like to be engaged throughout the TMP Update?
4. The implementation of individual projects recommended through the TMP will be subject to further study as defined through the Municipal Class EA Process. How would you like to be engaged at the project level?

TYING IT ALL TOGETHER: YORK REGION STRATEGIC GROWTH DOCUMENTS

NEXT STEPS

Should you require additional information or would like to discuss these projects, please contact lead engagement consultant Bob Goulais at 1-416-770-8567 or at info@bobgoulais.com. You can also contact us using the contact information below.

Regional Staff Contact Information

Regional Official Plan

Danielle De Fields

Manager, Policy and Environment
Planning and Economic Development
Corporate Services
1-877-464-9675 ext.71525
danielle.defields@york.ca

Water, Wastewater Master Plan

Tracey Carrigan

Master Plan Advisor
Infrastructure Asset Management
Environmental Services
1-877-464-9675 ext.75095
tracey.carrigan@york.ca

Transportation Master Plan

Lauren Crawford

Manager, Transportation Long-Term Planning
Transportation and Infrastructure Planning
Transportation Services
1-877-464-9675 ext.73115
lauren.crawford@york.ca

25. Written Comments from Mississaugas of Scugog Island First Nation



22521 Island Road, Port Perry, ON L9L 1B6 Canada Phone: 905-9853337 Fax: 905-985-8828

April 28, 2022

York Region

C/O:

Jelena Baker

Senior Planner, Planning and Economic Development, Corporate Services

Dear York Region Staff,

IBA Braiding Ltd. is pleased to provide this memorandum on behalf of the Mississaugas of Scugog Island First Nation (MSIFN). We have included comments (Table 1) on York Region's Transportation Master Plan.

Overarching comments are as follows:

- York Region should commit to more serious climate change actions in their Transportation Master Plan, and go beyond their goals of fully electric vehicles by 2050 to more closely align with IPCC targets.
- MSIFN and other WTFNs should be provided with opportunities to collaborate with York Region in areas related to natural heritage, and with planning any upgrades to transit infrastructure servicing First Nation reserve lands.
- The plan should ensure protections of important natural heritage features; the Oak Ridges Moraine, the Greenbelt, headwaters, watercourses, wetlands, and waterbodies from transit infrastructure and development. Where ecosystem restoration is completed, the Region should require native plantings.
- The plan should specifically mention Indigenous Nations as key rights-holders in collaboration, partnerships, consultation, and engagement.
- Major projects should only proceed with consent from Indigenous Nations and thorough consideration for the environmental protection and restoration.
- MSIFN and other Williams Treaties First Nations should be provided with opportunities to participate in transit-oriented economic opportunities in the York Region as a form of economic reconciliation.

Table 1. Comments on York Region's Transportation Master Plan.

Reference	Reference Text	Comment
Section 1.3.3. The network is becoming more coordinated, connected and focused	<i>"In low-density areas, communities with the least population, on-request transit services are the most suitable. Cycle tracks and trails are more oriented to recreational use and travel by car for longer trips is more frequently used."</i>	Indigenous communities are often underserved by transit infrastructure, and on-request services may not be a reliable option for all people. Any upgrades proposed to services in low-density areas should be completed in a collaborative manner that facilitates better servicing to First Nation reserve lands within York Region.
Section 2.2.3. Climate change actions	<i>"In December 2020, York Regional Council endorsed plans to phase out fossil-fuel-powered vehicles by 2051 in both transit and corporate fleets. By the end of 2021, the Region had bought and deployed 12 electric buses. Since 2013, the corporate fleet of almost 400 vehicles has added hybrid and fully electric sedans and SUVs. The expectation is that electric versions of other vehicle types, like snowplows, will become available in the future."</i>	While it is appreciated that the Region is shifting toward the use of electric vehicles, with plans to commit fully by 2051, the actions listed in the TMP should more accurately reflect the urgent nature of climate change and its disproportionate affects on Indigenous communities. Any emission reduction targets should be revised to align with IPCC reductions of nearly 50% by 2030, and net zero by 2050 to limit global heating to 1.5 degrees Celsius [1].
Section 2.2.4. Protecting and enhancing the natural environment	<i>"Another element of the Greening Strategy is to create natural heritage trail links to help extend the active transportation network of pathways and trails. The Region owns and manages the 2,500 hectares made up of 24 forest tracts, which offer more than 150 kilometres of public trails. The Region is working in partnership with local municipalities and other stakeholders to create links among all natural trails, also a goal of this update."</i>	MSIFN would appreciate the opportunity to work in partnership with the Region on design and/or management related to natural heritage, potentially including the forest tracks and trails mentioned. Other Williams Treaties First Nations (WTFNs) should be invited to participate as well. This point should be modified to include Indigenous communities, along with local municipalities and other stakeholders. Suggested amendment: <i>"The Region is working in partnership with local municipalities, Indigenous communities, and other stakeholders to create links among all natural trails, also a goal of this update"</i>
Section 2.2.4.	<i>"In evaluating potential road and transit projects, the Region takes into consideration</i>	Natural heritage features are of great importance to MSIFN, especially in relation to the Oak Ridges Moraine, the

Reference	Reference Text	Comment
Protecting and enhancing the natural environment	<i>natural heritage features, such as the Oak Ridges Moraine, the Greenbelt and numerous lakes, watercourses, wetlands, woodlots and woodlands, agriculture and source water areas. Enhancement of natural features is completed where possible. For example, projects often involve improving watercourses like streams and rivers, planting trees and other landscaping along boulevards."</i>	Greenbelt, and the headwaters, watercourses, wetlands and waterbodies that are in need of the most protection. Emphasis on the protection of natural heritage should be included and ensured through the plan, any transportation infrastructure recommended should be made to avoid these sensitive areas. In addition, where ecosystem restoration or improvement is completed, York Region should look to make native plantings a requirement.
Section 2.2.5. Collaboration and partnerships	<i>"York Region works with internal partners, such as Public Health and York Regional Police, local municipalities, school boards and other external partners to support a Regional transportation system that is safe, accessible and equitable."</i>	This policy should be modified to include Indigenous Nations as important partners in sustainable regional growth, especially if the transportation system is to be safe, accessible, and equitable for all. Suggested amendment: <i>"York Region works with internal partners, such as Public Health and York Regional Police, local municipalities, Indigenous communities, school boards and other external partners to support a Regional transportation system that is safe, accessible and equitable."</i>
Section 3.2. Consultation and engagement were key	<i>"The Region engaged with a diverse and inclusive range of travellers, residents, community partners and other interested parties in updating the Transportation Master Plan."</i>	Further to the above comment, the Plan should specifically mention Indigenous Nations as key rights-holders in consultation and engagement. Williams Treaties First Nations hold rights across York Region, and this should be mentioned throughout the plan.
Section 3.3. Approach to planning has evolved	<i>"Advocate for the big projects the Region needs. This plan identifies all projects needed to serve future growth, while at the same time, it must be financially sustainable. The Region cannot independently fund several major projects discussed in this plan, including Regional interchanges with new, expanded or upgraded 400-series highways, the remaining portion of the</i>	While MSIFN agrees that large projects are needed to serve future growth in the Region, it is important that these projects are planned with thorough consideration for the environment and proper consent from Indigenous Nations. Beyond financially sustainable, this point should be amended to include the importance of environmental sustainability, reciprocity, and Indigenous consultation in major projects.

