

December 14, 2017

Mr. Christopher Raynor, Regional Clerk
Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1



Dear Mr. Raynor,

Re: Richmond Hill Resolution – (Staff Report SRPRS.17.179) – Metrolinx’s Draft 2041 Regional Transportation Plan

Richmond Hill Town Council, at its meeting held on November 27, 2017, adopted the following resolution:

- a) That staff report SRPRS.17.179 regarding Metrolinx’s Draft 2041 Regional Transportation Plan be received;
- b) That Metrolinx be advised that the Yonge North Subway Extension is the top transit priority for the Town of Richmond Hill, and that the Town requests Metrolinx to seek opportunities to advance the funding and construction of the Yonge North Subway Extension within the timeframe of the 2041 Regional Transportation Plan, setting a target date of no later than 2031 for the opening of the extension (the same target date adopted by York Region Council on November 16, 2017 in respect to its’ consideration of the Draft Metrolinx 2041 Regional Transportation Plan);
- c) That Metrolinx be requested to advance the timing of Regional Express Rail Service (frequent all-day and two-way service) on the Richmond Hill GO Rail Line within the timeframe of the 2041 Regional Transportation Plan;
- d) That Metrolinx be requested to consider the addition of a Grade Separation project on Elgin Mills Road at the Richmond Hill GO Rail Line, as part of identifying a Freight Cluster at this location in the Draft 2041 Regional Transportation Plan, setting a target date of no later than 2031 for completion of the grade separation;
- e) That Metrolinx be requested to reconsider including a GO Station or Mobility Hub at 16th Avenue, within the Town’s Key Development Area;

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- f) That staff be directed to continue to work with Metrolinx, York Region, other agencies and stakeholders with respect to the timing and funding of the Richmond Hill infrastructure projects and initiatives identified in the Draft 2041 Regional Transportation Plan;
- g) That the Town Clerk be directed to forward a copy of staff report SRPRS.17.179 to Metrolinx as the Town's comments regarding Metrolinx's Draft 2041 Regional Transportation Plan;
- h) That the Town Clerk be directed to forward a copy of staff report SRPRS.17.179 to York Region as the Town's comments regarding Metrolinx's Draft 2041 Regional Transportation Plan;
- i) That the Town Clerk be directed to forward a copy of staff report SRPRS.17.179 to the Ministry of the Environment and Climate Change as Richmond Hill's formal response to the Environmental Bill of Rights posting 013-1550 "A Call for Comments on the Draft 2041 Regional Transportation Plan"; and
- j) That the Town Clerk be directed to forward a copy of staff report SRPRS.17.179 to the Premier, Minister of Transportation, Richmond Hill MPP's, and the Leaders of the Opposition and other parties in the legislature of Ontario.

In accordance with Council's directive, please find attached a copy of the Council endorsed resolution, and a copy of staff report SRPRS.17.179 including the respective attachments, prepared by the Planning and Regulatory Services Department.

If you have any questions, please contact Richard Hui, Manager of Transportation, at 905-771-5478 or Hubert Ng, Senior Transportation Planner, at 905-747-6501.

Yours sincerely,



Stephen M.A. Huycke
Director of Legislative Services/Town Clerk

**Extract from Council Meeting
C#41-17 held November 27, 2017
Confirmatory By-law 114-17**

13. Committee and Staff Reports

**13.2 Minutes - Committee of the Whole meeting CW#17-17 held on
November 20, 2017**

**13.2.12 SRPRS.17.179 - Metrolinx's Draft 2041 Regional
Transportation Plan (Item 11.13)**

Moved by: Regional and Local Councillor Spatafora

Seconded by: Councillor West

a) That staff report SRPRS.17.179 regarding Metrolinx's Draft 2041 Regional Transportation Plan be received;

b) That Metrolinx be advised that the Yonge North Subway Extension is the top transit priority for the Town of Richmond Hill, and that the Town requests Metrolinx to seek opportunities to advance the funding and construction of the Yonge North Subway Extension within the timeframe of the 2041 Regional Transportation Plan, setting a target date of no later than 2031 for the opening of the extension (the same target date adopted by York Region Council on November 16, 2017 in respect to its' consideration of the Draft Metrolinx 2041 Regional Transportation Plan);

c) That Metrolinx be requested to advance the timing of Regional Express Rail Service (frequent all-day and two-way service) on the Richmond Hill GO Rail Line within the timeframe of the 2041 Regional Transportation Plan;

d) That Metrolinx be requested to consider the addition of a Grade Separation project on Elgin Mills Road at the Richmond Hill GO Rail Line, as part of identifying a Freight Cluster at this location in the Draft 2041 Regional Transportation Plan, setting a target date of no later than 2031 for completion of the grade separation;

e) That Metrolinx be requested to reconsider including a GO Station or Mobility Hub at 16th Avenue, within the Town's Key Development Area;

f) That staff be directed to continue to work with Metrolinx, York Region, other agencies and stakeholders with respect to the timing

**Extract from Council Meeting
C#41-17 held November 27, 2017
Confirmatory By-law 114-17**

and funding of the Richmond Hill infrastructure projects and initiatives identified in the Draft 2041 Regional Transportation Plan;

g) That the Town Clerk be directed to forward a copy of staff report SRPRS.17.179 to Metrolinx as the Town's comments regarding Metrolinx's Draft 2041 Regional Transportation Plan;

h) That the Town Clerk be directed to forward a copy of staff report SRPRS.17.179 to York Region as the Town's comments regarding Metrolinx's Draft 2041 Regional Transportation Plan

i) That the Town Clerk be directed to forward a copy of staff report SRPRS.17.179 to the Ministry of the Environment and Climate Change as Richmond Hill's formal response to the Environmental Bill of Rights posting 013-1550 "A Call for Comments on the Draft 2041 Regional Transportation Plan"; and

j) That the Town Clerk be directed to forward a copy of the staff report SRPRS.17.179 to the Premier, Minister of Transportation, Richmond Hill MPPS, and the Leaders of the Opposition and other parties in the legislature of Ontario.

Carried Unanimously



Staff Report for Committee of the Whole Meeting

Date of Meeting: November 20, 2017

Report Number: SRPRS.17.179

Department: Planning and Regulatory Services
Division: Development Engineering and Transportation

Subject: **Metrolinx's Draft 2041 Regional Transportation Plan**

Purpose:

To update Council with respect to Metrolinx's Draft 2041 Regional Transportation Plan; to seek Council's endorsement of staff comments regarding the transportation infrastructure projects and initiatives recommended for Richmond Hill; and to provide formal input to Metrolinx regarding the Draft 2041 Regional Transportation Plan as part of their consultation process.