Reference	Reference Text	Comment
	<i>bus rapid transit network, further subway extensions and complex projects to close gaps on Teston and Langstaff roads. These projects benefit not just the Region, but the economy of Ontario as a whole."</i>	
Section 3.3. Approach to planning has evolved	<i>"Seek out and respond to opportunities. Respond to federal and provincial funding opportunities and explore public-private partnership opportunities. Potential public-private partnership opportunities include transit-oriented development around major transit hubs and new developments"</i>	There is an opportunity for York Region to form economic partnerships with local Indigenous Nations and rights holders, and provide procurement opportunities as a form of economic reconciliation. To quote from Carol-Anne Hilton's book <i>Indigenomics: Taking a Seat at the Economic Table</i> : <i>"It is time to pay attention to this evolving, emerging Indigenous economy and the quality of the Indigenous economic relationship. This emergence is happening now, and it is happening globally. This is the global power shift. It is time."</i> MSIFN and other Williams Treaties First Nations should be provided the opportunity to participate in transit-oriented economic opportunities in the York Region.
Section 5.2. Testing options	<i>"Plans for new roads include Highway 413 (Greater Toronto Area West corridor), which would cross the City of Vaughan from Peel Region to Highway 400, and a bypass that would connect Highway 404 to Highway 400 (commonly referred to as the Bradford Bypass) in the north. The impacts of these projects on the Regional road network were considered during the planning process"</i>	Recognizing that Highway 413 and the Bradford Bypass are both currently only proposed projects, the Region should be required to also consider the possibility that these projects do not occur. MSIFN asks that the Transportation Master Plan consider all potential situations, and not plan around projects that have yet to be approved.

Closing

Thank you for providing the opportunity to comment on York Region's Transportation Masterplan. We appreciate the collaborative approach that the Region is taking, and look forward to commenting on future policy and planning files.

Sincerely,

References

IPCC [Intergovernmental Panel on Climate Change]. (2018). Summary for Policymakers. In: Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty [Masson-Delmotte, V., P. Zhai, H.-O. Pörtner, D. Roberts, J. Skea, P.R. Shukla, A. Pirani, W. Moufouma-Okia, C. Péan, R. Pidcock, S. Connors, J.B.R. Matthews, Y. Chen, X. Zhou, M.I. Gomis, E. Lonnoy, T. Maycock, M. Tignor, and T. Waterfield (eds.)]. In Press. Retrieved from https://www.ipcc.ch/site/assets/uploads/sites/2/2019/05/SR15_SPM_version_report_LR.pdf

26. Letter from York Region to MSIFN responding to comments regarding the 2022 Draft York Region Official Plan, Draft Water and Wastewater Master Plan and Draft Transportation Master Plan Updates

August 18, 2022

Monica Sanford
Community Consultation Administrative Assistant
Mississaugas of Scugog Island First Nation
22521 Island Road, Port Perry, ON L9L 1B6
msanford@scugogfirstnation.com

(BY EMAIL ONLY)

RE: York Region Response to Mississaugas of Scugog Island First Nation Comments Regarding the 2022 Draft York Region Official Plan, Draft Water and Wastewater Master Plan and Draft Transportation Master Plan Updates

Dear Ms. Sanford,

Thank you for sharing your comments and perspective; Region staff appreciate every opportunity to learn from Indigenous peoples and Indigenous communities.

York Region is pleased to respond to comments provided on behalf of the Mississaugas of Scugog Island First Nation (MSIFN) regarding the 2022 Draft York Region Official Plan, Draft Water and Wastewater Master Plan and Draft Transportation Master Plan, dated April 28, 2022. In addition to the following information, York Region's response to comments received is outlined in Tables 1-3 following this letter.

Region staff note that a number of comments relate to the Upper York Sewage Solutions Individual Environmental Assessment (UYSS EA), which is subject to the [York Region Wastewater Act, 2021](#). This Act puts a hold on the UYSS EA approval process and prevents any further action being taken by York Region to advance this project and seeks to limit the Province's liability for taking these steps. As the UYSS EA is still before the Province waiting for a decision, responses to any UYSS-related comments are deferred to the Provincial process. Comments have been shared with the appropriate Regional staff for consideration.

A copy of MSIFN's comments with Regional staff responses, have also been shared with the Province by way of the Master Plan submission packages to the Ministry of Environment, Conservation and Parks and Regional Official Plan Adoption package to the Ministry of Municipal Affairs and Housing.

Engagement and consultation with Indigenous communities is a key component for the successful delivery of the 2022 York Region Official Plan, 2022 Water and Wastewater Master Plan and 2022 Transportation Master Plan. Further information and updates regarding the Plans can be found here:

- Transportation Master Plan at york.ca/tmp
- Regional Council Adopted York Region Official Plan at york.ca/haveyoursay

- Water and Wastewater Master Plan at york.ca/waterplan

Region staff would like to thank MSIFN for their participation throughout these projects and look forward to continuing conversations as servicing strategies, transportation studies, future project environmental assessments and land-use policies are implemented.

Please do not hesitate to reach out should you have any questions.

Sincerely,

Tracey Carrigan
Master Plan Advisor/Manager
System Sustainability
Management
Public Works
York Region
Tracey.Carrigan@york.ca

Teresa Cline
Manager
Long Range Planning
Corporate Services
York Region
Teresa.Cline@york.ca

Lauren Crawford
Manager
Transportation Long-Term Planning
Public Works
York Region
Lauren.Crawford@york.ca

27. MSIFN comments regarding the 2022 Transportation Master Plan and York Region responses

Items in Mississaugas of Scugog Island First Nation (MSIFN) Letter	Transportation Master Plan Reference Text	York Region Response
<p>Indigenous communities are often underserved by transit infrastructure, and on-request services may not be a reliable option for all people. Any upgrades proposed to services in low-density areas should be completed in a collaborative manner that facilitates better servicing to First Nation reserve lands within York Region.</p>	<p>Section 1.3.3. (A3.3) The network is becoming more coordinated, connected and focused.</p> <p>“In low-density areas, communities with the least population, on-request transit services are the most suitable. Cycle tracks and trails are more oriented to recreational use and travel by car for longer trips is more frequently used.”</p>	<p>The Transportation Master Plan recommends infrastructure improvements over the next 30 years. Changes to transit service routes and standards are coordinated through our annual transit service planning process. This process is now underway and seeking input.</p> <p>We welcome you to provide your feedback as part of York Region Transit’s annual plan consultation at yrt.ca/transitplan.</p>
<p>While it is appreciated that the Region is shifting toward the use of electric vehicles, with plans to commit fully by 2051, the actions listed in the TMP should more accurately reflect the urgent nature of climate change and its disproportionate affects on Indigenous communities. Any emission reduction targets should be revised to align with IPCC reductions of nearly 50% by 2030, and net zero by 2050 to limit global heating to 1.5 degrees Celsius [1].</p>	<p>Section 2.2.3. (B2.3) Climate change actions.</p> <p>“In December 2020, York Regional Council endorsed plans to phase out fossil-fuel-powered vehicles by 2051 in both transit and corporate fleets. By the end of 2021, the Region had bought and deployed 12 electric buses. Since 2013, the corporate fleet of almost 400 vehicles has added hybrid and fully electric sedans and SUVs. The expectation is that electric versions of other vehicle types, like snowplows, will become available in the future.”</p>	<p>York Region’s Energy Conservation and Demand Management Plan identifies ways to reduce GHG emissions through regional energy use. One objective of this plan is to position York Region to achieve its long-term aspirational goal of net-zero carbon emissions by 2050. The conversion of regional fleet of vehicles to electric is just one of many initiatives to help achieve this objective.</p> <p>The TMP has been updated to identify the Region’s short-term goal to convert fleet automobiles to GHG emissions-free technology by 2030.</p>
<p>MSIFN would appreciate the opportunity to work in partnership with the Region on design and/or management related to natural heritage, potentially including the forest</p>	<p>Section 2.2.4. (B.2.4) Protecting and enhancing the natural environment.</p> <p>“Another element of the Greening Strategy is to create natural heritage trail links to help extend the active</p>	<p>The reference to 'stakeholders' in this section refers to funding partners as trail networks are typically constructed by local municipalities, conservation authorities and trail management groups. As such, the</p>