Recommendation(s):

1. Staff Report SRPRS.17.179, regarding Metrolinx's Draft 2041 Regional Transportation Plan be received;
2. Metrolinx be advised that the Yonge North Subway Extension is the top priority for the Town of Richmond Hill, and that the Town requests Metrolinx to seek opportunities to advance the funding and construction of the Yonge North Subway Extension within the timeframe of the 2041 Regional Transportation Plan;
3. Metrolinx be requested to advance the timing of Regional Express Rail Service (frequent all-day and two-way service) on the Richmond Hill GO Rail Line within the timeframe of the 2041 Regional Transportation Plan;
4. Metrolinx be requested to consider the addition of a Grade Separation project on Elgin Mills Road at the Richmond Hill GO Rail Line, as part of identifying a Freight Cluster at this location in the Draft 2041 Regional Transportation Plan;
5. Metrolinx be requested to reconsider including a GO Station or Mobility Hub at 16th Avenue, within the Town's Key Development Area;

6. Staff be directed to continue to work with Metrolinx, York Region, other agencies and stakeholders with respect to the timing and funding of the Richmond Hill infrastructure projects and initiatives identified in the Draft 2041 Regional Transportation Plan;
7. The Town Clerk be directed to forward a copy of Staff Report SRPRS.17.179 to Metrolinx as the Town's comments regarding Metrolinx's Draft 2041 Regional Transportation Plan;
8. The Town Clerk be directed to forward a copy of Staff Report SRPRS.17.179 to York Region as the Town's comments regarding Metrolinx's Draft 2041 Regional Transportation Plan; and
9. The Town Clerk be directed to forward a copy of Staff Report SRPRS.17.179 to the Ministry of the Environment and Climate Change as Richmond Hill's formal response to the Environmental Bill of Rights posting 013-1550 "A Call for Comments on the Draft 2041 Regional Transportation Plan".

Contact Person:

Hubert Ng, Senior Transportation Planner, (905) 747-6501 and/or
Richard Hui, Manager of Transportation, (905) 771-5478 and/or
Dan Terziewski, Director, Development and Engineering, (905) 747-6358.

Report Approval:

Submitted by: Kelvin Kwan, Commissioner of Planning and Regulatory Services

Approved by: Neil Garbe, Chief Administrative Officer

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), Town Solicitor (as required), Commissioner, and Chief Administrative Officer. Details of the reports approval are attached.

Background:

Metrolinx’s “The Big Move” – Regional Transportation Plan (2008)

In 2008, Metrolinx released its first regional transportation plan entitled *The Big Move*. In this document, Metrolinx set out a comprehensive Regional Plan to improve transportation infrastructure and services across the Greater Toronto Hamilton Area (GTHA).

Several projects of note from *The Big Move* that have since been completed to date within the Town of Richmond Hill include: the Highway 7 East Bus Rapid Transit (BRT), from Yonge Street to the Unionville GO Station in Markham; and the Richmond Hill GO line extension to Gormley and the construction of a new GO Station.

Metrolinx’s update to “The Big Move” Regional Transportation Plan

In 2016, Metrolinx commenced a review of the Regional Transportation Plan (RTP) with the purpose to continue to build on *The Big Move*’s transportation infrastructure recommendations and to continue to expand and optimize the Greater Toronto Hamilton Area’s rapid transit network, furthering the goal of an integrated transportation system for the horizon year 2041.

Discussion Papers and Technical Background Papers inform the 2041 Regional Transportation Plan Update

As part of the update to *The Big Move*, Metrolinx released a Discussion Paper in August 2016. Staff reviewed this Discussion Paper and provided Council endorsed comments to Metrolinx in October 2016 (through Staff Report SRPRS.16.182) to be considered as part of the RTP update. Several of these comments are reiterated in this report. Staff Report SRPRS.16.182 is included in Attachment 1 for reference.

In addition to the August 2016 Discussion Paper, Metrolinx issued several focused draft technical background papers in August 2017 that would help to inform the update to the RTP. Richmond Hill staff also reviewed these papers and provided comments to Metrolinx through several working group discussions as well as in written form on September 7, 2017, specifically with respect to the Regional Cycling Network Study and the Regional Parking Study. Staff comments on the two background papers are included in Attachment 2 for reference.

Metrolinx releases Draft 2041 Regional Transportation Plan for review

Metrolinx released its Draft 2041 Regional Transportation Plan (RTP), dated September 2017 for review and consultation with municipalities, partners, stakeholders, and the public. Attachment 3 contains the draft Executive Summary of the study report.

Metrolinx requested comments from public agencies by November 17, 2017. Town staff has provided Metrolinx with a draft copy of the Town’s comments; however Metrolinx staff has also acknowledged that formal Council-adopted comments can be received

after this due date, as Metrolinx staff only recently presented the Draft 2041 RTP to Richmond Hill's Council at the November 6, 2017 Committee of the Whole meeting. A final draft 2041 Regional Transportation Plan report is expected to be brought forward to the Metrolinx Board of Directors on December 7, 2017 for approval.

The purpose of this staff report is to highlight the key policy directions and recommendations in the Draft 2041 RTP that affect the Town of Richmond Hill, and to identify and document any staff and Council comments and concerns with respect to these. These comments are summarized in the sections that follow.

The Region of York also brought a staff report entitled Draft Metrolinx 2041 Regional Transportation Plan (YR Report) to the Regional Committee of the Whole on November 2, 2017. It should be noted that the comments provided in SRPRS.17.179 with respect to the Draft 2041 RTP are generally consistent with those in York Region's report.

Metrolinx's Draft 2041 Regional Transportation Plan:

The Draft 2041 RTP's purpose is to build on *The Big Move's* transportation infrastructure recommendations. It will continue to expand and optimize the Greater Toronto Hamilton Area's rapid transit network, furthering the goal of an integrated transportation system for the horizon year 2041. The Draft RTP is intended to align with the Province's 2017 Growth Plan for the Greater Golden Horseshoe and the Province's Five Year Climate Change Action Plan.