<p>tracks and trails mentioned. Other Williams Treaties First Nations (WTFNs) should be invited to participate as well.</p> <p>This point should be modified to include Indigenous communities, along with local municipalities and other stakeholders. Suggested amendment: “The Region is working in partnership with local municipalities, Indigenous communities, and other stakeholders to create links among all natural trails, also a goal of this update”</p>	<p>transportation network of pathways and trails. The Region owns and manages the 2,500 hectares made up of 24 forest tracts, which offer more than 150 kilometres of public trails. The Region is working in partnership with local municipalities and other stakeholders to create links among all natural trails, also a goal of this update.”</p>	<p>reference to Indigenous communities has not been added to section 2.2.4 (now B2.4). However, the TMP has been revised to include specific references to Indigenous communities in the following sections:</p> <ul style="list-style-type: none"> • B2.5 - Collaboration and partnerships: York Region works with internal partners, such as Public Health and York Regional Police, local municipalities, school boards, Indigenous communities, and other external partners to support a Regional transportation system that is safe, accessible and equitable. • C2 - Consultation and engagement were key elements in updating the TMP: The Region engaged with a diverse and inclusive range of travellers, Indigenous communities, residents, community partners, stakeholders and other interested parties in updating the TMP. • C3 - Engagement with Indigenous communities was coordinated through the Municipal Comprehensive Review process with a consultant and Indigenous facilitator to acknowledge and develop long-term relationships, while recognizing the importance of the natural environment, land and culture of Indigenous communities.
<p>Natural heritage features are of great importance to MSIFN, especially in relation to the Oak Ridges Moraine, the Greenbelt, and the headwaters, watercourses, wetlands and waterbodies that are in need of the</p>	<p>Section 2.2.4. (B2.4) Protecting and enhancing the natural environment. “In evaluating potential road and transit projects, the Region takes into consideration natural heritage features, such as the Oak Ridges Moraine, the</p>	<p>As described in section C1 (The Plan followed recommended processes), the provincial <i>Environmental Assessment Act</i> provides a streamlined approval process, called the municipal class environmental assessment, for projects that are similar in</p>

<p>most protection. Emphasis on the protection of natural heritage should be included and ensured through the plan, any transportation infrastructure recommended should be made to avoid these sensitive areas. In addition, where ecosystem restoration or improvement is completed, York Region should look to make native plantings a requirement.</p>	<p>Greenbelt and numerous lakes, watercourses, wetlands, woodlots and woodlands, agriculture and source water areas. Enhancement of natural features is completed where possible. For example, projects often involve improving watercourses like streams and rivers, planting trees and other landscaping along boulevards.”</p>	<p>nature, are carried out routinely, have a predictable range of environmental effects and respond to mitigating measures. The Region’s transportation projects are typically completed under this framework. Section B2.4 (formally 2.2.4.) has also been revised to identify that York Region has many natural heritage features including the Greenbelt, Lake Simcoe Protection Plan area and numerous Areas of Natural and Scientific Interest (ANSI), Environmentally Sensitive Areas (ESA), lakes, watercourses, wetlands and woodlots.</p> <p>A new map has also been included that identifies the Oak Ridges Moraine, Greenbelt, and Areas of Natural and Scientific Interest in York Region and recognition that further maps showing the Regional Greenlands System, key hydrologic features, woodlands, wellhead protection areas, Oak Ridges Moraine aquifer vulnerability areas and watershed boundaries as well as agricultural and rural areas are included in the York Region Official Plan and were referenced in the development of this TMP.</p> <p>The 2022 TMP includes a focus area on fiscal and environmental sustainability, as areas that require further exploration and recommendations. One element of this focus area is to consider the natural heritage features as well as agricultural and rural lands to mitigate any negative impacts where</p>
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		possible and constructing context sensitive mitigation solutions.
<p>This policy should be modified to include Indigenous Nations as important partners in sustainable regional growth, especially if the transportation system is to be safe, accessible, and equitable for all. Suggested amendment: “York Region works with internal partners, such as Public Health and York Regional Police, local municipalities, Indigenous communities, school boards and other external partners to support a Regional transportation system that is safe, accessible and equitable.”</p>	<p>Section 2.2.5. (B2.5) Collaboration and partnerships. “York Region works with internal partners, such as Public Health and York Regional Police, local municipalities, school boards and other external partners to support a Regional transportation system that is safe, accessible and equitable.”</p>	<p>The TMP has been revised to include specific references to Indigenous communities in the following section:</p> <ul style="list-style-type: none"> • B2.5 (formerly 2.2.5) - Collaboration and partnerships: York Region works with internal partners such as Public Health and York Regional Police and with local municipalities, school boards, Indigenous communities and other external partners to support a Regional transportation system that is safe, accessible and equitable.
<p>Further to the above comment, the Plan should specifically mention Indigenous Nations as key rights-holders in consultation and engagement. Williams Treaties First Nations hold rights across York Region, and this should be mentioned throughout the plan.</p>	<p>Section 3.2. (C2) Consultation and engagement were key. “The Region engaged with a diverse and inclusive range of travellers, residents, community partners and other interested parties in updating the Transportation Master Plan.”</p>	<p>The TMP has been revised to include specific references to Indigenous communities in the following sections:</p> <ul style="list-style-type: none"> • B2.5 - Collaboration and partnerships: York region works with ... Indigenous communities and other external partners to support a Regional transportation system that is safe, accessible and equitable. • C2 (formerly 3.2) - Consultation and engagement were key elements in updating the TMP: The Region consulted and engaged with a diverse and inclusive range of travellers, residents, Indigenous communities, community partners, stakeholders and other interested parties in updating the TMP. • C3 (new) Indigenous communities engagement: Engagement with Indigenous communities was coordinated through the

		Municipal Comprehensive Review process to update the Regional Official Plan and Transportation and Water and Wastewater master plans.
While MSIFN agrees that large projects are needed to serve future growth in the Region, it is important that these projects are planned with thorough consideration for the environment and proper consent from Indigenous Nations. Beyond financially sustainable, this point should be amended to include the importance of environmental sustainability, reciprocity, and Indigenous consultation in major projects.	Section 3.3. (C5) Approach to planning has evolved. “Advocate for the big projects the Region needs. This plan identifies all projects needed to serve future growth, while at the same time, it must be financially sustainable. The Region cannot independently fund several major projects discussed in this plan, including Regional interchanges with new, expanded or upgraded 400-series highways, the remaining portion of the bus rapid transit network, further subway extensions and complex projects to close gaps on Teston and Langstaff roads. These projects benefit not just the Region, but the economy of Ontario as a whole.”	The 2022 TMP includes a focus area on fiscal and environmental sustainability, as areas that require further exploration and recommendations. Environmental sustainability was a key theme we heard throughout the engagement process and references are woven throughout the TMP. The 2022 TMP also includes a section on engagement with Indigenous communities (C3). This section includes reference to taking a "more proactive approach to involving communities in projects and initiatives at the outset allowing time for meaningful engagement and input" and "Implementation of projects identified in the Master Plan... will follow applicable regulatory requirements to consult and engage communities with Aboriginal or treaty rights."
There is an opportunity for York Region to form economic partnerships with local Indigenous Nations and rights holders, and provide procurement opportunities as a form of economic reconciliation. To quote from Carol-Anne Hilton’s book Indigenomics: Taking a Seat at the Economic Table: “It is time to pay attention to this evolving, emerging Indigenous economy and the quality of the Indigenous economic relationship. This	Section 3.3. (C5) Approach to planning has evolved. “Seek out and respond to opportunities. Respond to federal and provincial funding opportunities and explore public-private partnership opportunities. Potential public-private partnership opportunities include transit-oriented development around major transit hubs and new developments”	The Transportation Master plan is a study to determine transportation needs across York Region. Although the Master Plan identifies transportation and infrastructure planning projects across the Region and refers to provincial requirements related to transit-oriented land use policies, approval of these projects is subject to the Region’s procurement policies. Transit-Oriented Development projects are being led by the Province and are typically constructed by private sector developers to meet provincial