The Draft 2041 RTP established five key strategies, and the projects and initiatives that are identified in this plan are linked to one or more of these. These five strategies are:

1. Complete delivery of current regional transit projects
2. Connect more of the Region with frequent rapid transit
3. Optimize the transportation system
4. Integrate land use and transportation
5. Prepare for an uncertain future

Below are the key initiatives and projects identified under each strategy that affect the Town of Richmond Hill. Staff and Council comments related to these strategies, initiatives and projects are also included below.

Strategy 1: Complete the Delivery of Current Regional Transit Projects

A primary strategy of the 2041 Draft RTP is to complete projects that are "In Delivery". In Delivery projects vary in scale and are either currently under construction or in the advanced stages of planning.

The following is a list of “In Delivery” Projects that have been included in the 2041 Draft RTP, that are either located within or have implications to Richmond Hill:

- Regional Express Rail (RER)
- GO Rail service extension to Bloomington and the completion of the new Bloomington GO Station
- Completion of the South Yonge Bus Rapid Transitway, from Highway 7 to 19th Avenue:
- Completion of Highway 7 West Bus Rapid Transitway, from Helen Street to Yonge Street:

Town of Richmond Hill Comments:

The Town of Richmond Hill is generally supportive of all of these projects, and is pleased to see that the extension of GO train service to Bloomington will be completed by 2019. The Town is also appreciative that work on Bus Rapid Transit will continue to move toward completion, particularly along the Yonge Street section, where it will help to support the intensification along the Yonge Street corridor, and at the Richmond Hill Centre and Key Development Areas at Yonge and Carrville/16th as well as Yonge and Bernard. However there are two key concerns that the Town would like consideration to be given to as part of the 2041 RTP update.

First, with respect to RER, the Richmond Hill GO line continues to be excluded from the RTP, with consideration of an RER service on the Richmond Hill line only identified as a project beyond 2041. Instead, the plan only recommends the expansion of the conventional peak hour service to all-day (single direction) by 2041. While the Town recognizes that there are challenges with ownership and flooding along this line, Town staff continues to recommend (consistent with the Town’s previous comments in Staff Report SRPRS.16.182) that Metrolinx review and seek opportunities to advance Richmond Hill GO line infrastructure improvements in order to provide RER service within the 2041 time frame.

Secondly, while the Town staff is appreciative of the completion of infrastructure to support new residential areas in the northern parts of Richmond Hill, Town staff continues to urge Metrolinx (consistent with the Town’s previous comments in Staff Report SRPRS.16.182) to consider identifying a new GO Station and/or Mobility Hub at 16th Avenue, as part of the 2041 RTP update. This mobility hub is identified in the Town’s Yonge/Carrville/16th Avenue Key Development Area Secondary Plan which is an area identified to receive the second highest level of density within the Town, next to the Regional Centre at Highway 7 and Yonge Street.

Strategy 2: Connect more of the Region with Frequent Rapid Transit

The Draft 2041 RTP's second strategy is to connect more of the GTHA with frequent rapid transit through the principles of advancing "In Development" projects, and establishing the 2041 Frequent Rapid Transit Network.

"In Development" projects are those that do not yet have full funding in place, but are currently at various stages of the planning and design process.

Projects identified as part of the 2041 Frequent Rapid Transit Network will help to complete the network and will have the following characteristics:

- Frequent - 10-15 minute all day service, seven days a week
- Reliable – Separated from general purpose traffic or have traffic signal priority

The following projects are considered as "In Development" in Richmond Hill:

- The 7.4 km extension of the Yonge Street Subway north, from Finch Station to Highway 7 linking Richmond Hill to Downtown Toronto; and
- The completion of the Yonge BRT, from 19th Avenue to Mulock Drive.

The following projects are proposed as part of the 2041 Frequent Rapid Transit Network in Richmond Hill:

- Richmond Hill All-Day GO Service;
- BRT/LRT along Leslie Street North, from Highway 7 to Major Mackenzie Drive;
- BRT/LRT along Major Mackenzie Drive, from Jane Street to Leslie Street; and
- Transit Priority along Major Mackenzie East, from Leslie Street to Donald Cousens Parkway.

Town of Richmond Hill Comments:

Richmond Hill is pleased to see both the Yonge Subway north extension and the Yonge BRT projects identified within the 2041 RTP update.

However, to reiterate the recommendations of Staff Report SRPRS.16.182, the Town of Richmond Hill considers the Yonge Street Subway extension as the top transportation priority for both the Town and the Region of York.

The completion of the Yonge Subway extension is important to realize the Town and Region's vision for the Richmond Hill Centre as an Urban Growth Centre, and will be a primary point of convergence for the Regional and Rapid Transit network, with

substantial demand for the Yonge subway to connect to not only Downtown Toronto, but also to other key destinations throughout the subway network.

As such, staff continues to recommend that Metrolinx seek full funding opportunities through the next steps of the 2041 RTP in order to advance the construction of the Yonge North Subway Extension to Highway 7 as soon as possible, within the 2041 horizon or earlier.

Town staff also recommended that Metrolinx give further consideration to identifying significant longer term projects beyond the 2041 horizon such as the extension of the Yonge Subway north of Richmond Hill Centre and Highway 7, since these types of projects need significant lead times in planning and property protection.

Richmond Hill staff is supportive of the 2041 Frequent Rapid Transit Network identified transit network improvements, which are consistent with the needs identified in York Region's Transportation Master Plan (2016).

However, as noted previously in this report, the Richmond Hill GO rail all-day service is identified as being conventional peak direction service only, with frequent 15-minute all-day and two-way Regional Express Rail service only being identified as a project beyond 2041.

Town Staff continues to recommend and encourage Metrolinx review and seek opportunities to advance Richmond Hill GO line infrastructure to provide Region Express Rail service prior to 2041.

With respect to the Major Mackenzie Drive and Leslie Street projects, staff recommend that these projects be closely aligned with anticipated growth and development along these corridors, including Richmond Hill's future Civic Precinct.

Strategy 3: Optimize the Transportation System

The Draft 2041 RTP's third strategy is to optimize the transportation system to make the best possible use of existing and future transportation assets. Metrolinx intends to pursue the following actions:

- Advance the integration of fares and services across the regional transit network to remove barriers to transit use by developing an integrated fare system across municipal boundaries.
- Expand the first and last mile choices for all transit stations to maximize all-season access.
- Progress in Transportation Demand Management (TDM) initiatives to continue to support the shift in travel behavior from single occupant vehicles to sustainable modes of transportation and explore how the pricing of mobility, inclusive of paid parking, could be used for such behavior change.

- Expand the High Occupancy Vehicle (HOV) network and explore High Occupancy Toll (HOT) network to support higher occupancy travel and faster bus service.
- Propose a Regional Strategic Goods Movement Network that identifies Elgin Mills Road from Yonge to just east of Highway 404 as a Freight Cluster Connector. A Freight Cluster is defined as areas with high concentrations of land uses related to logistics, warehousing and the movement of cargo.

Town of Richmond Hill Comments:

Again, Richmond Hill staff is generally supportive of these initiatives.

However, the Town does have some concerns with the identification of Elgin Mills Road as a freight cluster connector. The Town's Yonge/Bernard Key Development Areas (KDA) is situated on Yonge Street just north of Elgin Mills Road, and is expected to see the third highest densities within the Town of Richmond Hill. Through the development of the Secondary Plan, Elgin Mills Road was identified as a key transportation corridor to service this KDA. Currently, Elgin Mills Road experiences periods of significant congestion, and this is expected to increase with the development of the KDA and continued growth in the Region. This congestion is caused in part by the at-grade crossing at Elgin Mills Road and the Richmond Hill GO Rail Line. Significant operational issues and delays occur throughout the day as high volumes of GO trains and long freight trains cross Elgin Mills Road, and in particular during the peak hours.

Next to the extension of the Yonge Street Subway to Highway 7, an Elgin Mills Road grade separation at the Richmond Hill GO Rail Line is considered a top priority for the Town.

Elgin Mills Road should not be identified as a freight cluster connector, without the inclusion or identification of a grade separation at the Elgin Mills Rail crossing as a project in the 2041 RTP. Without this, a freight cluster at this location would only further congest this corridor and impact the growth and development of the Town's key development area.

As such, there is also a need for Town staff to work closely with the Province, Metrolinx, Region, CN Rail and other transportation agencies to advocate and prioritize funding for the Elgin Mills Road grade separation, possibly as part of the next steps in the 2041 RTP update process.

Furthermore, Town staff would like some clarification and justification from Metrolinx on the identification of this Elgin Mills Road corridor as a proposed goods movement route, particularly, since 19th Avenue is proposed as part of the Goods Movement Network in York Region's 2016 Transportation Master Plan, but has not been identified as part of the Draft 2041 RTP Regional Strategic Goods Movement Network.

Strategy 4: Integrate Land Use and Transportation

Metrolinx plans to strengthen the relationship between land use planning and transportation to create more complete and connected communities that are supportive of transit, walking, and cycling through the following key actions:

- Encourage the Province to review the legislative and regulatory linkage between the provincial and municipal planning framework to fully achieve the objectives in the Growth Plan and the Regional Transportation Plan.
- Focus development on Mobility Hubs and Major Transit Station Areas along Priority Transit Corridors. Plan and design communities through TDM that support and promote a shift towards sustainable travel behaviour.
- Complete the Regional Cycling Network through planning, design and construction, which include cycling facilities across the region in areas with high cycling potential near rapid transit stations, between urban growth centres, and across boundaries.
- Consider the future of parking as it relates to the delivery of parking supply to support RER, develop parking management guidelines, coordinate the review of parking requirements through transit station area by-laws and adopt a regional approach to parking management for the arrival of shared mobility.
- Work with ministries, school boards, municipalities, service providers, non-governmental organizations and other stakeholders to establish school travel programs to encourage the development of future generations of pedestrians and cyclists.

Town of Richmond Hill Comments:

Richmond Hill is very supportive of this strategy to strengthen the integration of land use and transportation planning. Most of the Town comments brought forward in this report respect Draft 2041 RTP are specifically focused projects that serve to integrate transportation and land use, by providing the highest transportation service levels to the areas which are identified by York Region's and the Town's Official Plans as areas to receive the development densities. For example:

- The Yonge Subway North extension is critical to support the development of the Richmond Hill Regional Centre, which has the highest densities within the Town.
- A GO Station/Mobility Hub at 16th Avenue would support the growth of the Town's Yonge/16th Key Development Area, which is to receive the second highest densities in the Town.
- A grade separation at Elgin Mills at the Richmond Hill GO Station would serve the growth and development of the Town's Yonge/Bernard Key Development Area, which is to receive the third highest densities within the Town, as well as

support the development of the Elgin Mills Road corridor as a Freight Cluster Connector as identified in the Draft 2041 RTP.

As such the Town continues to urge Metrolinx to give consideration to advancing these three projects within the timeframe of the 2041 RTP in order to support the growth and development of these three key development areas within the Town.

With respect to the remainder of the initiatives, the Town of Richmond Hill provided specific comments to Metrolinx's Technical Background Discussion Paper – Regional Parking Strategy in September 2017 to consider paid parking and its implications to the Town. Comments were also made about the need to advance timing of planned rapid transit infrastructure in support of the reduced parking supply in planned and existing developments currently experiencing parking shortage pressures (See Attachment 2).

Richmond Hill provided specific comments regarding Metrolinx's Technical Background Discussion Paper - Cycling Network Strategy in September 2017 and recommended that the off-road portion of the Lake-to-Lake Route from Leslie Street to 19th Avenue and the multiuse path identified on Leslie Street from Stouffville Road to Bloomington Road be considered as part of the category – "Secondary Route" in the Draft Cycling Network Strategy (See Attachment 2).

Strategy 5: Prepare for an Uncertain Future

Strategy 5 will prepare the region to proactively adapt to future technologies and climate change through the following strategies:

- Develop a regional framework for on-demand and shared mobility that complements the provincial framework.
- Develop a region wide plan for autonomous mobility.
- Coordinate across the region to address climate resiliency of the transportation system.
- Proactively prepare for future with low-carbon mobility options.
- Partner for innovation in mobility with a focus on new services, tools and business models.

Town of Richmond Hill Comment:

Richmond Hill is also reviewing its climate change efforts and supports this strategy.

Project Prioritization and Funding

Consistent with comments from Staff Report SRPRS.16.182, staff recommends that "In Development" and "Frequent Rapid Transit Network" projects be prioritized through a process that takes into account and balances local context, plans and needs.

Richmond Hill would like Metrolinx to determine if the project prioritization model could be used to group projects into phases of five or ten-year increments up to 2041.