<p>emergence is happening now, and it is happening globally. This is the global power shift. It is time.”</p> <p>MSIFN and other Williams Treaties First Nations should be provided the opportunity to participate in transit-oriented economic opportunities in York Region.</p>		<p>planning objectives. York Region encourages Indigenous owned companies and businesses to actively explore economic opportunities that are part of these developments.</p> <p>Related specifically to the TMP, York Region commits that staff will consult and engage with Indigenous communities on transportation planning studies and Environmental Assessment (EA) projects to support transportation priorities in Indigenous communities.</p> <p>As we continue to seek to improve relationships with Indigenous Communities, we are open to further discussions and can facilitate where possible.</p>
<p>Recognizing that Highway 413 and the Bradford Bypass are both currently only proposed projects, the Region should be required to also consider the possibility that these projects do not occur. MSIFN asks that the Transportation Master Plan consider all potential situations, and not plan around projects that have yet to be approved.</p>	<p>Section 5.2. (E2) Testing options. “Plans for new roads include Highway 413 (Greater Toronto Area West corridor), which would cross the City of Vaughan from Peel Region to Highway 400, and a bypass that would connect Highway 404 to Highway 400 (commonly referred to as the Bradford Bypass) in the north. The impacts of these projects on the Regional road network were considered during the planning process”</p>	<p>The 2022 TMP relied on planned road and transit projects identified by the Province in the Greater Golden Horseshoe (GGH) Transportation Plan and the 2041 Regional Transportation Plan when developing the recommended 2051 network. The Municipal Class Environmental Assessment requires the TMP to be reviewed at least every five years. York Region recognizes that both Highway 413 and Bradford Bypass are subject to ongoing planning by the Province. Subsequent updates to the TMP will consider the status of these projects and recommended infrastructure at that time.</p>

28. MSIFN comments regarding the 2022 Water and Wastewater Master Plan and York Region responses

	Mississaugas of Scugog Island First Nation Comment	York Region Response
ID #	Overarching comments	
1	MSIFN acknowledges the commitment York Region staff will continue to work with the Province, Durham Region and affected Indigenous communities to determine an implementable solution to long-term servicing needs for the Towns of Aurora, Newmarket and East Gwillimbury.	Thank you for your comment.
2	MSIFN and other First Nations have spiritual connections to Lake Simcoe, Lake Ontario, and the water bodies and waterways across the Williams Treaties First Nations treaty lands. MSIFN and other First Nations have beliefs that require that the lakes, water bodies and waterways must not be polluted, or they will be damaged as living beings. MSIFN asks York Region to include a statement to this effect in York Region’s Water and Wastewater Masterplan.	<p>Thank you for sharing. The following statements related to MSIFN’s comments have been included in the Water and Wastewater Master Plan:</p> <p>“For Indigenous peoples, water is viewed as more than just a valuable resource, and is recognized as a sacred gift, the lifeblood of the Earth that connects all living things. In many Indigenous communities, women are recognized as the keepers of the waters, who teach the importance of responsible stewardship of land and water.” - Page 24</p> <p>“York Region acknowledges the relationship Indigenous communities have with the natural environment and acknowledges the central importance of water in the culture and lives of Indigenous people. York Region is committed to sustainable management and use of water and protection of the natural environment not only in the present, but also over the long term for future generations by:</p>

		- Sharing the importance of water and continued need for conservation and stewardship within its communities -Continuing to deliver high quality water and wastewater services” - Page 25
3	For significant proposed water and wastewater projects necessary to address the Province’s Growth Plan for the Greater Golden Horseshoe, MSIFN unequivocally supports the application of Individual Environmental Assessments and/or federal Impact Assessments and/or federal Regional Assessments with rigorous and extensive scientific study, incorporation of Indigenous knowledge, and consultation with Indigenous governments and communities, other government agencies and the public.	Thank you for your comment. Acknowledged.
4	MSIFN seeks a commitment from York Region that should the UYSS be approved, that York Region would subject any expansion of the UYSS to an Individual Environmental Assessment, and consult with potentially impacted First Nations.	York Region thanks MSIFN for all their comments relating to the Upper York Sewage Solutions Individual Environmental Assessment. The Region has completed the environmental assessment for this project and the approval process is currently on hold as a result of the <i>York Region Wastewater Act, 2021</i> . All comments on the Upper York Environmental Assessment have been relayed to appropriate Regional staff for consideration.
	In reference to WWMP Open House 3 Summary Report	
5	MSIFN acknowledges the commitment York Region staff will continue to work with the Province, Durham Region and affected Indigenous communities to determine an implementable solution to long-term servicing needs for the Towns of Aurora, Newmarket and East Gwillimbury.	Thank you for your comment.
6	MSIFN and other First Nations have spiritual connections to Lake Simcoe, Lake Ontario, and the	Thank you for your comment. See response to comment 2.

	<p>waterbodies and waterways across the Williams Treaties First Nations treaty lands. MSIFN and other First Nations have beliefs that require that the lakes, waterbodies and waterways must not be polluted, or they will be damaged as living beings. MSIFN asks York Region to include a statement to this effect in York Region's Water and Wastewater Masterplan.</p>	
7	<p>MSIFN supports a future Upper York sewage solution that will see the Holland Landing Lagoons decommissioned, thereby eliminating settling pond discharge to the Holland River. Additionally, MSIFN supports Georgina Island First Nation's objective to see the Holland Landing Lagoons decommissioned.</p>	<p>Thank you for your comment. Decommissioning of the Lagoons is planned as part of the 2022 Water and Wastewater Master Plan.</p>
8	<p>MSIFN is concerned with the phosphorous loading that would occur if the Upper York Sewage Solutions Individual Environmental Assessment (UYSS EA) is approved. Excess phosphorus loading will have additional negative impacts on fish and other aquatic species. MSIFN shares the concerns of Georgina Island First Nation regarding phosphorus loading from the proposed UYSS and the related Project-Specific Phosphorus Off-setting Program.</p>	<p>Thank you for your comment. See response to comment 4.</p>
9	<p>MSIFN is concerned that if the UYSS EA is approved, York Region would be permitted to expand the UYSS to higher volumes, potentially without undertaking rigorous environmental assessment that includes consultation with potentially impacted First Nations. MSIFN understands that an approved UYSS can be expanded in compliance with the Lake Simcoe Protection Plan, potentially bypassing further environmental assessment.</p>	<p>Thank you for your comment. See response to comment 4.</p>

	MSIFN seeks a commitment from York Region that should the UYSS be approved, that York Region would subject any expansion of the UYSS to an Individual Environmental Assessment, and consult with potentially impacted First Nations.	
10	MSIFN is concerned that the UYSS EA did not deal with pharmaceuticals, microplastics or personal care products. These contaminants may have impacts on fish and fish habitat, resulting in the death of fish and the harmful alteration, disruption or destruction of fish habitat ("HADD") in contravention of the federal <i>Fisheries Act</i> . Should the UYSS EA be approved, MSIFN will be seeking confirmation from Fisheries and Oceans Canada that fish and fish habitat will be protected from the impacts of pharmaceuticals, microplastics and personal care products.	Thank you for your comment. See response to comment 4.
In reference to Report of the Commissioner of Environmental Services, Corporate Services and Chief Planner, 2021 Servicing Capacity Assignment Status Update, Dated September 8, 2021		
11	<p>This staff report states that the Upper York Sewage Solutions Individual Environmental Assessment, “the most rigorous and scrutinized environmental assessment possible” was a Province of Ontario decision “forcing the Region into this unprecedented level of assessment, supporting already approved growth.”</p> <p>For significant proposed water and wastewater projects necessary to address the Province’s Growth Plan for the Greater Golden Horseshoe, MSIFN unequivocally supports the application of Individual Environmental Assessments and/or federal Impact Assessments and/or</p>	Thank you for your comment.