The Draft 2041 RTP identified the need to consider alternative funding sources as part of its implementation and funding strategy. Richmond Hill is interested in receiving information on alternative funding strategies from Metrolinx that support the Draft 2041 RTP.

Financial/Staffing/Other Implications:

There are no financial/staffing/other implications as a result of this report.

Relationship to the Strategic Plan:

Providing comments and input to the Draft 2041 RTP aligns with all of the Town's Strategic Plan goals. It aligns with the goal of providing for **Stronger Connections** in Richmond Hill by planning and advocating for a connected community and much needed transportation infrastructure. It aligns with the goal of **Better Choice** in Richmond Hill as this Plan would help to provide better mobility choices for Richmond Hill residents to move around efficiently within the Town and around the GTHA. The goal of **Wise Management of Resources** is also aligned since infrastructure improvements will help to encourage and optimize the use of existing infrastructure by managing traffic congestion and delays through increased mobility options and changes in travel behaviour, which also results in indirect benefits such as improved health and air quality for residents. Ultimately, better mobility choices and through the provision of necessary transit infrastructure and a connected transportation network will serve support the continued growth and development of the Town into a more **Vibrant Place to Live** and destination to visit.

Conclusion:

Metrolinx is in consultation with municipalities, partners, stakeholders and the public regarding the Draft 2041 RTP. Richmond Hill's comments on the Draft 2041 RTP will be provided to Metrolinx.

Richmond Hill is generally supportive of the strategies by Metrolinx in the Draft 2041 RTP. However, some of the Richmond Hill comments previously provided through Staff Report SRPRS.16.182 in response to the Discussion Paper for the Next Regional Transportation Plan and the comments for the Technical Background Discussion Papers are reiterated in this report.

Richmond Hill continues to identify the Yonge North Subway Extension as its number one transportation priority, and would like to see funding for this to be completely secured through the next steps of this process, and the timing of the project to be advanced as much as possible.

In addition to the extension of the Yonge Street subway, grade separation of Elgin Mills Road at the Richmond Hill GO Rail Line and the Regional Express Rail improvements along the Richmond Hill GO Line are key priorities.

Town staff also continues to request that Metrolinx give consideration to the identification and inclusion of a GO Station/Mobility Hub at 16th Avenue, within the Town's Yonge/16th Key Development Area.

Staff will continue to work with Metrolinx on the Draft 2041 Regional Transportation Plan and provide support to advance transportation infrastructure projects within the Town of Richmond Hill as required.

Attachments:

The following attached documents may include scanned images of appendixes, maps and photographs. If you require an alternative format please call contact person listed in this document.

- Attachment 1: SRPRS.16.182 – Response to Metrolinx Discussion Paper for the next Regional Transportation Plan, October 24, 2016
- Attachment 2: Richmond Hill Comments: Cycling Network Strategy and Regional Parking Policy, September 2017
- Attachment 3: Draft 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area, Executive Summary excerpt, September 14, 2017

Report Approval Details

Document Title:	SRPRS.17.179 Metrolinx's Draft 2041 Regional Transportation Plan.docx
Attachments:	- SRPRS.17.179 Attachment 1.pdf - SRPRS.17.179 Attachment 2.pdf - SRPRS.17.179 Attachment 3.pdf
Final Approval Date:	Nov 15, 2017

This report and all of its attachments were approved and signed as outlined below:

Dan Terziewski - Nov 15, 2017 - 12:27 PM

Kelvin Kwan - Nov 15, 2017 - 2:15 PM

Neil Garbe - Nov 15, 2017 - 3:25 PM



Staff Report for Council

Date of Meeting: October 24, 2016
Report Number: SRPRS.16.182

Department: Planning and Regulatory Services
Division: Development Engineering Division

Subject: Response to Metrolinx's Discussion Paper for the next
Regional Transportation Plan

Purpose:

To update Council and provide input on the Discussion Paper issued by Metrolinx in regard to the update of the 2008 Regional Transportation Master Plan.

Recommendation(s):

- a) That Council receives SRPRS.16.182 and its attachments for information;
- b) That Council endorse the comments and recommendations in the October 6, 2016 York Region report to the Transportation Committee of the Whole, entitled "York Region's Response to Metrolinx's Discussion Paper for the next Regional Transportation Plan";
- c) That the Clerk circulate this report to Metrolinx;
- d) That Metrolinx be advised that the Yonge North Subway Extension is a top priority for the Town of Richmond Hill and should be identified as a priority project in the update to Regional Transportation Plan (RTP); and
- e) That staff be directed to continue to engage with Metrolinx and York Region throughout the remainder of the RTP Update process.

Contact Persons:

Dan Terziewski, Director Development Engineering and Transportation – Ext. 3510
Ana Bassios – Commissioner of Planning and Regulatory Services – Ext. 2417

Submitted by:

"Signed Version on file in the Office of the Clerk"

Ana Bassios
Commissioner of Planning and Regulatory Services

Approved by:

"Signed Version on file in the Office of the Clerk"

Neil Garbe
Chief Administrative Officer

Background:

Metrolinx's Regional Transportation Plan

Metrolinx is a public agency which was formed by the Province in 2006 with the mandate to develop and implement an integrated and coordinated transportation system across the Greater Toronto and Hamilton Area (GTHA).

As a first step toward this mandate, Metrolinx completed a comprehensive Regional Transportation Plan (RTP) in 2008, better known as the "Big Move". The Plan was developed in conformance with the policies of Provincial Growth Plan for the Greater Golden Horseshoe and Green Belt Plan.

This 25 year \$50 Billion Plan has been the basis for prioritizing provincial transit investments and initiatives over the last 10 years.

Update to the Regional Transportation Plan

Under the Metrolinx Act, Metrolinx is required to undertake a complete review and update of the RTP every 10 years. Metrolinx commenced this review earlier this year, with the objectives to:

- Review and update the plan while building on the existing RTP;
- Review and update the existing vision, goals, and objectives of the RTP; and
- Review and update the planning and policies to align with the most current Provincial Plans and ongoing Provincial Plan reviews; and
- Update phasing, timing, and implementation of projects while leveraging committed transit investments.

It is our understanding that the RTP review will proceed in three phases, with a goal to have a final updated Regional Transportation Plan completed and adopted by 2017.

Phase 1: Prepare a Discussion Paper which will outline the revised Vision, Goals and Objectives that will lay the foundation for this RTP update.