	<p>federal Regional Assessments with rigorous and extensive scientific study, incorporation of Indigenous knowledge, and consultation with Indigenous governments and communities, other government agencies and the public. MSIFN understands York Region staff's disappointment with the Province's <i>York Region Wastewater Act, 2021</i> which puts a hold on any decision on the Upper York Sewage Solutions Environmental Assessment. MSIFN will continue to advocate for the highest level of provincial and/or federal impact assessment for significant water and wastewater projects within the Williams Treaties First Nations treaty lands.</p>	
12	<p>MSIFN agrees with York Region staff's assessment that the increase in Ministerial Zoning Orders (MZOs) in the last year need to be comprehensively planned to ensure alignment with infrastructure. MSIFN also agrees with York Region staff that MZOs are sometimes approved without appropriate input, including local, regional and Indigenous government input, or regard for impacts these unplanned developments may have on infrastructure. MSIFN is also concerned that MZOs often do not provide opportunities for fulsome assessment of environmental impacts and impacts on treaty rights. MSIFN recommends direct engagement with York Region staff and elected officials, and Ontario, on future MZOs with respect to impacts on infrastructure, the environment and treaty rights.</p>	<p>Thank you for your comment. This comment has been shared with the Ministry of Municipal Affairs and Housing and Ministry of Environment, Conservation and Parks.</p>
13	<p>York Region staff will provide York Region Council with the next multi-year capacity assignment report in 2023. The 2023 assignment will consider the adopted Official</p>	<p>Council reports are public documents and are readily available at www.york.ca This request has been shared with the appropriate York Region staff to be shared at</p>

	<p>Plan growth distribution, scope of works and timing for the Upper York Water Reclamation Centre, Duffin Creek Outfall project, major infrastructure identified in the Water and Wastewater Master Plan, unused capacity in each municipality and the Fiscal Strategy.</p> <p>MSIFN requests that York Region staff provide the 2023 multi-year capacity assignment report to MSIFN for review and comment.</p>	<p>the time of publication on the council agenda. Aside from Council and municipal staff input, the assignment is typically for information purposes only and does not follow a public consultative process.</p>
In reference to York Region Waste Water Advisory Panel Engagement Request Letter, February 18, 2022		
14	<p>On April 21, 2022, MSIFN provide the following comments in response to the letter provided regarding the York Region Wastewater Advisory Panel:</p> <p>MSIFN’s level of interest in the work of the York Region Wastewater Advisory Panel is high. Best methods for engaging MSIFN include the use the consultation email address (consultation@scugogfirstnation.com), copying Chief LaRocca, and meetings with the Consultation Department (Zoom preferred at this point) to engage, and provide relevant reports/documents for providing comments. The Panel should also provide First Nations with reasonable capacity funding to meaningfully participate and comment.</p> <p>MSIFN wishes to provide comments on all aspects of the Panel’s work, including but not limited to the need for the undertaking, assessment of the alternatives, evaluation criteria, comments on the recommended alternative, impact of the recommended alternative, adequacy of consultation and engagement and any health, social,</p>	<p>The Province is governing the Panel mandate, discussions and interactions. York Region thanks MSIFN for their participation in the York Region Wastewater Advisory Panel engagement and has shared this information with the Province for its consideration.</p>

<p>environmental, natural and cultural issues are to be considered.</p> <p>MSIFN notes that a possible alternative to the Upper York Sewage System (UYSS) is a twinning or expansion of the York-Durham Sewage System, and related twinning or expansion of the Duffin Creek Water Pollution Control Plant (WPCP) – or a similar alternative to take wastewater to Lake Ontario. MSIFN’s rights and interests will be significantly impacted by such an alternative.</p> <p>MSIFN notes that population growth in Upper York Region is a key factor in determining a solution for wastewater treatment and discharge – as such, understanding and documenting realistic scenarios for population growth are key to the Panel’s work</p> <p>MSIFN recommends that in future communications the Panel provide maps that identify both the UYSS project footprint and discharge point AND the YDDS system, WWTP and discharge point</p>	
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29. MSIFN comments regarding the 2022 Draft York Region Official Plan and York Region comments

York Region Official Plan Chapter	Mississaugas of Scugog Island First Nation Comment	York Region Response
Land Acknowledgement	<p>Treaty territories of all the Williams Treaties First Nations should be mentioned here. The addition of following Land Acknowledgement is suggested:</p> <p>“We would like to acknowledge that many Indigenous Nations have longstanding relationships, both historic and modern, with the territories upon which we are located. Today, this area is home to many Indigenous peoples from across North America. We acknowledge that the York Region forms a part of the traditional and treaty territory of the Mississaugas of Scugog Island First Nation, The Mississauga Nation. It is on these ancestral and treaty lands that we live. To honour this legacy, York Region commits to being stewards of the natural environment and undertakes to make protection of these lands a priority.”</p>	<p>York Region’s Land Acknowledgement has been updated to reference the William Treaties First Nations. See Page 5 in the Adopted York Region Official Plan 2022.</p>
1	<p>Relating to goal number 3, it is important to focus on the need to sustain the natural environment for all relatives, not only humans. This point could be amended as follows:</p> <p>“To protect and enhance the natural environment for current and future generations so that it will sustain life, maintain health and provide a high quality of life for all living beings”</p>	<p>Thank you for your comment. This goal was intentionally left open-ended so that 'high quality of life' can encompass the life of all living beings. See Page 8 in the Adopted York Region Official Plan 2022.</p>
2	<p>Appreciative of the Region’s focus on affordable housing. Encourage the Region to consider partnerships with Indigenous housing agencies to ensure that culturally appropriate supports are available for community members that may be seeking affordable housing. Additionally, policies related to affordable housing should be focused on ensuring that this housing exists in perpetuity.</p>	<p>This comment has been shared with York Region staff responsible for the Affordable Housing Implementation Plan. See Page 25 in the Adopted York Region Official Plan 2022.</p>

2	<p>This policy should be modified to recognize that Indigenous Nations are important partners in sustainable Regional growth, including the building of complete communities. A suggestion follows:</p> <p>2.2.7 To continue to recognize the role of partners in building communities and to encourage greater coordination and information exchange with local municipalities, the development industry, conservation authorities, Indigenous communities and other interested stakeholders.</p>	<p>Policy revisions have been made in response to this comment. Policy 2.2.7 and 2.2.8 have been combined and revised to include Indigenous communities (new 2.2.6). See Page 17 in the Adopted York Region Official Plan 2022.</p>
2	<p>As noted above, the important role of Indigenous Nations has not been recognized in this policy. This language must be changed to include Indigenous Nations, who hold rights and interests throughout the Region.</p> <p>As suggested above, this policy could be revised as follows. This language should be carried throughout the plan: 2.2.8 To work with local municipalities, the development industry, conservation authorities, Indigenous communities, and other stakeholders to ensure:</p>	<p>Policy revisions have been made in response to this comment. Policy 2.2.7 and 2.2.8 have been combined and revised to include Indigenous communities (new 2.2.6). See Page 17 in the Adopted York Region Official Plan 2022.</p>
2	<p>Supportive of the increase of tree canopy, but encourages the Region to include a caveat in this policy that the goal is to increase the native tree canopy, thereby helping to restore natural heritage. A requirement for native planting should be carried throughout the ROP.</p>	<p>This comment has been shared with York Region Forestry staff.</p>
2	<p>Can the Region please clarify why only targets for net zero by 2051 are included, when drastic emissions reductions are needed by 2030? Since this ROP is currently undergoing revision, documents like the IPCC Sixth Assessment Reports should be considered and evidence-based targets should be adopted with the required urgency.</p>	<p>York Region is currently finalizing a Climate Change Action Plan and Community Energy and Emissions Plan. Interim targets will be identified as this work is finalized and integrated into the York Region Official Plan, if necessary.</p>