Phase 2: RTP research, analysis, strategies, plans and studies will be updated or undertaken based on the revised goals and objectives set out in the Discussion Paper, with the goal of developing an updated Transportation Network.

Phase 3: Release a draft updated RTP for review and consultation and adopt the final updated RTP.

An Implementation Plan is expected to follow in 2018 or 2019.

Input from Public Agencies

Metrolinx has engaged Town of Richmond Hill staff as part of an ongoing Municipal Technical Advisory Committee for the Regional Transportation Plan review since June 2016, and are nearing the completion of Phase 1. As such, Metrolinx released a draft

Discussion Paper in August 2016 and are seeking input from public agencies, including Town of Richmond Hill staff. The Discussion Paper is attached for reference (Appendix A). Metrolinx is seeking comments from public agencies by November 30, 2016.

A Co-ordinated Response through York Region

As the public authority responsible for the implementation and operation of Regional Transportation and Transit across 9 local municipalities, York Region has taken the lead on coordinating local municipal input with respect to the RTP update.

Specifically in relation to the Metrolinx Discussion Paper, Town staff has provided written comments to the Region and have been involved in several meetings with Regional staff and other local municipal staff regarding a consolidated response.

The Town's key comments and issues have been incorporated in the October 6, 2016 Regional Council report entitled York Region's Response to Metrolinx's Discussion Paper for the Next Regional Transportation Plan. These include, but not limited to:

- The need to have the Yonge North Subway Extension identified as a top priority in the RTP Update;
- The need to continue to give consideration to improvements on the Richmond Hill GO line that are currently not included in the current Regional Express Rail plan;
- The need to continue to consider the Yonge/16th KDA as a candidate for a GO station and/or Mobility Hub;
- The need to consult with local municipalities throughout the RTP review, including the initial screening stages of projects;
- The need to have an objective project prioritization process which takes into account the local context, plans, and needs and fairly balances the need to provide infrastructure in existing higher density areas with the need to reduce automobile dependency in priority areas such as the Highway 404/Highway 7 employment "mega-zone" and the Richmond Hill Centre;
- Opportunities to explore joint parking facilities; and
- Clarity and opportunities with respect to funding of local and Regional initiatives identified in the RTP.

This report has been endorsed by Regional Council and has been formally circulated to Metrolinx as input to the RTP Discussion Paper and the overall RTP Update process. The report is included as Appendix B for reference.

Financial/Staffing/Other Implications:

At this time, there are no financial, staffing, or other implications involved with the Regional Transportation Plan Update.

Relationship to the Strategic Plan:

Input to into Metrolinx's review and update of the RTP fulfills Goals 1, 2, and 3 as it will help to provide stronger connections within Richmond Hill and the surrounding Region by providing better transportation choices for our residents, which will result in the development of a more dynamic and vibrant urban community.

Conclusion:

Metrolinx has been engaging local municipalities, including the Town of Richmond Hill, as part their review and update of the Regional Transportation Plan.

Through the issuance of the Discussion Paper for the next Regional Transportation Plan, they have given local municipalities the first opportunity to provide formal comments to the process.

York Region has taken the lead on providing a coordinated response to this paper, which captures comments provided by all 9 local municipalities, including the Town of Richmond Hill. This response has been forwarded to Metrolinx for consideration, and includes the key Town issues and comments outlined in this report.

Staff recommend that this staff report also be forwarded in response to Metrolinx's Discussion Paper in order to further reiterate the Town's comments and position with respect to the RTP update, and in particular the importance of identifying the Yonge North Subway extension as a top priority project in the updated RTP.

Staff will continue to be engaged in Metrolinx's review and update of the RTP through the Municipal Technical Advisory Committee, and intend to continue to provide coordinated comments and input through the Regional Municipality of York, and provide updates to Council, as required.

Attachments:

The following attached documents may include scanned images of Appendices, photographs or maps. If you require an alternative format, please call the contact person listed in this document.

- Appendix A, Metrolinx Regional Transportation Plan Discussion Paper
- Appendix B, York Region's Response to Metrolinx's Discussion Paper for the Next Regional Transportation Plan

Discussion Paper

for the Next Regional Transportation Plan

GREATER TORONTO AND
HAMILTON AREA



AUGUST 2016



Executive Summary

A review of the GTHA's first Regional Transportation Plan (RTP), *The Big Move*, is underway. The review of the RTP provides an opportunity to take stock of and build on the foundation of *Big Move* projects. It supports us working together as a region toward the completion of an updated RTP in 2017.

The RTP guides the work being done to transform the way people and goods move in the Greater Toronto and Hamilton Area. Its Vision, Goals and Objectives provide a blueprint to support decision-making by municipalities, agencies, and the provincial government. Developed and implemented jointly with a diverse range of partners and stakeholders, the RTP sets out how the transportation system contributes to a high quality-of-life, thriving, sustainable and protected environment and a strong, prosperous and competitive economy, now and into the future.

This discussion paper presents an opportunity for the public, and all partners and stakeholders in planning, building and implementing the region's transportation system, to reflect on how well it is working today in the context of the *Growth Plan for the Greater Golden Horseshoe*, and on its performance in the future.

BUILDING MOMENTUM

Since 2008, great progress has been made, with 94% of *The Big Move* actions and policies completed/continuous or in progress. Together with Metrolinx, provincial ministries, municipalities, transit agencies, and stakeholders have implemented a wide range of *Big Move* transportation improvements. These efforts are transforming, and will continue to transform, mobility in the Greater Toronto and Hamilton Area. Some examples include:

The GO Regional Express Rail program is being implemented across the region, bringing two-way all-day rapid transit service to the region.

The region's first Light Rail Transit line is under construction along the Eglinton Avenue corridor.

Bus Rapid Transit is operating and continuing to be expanded in **York Region** and **Mississauga**.

UP Express has reached its one-year service milestone, connecting riders between Union Station and Lester B. Pearson International Airport.

The Toronto-York-Spadina Subway Extension is under construction – the first subway line to extend outside the City of Toronto.

Strategies to improve goods movement have been introduced across the region.

Ontario's #CycleON strategy is supporting municipalities in expanding cycling infrastructure and programs.

Hamilton and **Toronto** have introduced **bike-sharing programs**.

Municipalities have integrated **mobility hubs** into **official plans** and **transportation master plans**.