2	<p>We appreciate the Region’s support for low carbon energy alternatives, but would like to note that methane emissions must also be considered and greatly reduced. The federal government has put forth an at least 75% methane emissions reduction target by 2030. This will require action from all levels of government to achieve.</p> <p>Methane is a potent greenhouse gas that has already led to warming that Williams Treaties First Nations members have noted as having a noticeable affect on activities like hunting and fishing. Rapid climate action by settler governments is critical for reconciliation.</p>	<p>This comment has been shared with York Region staff working on the Community Energy and Emissions Plan.</p>
2	<p>As noted in previous comments, this policy is not inclusive of Indigenous communities. At minimum, this should be updated to state “Indigenous rightsholders, community stakeholders.</p>	<p>Policy revisions have been made in response to this comment. Policy 2.3.23 has been revised to include Indigenous communities. See Page 23 in the Adopted York Region Official Plan 2022.</p>
2	<p>Please reference the previous comment regarding the need to include Indigenous communities as a separate entity. As these are rights-holding communities, the grouping of “stakeholder” is not sufficient. Please carry this change throughout the ROP.</p>	<p>Policy revisions have been made in response to this comment. Policy 2.3.25 and 2.3.27 have been revised to include Indigenous communities. See Page 23 in the Adopted York Region Official Plan 2022.</p>
2	<p>The “may” in this statement is not in alignment with up-to-date climate change understanding, both from an Indigenous knowledge and western science perspective. There is consensus that climate change does increase risks associated with natural hazards, which disproportionately affects vulnerable communities and those that have contributed the least to climate change – including Indigenous communities.</p>	<p>Thank you for your comment. We have used ‘may’ to reflect uncertainty around where and how impacts will occur. York Regio is also in the process of finalizing a Climate Change Action Plan that provides further detail in what is being done to mitigate and adapt to climate change.</p>

<p>2</p>	<p>With these policies [2.3.3.7 and 2.3.3.8] Now 2.3.51 and 2.3.52, York Region holds an opportunity to lead on economic reconciliation with Indigenous Communities. We recommend the addition of an economic development policy that reflects the need for economic reconciliation. For example: York Region recognizes the importance of economic reconciliation with Indigenous communities. Economic Reconciliation includes collaborating with Indigenous partners in a manner that contributes to their economic wellbeing as York Region's economy grows. This includes attention to York Region's procurement policies to intentionally enhance the procurement opportunities available to qualified Indigenous rights-holding contractors.</p> <p>Economic development policies directly link to the Truth and Reconciliation Commission's Call to Action #92 (as follows). Point ii. is particularly relevant for York Region's economic development policies:</p> <p>92. We call upon the corporate sector in Canada to adopt the United Nations Declaration on the Rights of Indigenous Peoples as a reconciliation framework and to apply its principles, norms, and standards to corporate policy and core operational activities involving Indigenous peoples and their lands and resources. This would include, but not be limited to, the following:</p> <ul style="list-style-type: none"> i. Commit to meaningful consultation, building respectful relationships, and obtaining the free, prior, and informed consent of Indigenous peoples before proceeding with economic development projects. ii. Ensure that Aboriginal peoples have equitable access to jobs, training, and education opportunities in the corporate sector, and that Aboriginal communities gain long-term sustainable benefits from economic development projects. iii. Provide education for management and staff on the history of Aboriginal peoples, including the history and legacy of residential schools, the United Nations 	<p>York Region is committed to addressing the Truth and Reconciliation Commission of Canada Calls to Action that apply to municipalities. The York Region Official Plan focuses on Calls to Action related to matters that can be addressed through land use planning including consultation and relationship building.</p>
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	<p>Declaration on the Rights of Indigenous Peoples, Treaties and Aboriginal rights, Indigenous law, and Aboriginal–Crown relations. This will require skills based training in intercultural competency, conflict resolution, human rights, and anti-racism</p> <p>Further, to quote from Carol-Anne Hilton’s Indigenomics: Taking a Seat at the Economic Table, “Indigenous economic health and Canada’s economic health are now intertwined.”</p>	
<p>2</p>	<p>A brief history of York Region:</p> <p>It is problematic that this history implies that Indigenous peoples harvested plant and animal relatives in a manner that was “exploitative”. Indigenous peoples have long lived in balance with other relatives, and this wording should be changed to reflect that fact.</p>	<p>Revisions have been made in response to this comment. A brief history of York Region text has been updated to replace 'exploit' with 'people began to make use of'. See Page 23 in the Adopted York Region Official Plan 2022.</p>

	<p>Additionally, there are competing narratives around the history of different Indigenous communities within York Region, meaning that it is essential that the Region cite their sources of this history if it is to be published in the Official Plan.</p>	
2	<p>"York Region has a rich cultural heritage. It is believed that aboriginal hunting bands first arrived in the area approximately 11,000 years ago. The vibrant history of these and subsequent Indigenous communities, including First Nations and the Métis Nation are found in the Region's significant archaeological resources. Today, the Chippewas of Georgina Island First Nation is located both on and off the shores of Lake Simcoe on Snake, Fox and Georgina islands."</p> <p>In addition to the naming of the Chippewas of Georgina Island First Nation, it is important for readers of the ROP to understand that York falls within the treaty territories of many other Indigenous Nations. Please ensure that text is included on the Williams Treaties First Nations presence within York Region.</p>	<p>Revisions have been made in response to this comment. The York Region Official Plan has been updated as follows:</p> <ul style="list-style-type: none"> • York Region's Land Acknowledgement has been updated to reference the William Treaties First Nations; • Indigenous Communities sidebar text has been updated to include a link to an Ontario Treaty Map. • Section 2.4 preamble has been updated to reference the Williams Treaties First Nations. <p>See Pages 5, 31 and 140 in the Adopted York Region Official Plan 2022.</p>
2	<p>In our review of various cultural heritage consultation reports, the discussion of Cultural Heritage Landscapes too often is focused only as far back as Euro-Canadian settler history. We recognize that the consideration of Indigenous use has been included in the ROP definition of a cultural heritage landscape. To ensure that this idea is immediately apparent, we encourage that any policies related to cultural heritage contain a caveat that includes specific recognition of Indigenous cultural heritage.</p>	<p>Revisions have been made in response to this comment. Section 2.4 preamble has been updated to reference Indigenous cultural heritage. See Page 31 in the Adopted York Region Official Plan 2022.</p>

2	<p>This should be amended to state that these activities will occur in consultation with Indigenous Nations, especially when it comes to Indigenous cultural heritage landscapes. If this is not done, there is a risk that cultural heritage will be approached from a euro-centric perspective.</p>	<p>Revisions have been made in response to this comment. Policy 2.4.6 has been updated to identify engagement with Indigenous communities, where appropriate. See Page 31 in the Adopted York Region Official Plan 2022.</p>
2	<p>This policy does not properly recognize the importance of treaty territory. It should be amended to direct the consultant archeologist to engage with Indigenous communities whose Treaty and traditional territories the archeological resource occurs within. This comment also applies to other archeological resource policies.</p>	<p>This comment has been shared with Regional staff for consideration when reviewing and updating the Archeological Management Plan.</p>
2	<p>This policy [2.4.15] should be amended to note that holding of artifacts in an interpretation centre would only be investigated with the consent of Indigenous Nations who have rights and interest related to the artifact.</p>	<p>The comment has been shared with Regional staff for consideration when reviewing and updating the Archeological Management Plan.</p>
2	<p>Objective for Managing Excess Soil: As noted in previous comments, this objective does not recognize the importance of consulting with Indigenous communities on matters that impact the lands and waters. This statement should be amended to be inclusive of Indigenous communities that may be interested in working with Conservation Authorities and municipalities on policies related to excess soil. Further, this section on excess soil does not adequately address the potential negative impacts of invasive species spread through excess soil transport and re-use. A policy should be added to ensure that invasive species spread is of key consideration when managing excess soil.</p>	<p>This comment has been shared with Regional staff, Conservation Authorities and local municipalities for consideration when developing excess soil policies.</p>