Transit agencies and **municipalities** are improving **specialized transit coordination** and delivery to facilitate **cross-boundary travel**.

The **Triplinx** regional transportation app and the **PRESTO** smart card are making getting around the region easier.

THE REGION'S TRANSPORTATION SYSTEM: KEY FACTS¹



566
km of rapid transit
in the GTHA



64
GO train stations



2
million PRESTO
customers

Includes GO Service Area and Ottawa.



668
million transit
trips taken in
the GTHA
annually



69.5
million GO transit
annual boardings
(2015)



300,000+
daily Union Station
transit users



553
km of provincial
highways
within the GTHA

Includes 407 ETR (107km)



5
municipal
expressways

Don Valley Parkway, Gardiner Expressway,
Allen Road, Red Hill Valley Parkway,
Lincoln M. Alexander Parkway



3.46
million cars owned
in the GTHA



33
carpool
lots in the
GTHA



3
international
airports

Lester B. Pearson International Airport,
John C. Munro Hamilton International
Airport, Billy Bishop Toronto City Airport



13.6
million daily trips
made by GTHA
residents



1
ferry
terminal

Toronto



2
freight intermodal
terminals

Brampton, Vaughan



3
major ports

Toronto, Hamilton, Oshawa

KEEPING THE MOMENTUM GOING

Keeping this momentum going, leveraging current investments and continuing to work as a region by incorporating new and projected growth into our planning can drive the transportation system to keep up with and manage growth in a sustainable way. Progress is being made and every level of government has recognized the need to make significant investments in the region's transportation system. The provincial 2014 *Moving Ontario Forward* plan is an unparalleled provincial commitment to invest \$31.5B over ten years for transit, transportation and other priority infrastructure projects across the province including approximately \$16B for priority rapid transit projects in the GTHA. Public awareness of the mobility challenge and the need for timely solutions is being voiced across the region, creating the momentum that will help shape the updated

RTP. Civic, business, academic and neighbourhood organizations have weighed in, contributing to a vibrant dialogue about the future of one of the world's most liveable urban regions.

Since the release of *The Big Move*, the planning context has continued to shift. This discussion paper reflects on past changes and how we can incorporate them into current and future efforts. Climate change and new mobility, for example, are altering the way we plan, build and operate transportation. There are new technologies, such as real-time trip planning and ride-sharing applications that need to be built into planning for mobility in the region. The region is moving out of a "catch-up" era and focusing on collaborative planning to better optimize investments, reflecting the perspective and growing experience of this region to create a regional transportation system that works into the future.

WORKING TOGETHER

The scope and timing of the Regional Transportation Plan review addresses the requirements of *The Metrolinx Act, 2006* and **aligns with the Province of Ontario's review of *The Growth Plan for the Greater Golden Horseshoe***, which continues to call for compact development that makes the best use of land in the region, and an effective and integrated transportation system to keep people and goods moving sustainably.

The two plans work together to direct the region's population and employment growth to align with the transportation system. The updated RTP will work in concert with the efforts of the Province to manage growth and address climate change to 2041, another ten years beyond *The Big Move's* original long-range planning horizon.

WHAT IS INCLUDED IN THE DISCUSSION PAPER?

We are re-igniting a conversation about a shared vision for the region's transportation system that looks at where we have been, what we need to do and the way to get there.

Throughout the paper we ask you to take a look at transportation planning in a regional context and to start thinking about the links between land use and transportation. Opportunities for transit, managing congestion, supporting active transportation, creating safer more complete streets and moving freight are some examples of topics that need your input to shape how our communities grow and how we will move around the region in the future.

This review of the RTP recognizes the need for on-going investment in transportation infrastructure to support growth and to update the RTP from the foundation provided by *The Big Move*. The emphasis on increasing transit mode share remains, to be accomplished through solutions that complement rapid transit investments, and address diverse market needs. This discussion paper proposes updating the original *Big Move* vision, goals and objectives, as well as exploring:

- Opportunities to leverage the committed transit investments;
- Opportunities to connect and align the transportation system in the region; and
- Opportunities for exploring and incorporating new mobility.

The updated RTP will be developed from a new baseline and incorporate emerging best practices and transportation innovations, aligned with current provincial plans, policies and guidelines.

WE WANT TO HEAR FROM YOU



This discussion paper is meant to spark a conversation across the region. At the end of the paper you will find the section called "**What Do You Think?**" intended to guide consideration of the Regional Transportation Plan's review, and we want to hear from you. The regional plan draws on the expertise of individuals

and groups across the region. We need and welcome your feedback, experiences and participation in the process of updating the Regional Transportation Plan. This will help us collectively as we continue to improve connections in the Greater Toronto and Hamilton region over the next 25 years.

SRPRS.17.179

Attachment 2

Regional Transportation Plan

Regional Parking Policy

Cycling Network Strategy

Town of Richmond Hill Comments

September 7, 2017

Regional Parking Policy

As growth occurs in the Town of Richmond Hill (Town) along major transit corridors and intensification areas, parking has been and is a growing topic of importance for consideration. Parking strategies can be effective tools to help increase the use of sustainable transportation while reducing automobile dependency.

Charging for parking is one of the key strategies of worthy consideration and could be an effective tool to encourage regional transit users to choose sustainable transportation modes as a means to arrive at transit stations instead of driving. However, since the Town does not currently charge for off-street parking, the reality could be that surrounding neighbourhoods and developments would be impacted by an uptake of parked vehicles as drivers do not prefer to pay for parking at regional transit stations. The following strategies could be considered by Metrolinx to mitigate unintended impacts of paid parking at regional transit stations:

- Coordinate with local municipalities to implement paid parking at developments along major transit corridors and near major regional transit stations;
- Collaborate with developers to provide supportive land uses near regional transit stations that would meet the everyday needs of users prior to and after their transit trips;
- Consult with local transit providers to improve transit service to a level of service that is convenient, flexible, accessible and affordable enough to encourage drivers to and from regional transit stations to utilize local transit; and
- Partner with local municipalities to provide sufficient dedicated and separated active transportation access connections to regional transit stations. Metrolinx to provide site specific internal active transportation connections, within transit station sites inclusive of parking lots, from the external transportation network and provide secure and convenient bicycle parking facilities at regional and local transit stations or bus stops.