3	<p>"Development in wetlands policy "</p> <p>Consent is needed from Indigenous communities if impacts to wetlands are to occur. These ecosystems are of key importance to our communities, but we are too often not consulted on plans that may impact or even remove part of them. This list should be amended to include "Consultation with Indigenous Communities" as an example of approvals that may be required in conjunction with Planning Act approvals.</p> <p>The following section on woodlands contextualizes the cumulative impacts of agricultural uses, development, and urbanization on tree cover and woodland fragmentation. This should also be done for the Wetlands section.</p> <p>An example statement could be that "the majority of wetlands have been lost to human activities since European settlement". Evidence of past and ongoing wetland loss is provided by various studies that cover York Region, including Ducks Unlimited Canada (2010), Snell (1987), and the Ontario Biodiversity Council (2021).</p>	<p>Revisions have been made in response to this comment. Typical Wetland sidebar text has been updated to reflect engagement with Indigenous communities. See Page 55 in the Adopted York Region Official Plan 2022.</p>
3	<p>Appreciative of the Region's recognition of the critical importance of landscape connectivity for all living relatives.</p> <p>Given the threats that headwaters, wetlands, and watercourses are facing in southern Ontario and York Region more specifically, it is particularly important to ensure that protections for these features are provided and upheld. This is particularly important in the Greenbelt and Oak Ridges Moraine, where protections seem to balance on a fine line despite protective policies being in place.</p>	<p>This comment has been provided to Regional staff, local municipalities and conservation authorities for consideration when engaging on land use planning applications.</p>
3	<p>Appreciates the Region's focus on ecological restoration, and encourages the Region to solidify this through ecosystem area and function-based restoration targets. The consultation office should be provided with restoration plans for commenting, and</p>	<p>This comment has been provided to Regional staff for consideration as we seek to improve engagement practices.</p>

	opportunities to participate in field work related to ecosystem restoration.	
3	<p>Watershed Planning: Appreciates the recognition of cumulative impacts at a watershed-scale, and encourages the Region to develop guidelines around cumulative effects assessment during development, as a potential component of the Environmental Impact Statement. Cumulative effects have impacted the lands and waters within our territory to the point that they are unrecognizable. It is only through the adequate assessment of cumulative impacts it will become possible to repair the damage that was done.</p>	<p>This comment has been provided to Regional staff participating in watershed planning. This comment has also been provided to the Lake Simcoe and Toronto and Region Conservation Authorities.</p>
3	<p>Partnerships with Indigenous communities are key to ensuring the success of environmental enhancement and restoration. Please amend this policy to encourage partnerships and consultation with Indigenous communities.</p>	<p>Revisions have been made in response to this comment. Policy 3.1.5 has been updated to reflect partnership with Indigenous communities. See Page 39 in the Adopted York Region Official Plan 2022.</p>
3	<p>Appreciates the recognition of interconnected ecosystems through this policy, and encourages the Region to ensure that Indigenous communities are involved in these coordination efforts.</p>	<p>This comment has been provided to Regional staff, local municipalities and conservation authorities for consideration when engaging on natural systems planning.</p>
3	<p>To date, watershed planning has not adequately involved Indigenous communities. The direction that the Region is giving through this policy makes it clear why there seems to be confusion among municipalities and conservation authorities as to when and how to engage with Indigenous nations on watershed planning. This policy must be modified to direct partnerships with Indigenous nations in the earliest stages of watershed planning.</p>	<p>This comment has been provided to Regional staff, local municipalities and conservation authorities for consideration when engaging on watershed plans.</p>

3	Please note that if the Region is to consider future MZOs, Indigenous communities must be consulted early and with the provision of capacity supports to facilitate their full review of these projects. To date, Indigenous communities have either not been consulted on MZOs, or have been consulted too infrequently or too late in the process, meaning that Indigenous leadership has had little opportunity to influence the outcomes of MZO decisions.	Thank you for your comment. This comment has been provided to the Ministry of Municipal Affairs and Housing.
3	As noted in previous comments, this policy does not recognize the Region’s responsibility to work with Indigenous communities on matters that impact lands and waters. Please modify this policy to be inclusive of Indigenous communities, which do not simply fall under “other relevant agencies”.	Policy revisions have been made in response to this comment. Policy 3.3.11 has been revised to include Indigenous communities. See Page 46 in the Adopted York Region Official Plan 2022.
3	As noted in previous comments, this policy does not recognize the Region’s responsibility to consult with Indigenous communities on matters that impact the lands and waters. Consultation must occur with interested Indigenous communities who have Treaty or traditional territory that is impacted by the proposal when a woodland compensation plan is to be considered.	This comment has been provided to Regional staff, local municipalities and conservation authorities for consideration when engaging on land use planning applications.
4	The Region should develop an Indigenous procurement policy that encourages the inclusion of Indigenous art as a public benefit.	York Region is open to further explore potential opportunities as we continue to improve relationships with Indigenous communities.
4	Urban boundary expansions represent the use of Treaty and traditional Indigenous lands by municipalities, making it absolutely critical that Indigenous communities are meaningfully consulted on any urban boundary expansions. This policy and/or section must be updated to clearly provide guidance to municipalities on their responsibility to consult with Indigenous communities prior to passing any urban boundary expansions.	Thank you for your comment. This comment has been provided to the Ministry of Municipal Affairs and Housing as the approval authority for the York Region Official Plan. This comment has also been provided to Regional staff reviewing and recommending approval of local municipal official plans

6	Please note that comments on York Region's Water and Wastewater Masterplan under separate cover.	Responses to those comments have been provided in Table 2.
6	Growth of Regional infrastructure provides an opportunity for the Region to support Indigenous economies. Encourage York Region to develop an Indigenous procurement policy, which should include provisions for contracting related to civil works projects.	York Region is open to further discussion on potential opportunities as we continue to seek to improve relationships with Indigenous communities.
6	Please note that comments on the Transportation Master Plan were provided under separate cover. In alignment with our comments related to art and regional infrastructure, we ask that the Region create an Indigenous procurement policy that has provisions for civil works contracting opportunities related to transportation projects.	Responses to these comments have been provided in Table 1.
6	Although Indigenous communities could fall within the definition of "surrounding jurisdictions", the importance of water to these communities means that it would be beneficial for it to be specifically noted that coordination on these matters will occur in consultation with Indigenous communities.	The importance of water to Indigenous communities is acknowledged and referenced elsewhere in the York Region Official Plan. This policy intentionally references surrounding jurisdictions recognizing that any water-related facility or infrastructure would undergo an environmental assessment process that would include engagement with Indigenous communities.
6	Stormwater Management: Given the recognition of the need for innovative techniques, coupled with the need to protect and restore the natural environment, we recommend that the Region add a policy to encourage the creation of more naturalized forms of stormwater management facilities.	This comment has been provided to Regional staff for consideration in design and construction of stormwater management facilities.
6	Since the noted GTA west corridor is subject to a federal Impact Assessment, it seems to be premature to plan for this route as a utility corridor. Greater consultation is needed with Indigenous communities on the final corridor. The official plans should include utility infrastructure alternatives and contingencies should the	To conform to Provincial land use planning direction, York Region is required to plan and protect infrastructure corridors and rights-of-ways. Highway 413 (GTA West Corridor) and Bradford Bypass are identified as Potential Freeways on Map 10 in the York Region

	GTA West Corridor and the Bradford By-pass Corridor not materialize	<p>Official Plan recognizing that both are subject to ongoing planning by the Province.</p> <p>Additionally, this comment has been provided to the Ministry of Municipal Affairs and Housing as the approval authority for the York Region Official Plan.</p>
6	As noted in previous comments, this statement does not recognize Indigenous communities. There is a notable opportunity to collaborate with Indigenous communities on clean energy projects, thereby supporting the Indigenous economy and our shared environment. This policy should be amended to note the importance of Indigenous engagement and collaboration on the energy projects noted in the current policy.	This comment has been shared with Regional staff working on corporate and community energy initiatives.
7	Appreciates the Region's recognition of the critical nature of engagement with Indigenous communities in the successful implementation of the ROP.	Thank you for your comment.
7	<p>The direction to Municipalities on engaging with Indigenous communities is appreciated. It would be beneficial to note that this engagement should happen early in planning processes.</p> <p>Further, it is our experience that there is a lack of clarity among Conservation Authorities and Municipalities as to who is responsible for consulting on matters related to waterways, waterbodies, and wetlands. If the Region intends for this responsibility to be delegated to either Conservation Authorities or Municipalities, this should be specified in this section. Further dialogue with the Region on this issue would be appreciated.</p>	Thank you for this comment. This comment has been provided to local municipalities and conservation authorities.

<p>Mapping</p>	<p>"New and updated spatial data from local municipalities, conservation authorities, the Province and within the Region have been used to update draft ROP map schedules." Nov 11 CoW Report</p> <p>Can the Region please clarify if information gathering was completed in consultation with Indigenous Nations? This text indicates collaboration with stakeholders on mapping exercises that led to changes in systems of great interest to rights holders. These systems include the natural heritage system, any mapping of natural and cultural areas of interest, and lands that could provide for economic reconciliation through business opportunities and partnerships.</p>	<p>Information gathering was completed by Regional staff. Consultation occurred once draft mapping had been prepared.</p> <p>At the Regional scale, natural systems mapping is informative and subject to verification through appropriate studies.</p> <p>York Region recognizes that there is opportunity to improve engagement efforts with Indigenous communities on future updates to the York Region Official Plan.</p>
<p>Mapping</p>	<p>"The draft ROP builds on the existing comprehensive Regional Greenlands system framework Natural systems planning includes both the natural heritage and water resource system." Nov 2021 CoW Report</p> <p>While we appreciate that a focus has been placed on updating mapping of the Regional Greenlands system, it does not seem that the Region has considered information from Indigenous communities while updating this mapping. As the Greenlands system provides an important layer of protection for natural areas which are foundational to Williams Treaty First Nations (WTFNs) and the WTFNs Settlement Agreement, WTFNS and other potentially impacted Indigenous communities must be consulted early in any processes related to its mapping. If Indigenous communities are willing and able to provide any information, such as Indigenous knowledge, areas of cultural importance, or areas related to hunting, fishing and harvesting, these should be protected through the Greenlands system.</p>	<p>York Region acknowledges the relationship Indigenous communities have with the natural environment. York Region is open to further explore potential opportunities for information sharing as we continue to improve relationships with Indigenous Communities.</p> <p>Mapping comes from a variety of sources including Conservation Authorities, Province and the Region. Thank you for your comments about the availability of Indigenous information. The Region would need to have discussions on what kind of data First Nations collect and may be able to share with the Region.</p>

<p>General</p>	<p>Urban expansions take Indigenous treaty and traditional land into an urban envelope. The impacts of these activities are usually irreversible, and should not be taken lightly. Any proposed urban expansions require meaningful consultation with Indigenous communities, who may choose to provide or withhold their Free, Prior, and Informed consent, consistent with the United Nations Declaration on rights of Indigenous Peoples (UNDRIP).</p>	<p>Thank you for your comment.</p> <p>This comment has been provided to the Ministry of Municipal Affairs and Housing as the approval authority for the York Region Official Plan and consideration in future updates to A Place to Grow: Growth Plan for the Greater Golden Horseshoe.</p> <p>Information regarding proposed urban boundary expansions in York Region were shared with Indigenous communities through Notices of Study Commencement and engagement opportunities.</p> <p>Further, York Region acknowledges that more can be done to build stronger relationships.</p>
<p>General</p>	<p>"The draft ROP defines a Regional structure that sets the foundation for future growth areas and protection of natural and agricultural systems and to plan for a population of 2.02 million and 990,000 jobs by 2051" Nov 2021 CoW report</p> <p>Appreciates this focus on the protection of natural and agricultural systems. Reciprocity with the living world is of key importance, and it would be appreciated if the Region went beyond protection, to the restoration of the living world.</p>	<p>The York Region Official Plan includes policies identifying the need to protect, restore and enhance natural and agricultural systems.</p>

30. 2022 Transportation Master Plan Book

[Click here to view an accessible version of this document.](#)



ATTACHMENT 1

2022 YORK REGION

TRANSPORTATION MASTER PLAN



31. 2022 Transportation Master Plan Update Notice of Study Completion

[Click here to view an accessible version.](#)

2022 TRANSPORTATION MASTER PLAN UPDATE

NOTICE OF STUDY COMPLETION

A TRANSPORTATION NETWORK FOR THE FUTURE

The Regional Municipality of York is planning for the future and has completed an update to the Transportation Master Plan. Research, analysis and community input has guided the update. Thank you to all who participated and provided feedback.

The Transportation Master Plan is the long-term vision for York Region's transportation network, encompassing strategy, initiatives and infrastructure by looking ahead 30 years and planning for growth and supporting the changing needs of travellers.

This notice of completion places the Transportation Master Plan on public record for a 30-day review period, beginning Thursday, July 7, 2022. The plan can be reviewed and downloaded at york.ca/TMP

**We invite you to review the 2022
Transportation Master Plan and direct
any comments or outstanding concerns
by Monday, August 8, 2022 to:**

The Regional Municipality of York
Transportation Operations, Public Works
Phone: 1-877-464-9675 ext. 75000
TTY: 1-866-512-6228
Email: transportation@york.ca

The Transportation Master Plan was updated through Approach #1 of the Municipal Class Environmental Assessment master planning process.

This notice was issued on Thursday, July 7, 2022. Accessibility formats or communication supports are available upon request.

Wayne Emmerson
York Region Chairman and CEO

This study is being conducted in accordance with Approach #1 of the *Municipal Class Environmental Assessment* document (October 2000, as amended in 2007, 2011 and 2015). Personal information submitted (e.g. name, address, phone number) is collected, maintained and disclosed under the authority of the *Environmental Assessment Act* and the *Municipal Freedom of Information and Protection of Privacy Act*. Personal information you submit will become part of a public record that is available to the general public, unless you request that your personal information remain confidential.



York Region

32. 2022 Transportation Master Plan Project Webpage – York.ca/TMP

[Click here to visit the webpage.](#)

The screenshot shows the York Region website's page for the 2022 Transportation Master Plan. The header includes the York Region logo and navigation links for Health, Transportation, Environment, Recreation, Business, Support, Newsroom, and York Region. A search bar and links for 'Report A Problem' and 'Join Our Team' are also present. The main content area features a breadcrumb trail (HOME > ABOUT YORK REGION > PLANS, REPORTS AND STRATEGIES) and a large green banner with the text '2022 TRANSPORTATION MASTER PLAN' over an image of a street scene with a bus and a van. Below the banner is a section titled 'Notice of Study Completion' with a paragraph of text explaining the update to the Transportation Master Plan (TMP) in coordination with the Regional Official Plan and the Water and Wastewater Master Plan. A sidebar on the right contains a list of navigation categories with expand/collapse icons, including Accessibility, Bylaws, Careers, Community Outreach, Contact Us, Council and Committee, Emergencies, Fees for Service, Finances, Local Municipalities, Municipal Comprehensive Review, Permits, Plans, Reports and Strategies (which is expanded to show sub-items like Agriculture and Agri-Food Sector, Archaeological Management Plan, Child Care and Early Years Service System Plan), and System Plan.

29. 2022 Transportation Master Plan Public Consultation Webpage

[Click here to visit the webpage.](#)

The screenshot shows the York Region website's public consultation page for the 2022 Transportation Master Plan. The header is identical to the previous page. The main content area features a breadcrumb trail (HOME > NEWSROOM > CAMPAIGNS & PROJECTS) and a large green banner with the text 'HELP SHAPE THE FUTURE TRANSPORTATION NETWORK IN YORK REGION' over an image of a street scene. Below the banner is a section titled 'About the Project' with a paragraph of text explaining the update to the Transportation Master Plan (TMP) and the public consultation process. A sidebar on the right contains a list of navigation categories with expand/collapse icons, including App Centre, Campaigns & Projects (which is expanded to show sub-items like E-Newsletter, Events, Media Inquiries, and Media Releases), and Media Releases.