When considering the recommendation of paid parking at regional transit stations, we encourage Metrolinx to consult with local municipalities and local transit operators on their needs to support the

notion of paid parking at GO Stations and Mobility Hubs. The Town would also welcome partnership opportunities with Metrolinx to implement parking strategies through pilot projects.

In terms of parking supply for transit oriented developments, the Town's Official Plan does provide policies to establish maximum parking standards, encourage shared parking between complementary uses and encourage Transportation Demand Management parking provisions including bicycle, car-share and carpool parking spaces. These policies generally align with the parking strategies outlined as New Development Parking (Commercial /Residential) in Metrolinx document with the exception of unbundled parking and electric vehicle parking.

It should be noted that the Town has been and is currently experiencing significant pressure to approve transit-oriented developments with reduced parking rates in anticipation for planned rapid transit corridors. This interim stage where parking supplies are reduced and transit service is not yet provided has created parking issues for the Town while developers benefit from reduced parking rates.

For example, the Town has allowed significantly reduced parking rates in the Richmond Hill Centre with the anticipation that the Yonge Subway Line would be extended to service this area in the near future. However, the extension of this subway line has been delayed for many years without any committed construction time. As such, the Town is receiving concerns from residents, asking for more parking to meet their needs due to unavailable transit services. Therefore, it is important to expedite and commit to the implementation of the Yonge subway extension to meet the needs of residents while implementing parking strategies as noted in the study.

The Town would request Metrolinx to consider a mechanism or funding model that would allow municipalities or transportation agencies to collect any financial resources from developers based on the reduction of parking supply or based on the development location (along a rapid transit corridor) that would ultimately help fund key transit projects including the Yonge subway extension.

Cycling Network Strategy

The following general and specific comments and questions relate to the draft Cycling Network Strategy.

General Comments:

- Given that the Cycling Network Strategy is currently a final draft, how will the following comments be considered and incorporated?
- The Town is generally supportive of the selected primary /secondary active transportation routes as they would connect the Town's Urban Growth Centre / Anchor Hub, intensification areas and corridors with those in other municipalities and would have significant importance to regional cycling travel.

- The Town supports the notion of physically-separated cycling routes for the primary and secondary routes as these routes tend to have higher traffic volumes and motor vehicle speeds. The physical separation would allow cyclists to feel safer and more comfortable, thus resulting in a higher likelihood of commuters choosing to cycle.
- There appears to be an error in section 3.1 with regard to route directness and the detour factor for a journey on a Regional Cycling Network Route. The ratio of distance travelled on the network to distance as the crow flies cannot be smaller than 1:1.

Network Specific Comments:

- The Town recommends the Lake to Lake Route from Leslie Street to Stouffville Road be considered as part of the Secondary Route. Although this section of the Lake-to-Lake trail is off-road, it provides a connection to the future North Leslie developments (from Bayview Ave to Leslie Street and from Elgin Mills to just north of 19th Ave) and would function as a more direct commuter route for many residents.
- The Town also recommends that the Lake-to-Lake trail on Leslie Street from Stouffville Road to Bloomington Road be included in the Secondary Route network.

First/Last Mile Challenges:

- The Town is poised to initiate the Transportation Master Plan Update later this year that will encompass a multimodal approach that will include active transportation and travel demand management. One goal of the Town's 2018 Transportation Master Plan Update is to enhance the AT network by addressing first/last mile challenges. This would include identifying and developing convenient and well-connected AT routes from communities to mobility hubs, to GO Stations, to rapid transit corridors and to the overall cycling network. This initiative would build on the Town's and the Region's ongoing AT/TDM efforts to support the primary and secondary routes that the cycling strategy has identified to further encourage commuting and other utilitarian trips using active transportation.

Metrolinx / Municipal Implications:

- For the routes ultimately recommended for implementation through the Regional Transportation Plan,
 - What are the implications (funding, building, maintenance, wayfinding) for Municipalities for a) primary and b) secondary routes?
- What role will Metrolinx play in coordinating, implementing and promoting these facilities?
 - How would Metrolinx's proposed implementation program address funding requirements to accelerate cycling network projects and to target a higher level of infrastructure quality?

Maintenance:

- Should this strategy have some sort of guidance on the maintenance of bike facilities?

- Or will maintenance strategies be provided in the RTP?

Wayfinding:

- What role will Metrolinx play in ensuring consistent wayfinding principles and branding for primary and secondary routes?

Data Coordination:

- The Town is supportive of Metrolinx's proposed role as coordinator of ongoing regional planning efforts, and for the provision of appropriate resources to enhance coordinated regional planning.
- What role will Metrolinx take in ensuring consistent data collection amongst municipalities?

Route Barriers:

- Will this report outline the strategies on how to minimize barriers (400 series highways and environmental constraints) along primary/secondary routes?
- Or will these strategies be outlined in the RTP within specific project recommendations?

Metrolinx Sites – Internal Cycling Routes:

- Metrolinx should also consider strategies to provide site-specific internal active transportation connections within larger sites like GO Stations. This would link pedestrians and cyclists from the overall external transportation network to the on-site bicycle parking facilities to minimize conflicts between vehicle types.



MEMORANDUM

To: Metrolinx Board of Directors

From: Leslie Woo, *Chief Planning Officer*

CC: Robert Siddall, *Acting President and CEO*

Date: September 14, 2017

Re: **Draft 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area**

RECOMMENDATION

THAT, as described in the Chief Planning Officer's September 14, 2017 report (the "Report") and subject to the Board's comments and any minor copy-editing and final formatting of content and document design, the Board direct staff to prepare the Draft 2041 Regional Transportation Plan (the "Draft Plan") (Appendix A to the Report) for public consultation;

And THAT as described in the Report, staff undertake a comprehensive outreach and engagement plan for receiving public comments on the Draft Plan between September and December 2017;

And THAT staff report back to the Board at its meeting of December 2017 on the input received and present a Draft Final RTP for consideration;

And THAT the Board extend its thanks to the members of the Residents Reference Panel for their significant contributions to the development of the Draft Plan.

INTRODUCTION

The Board is being asked to consider a Draft 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area (the Draft Plan) for an official public release following the September 14, 2017 Board meeting, at which time a 90-day public consultation process will be launched. The feedback received will inform a draft final Plan for consideration by the Board in December 2017.

This memo provides background on the Draft Plan, outlines progress on the development of the Draft Plan since the publication of the RTP Discussion Paper (August 2016), presents an overview of the Draft Plan and outlines next steps toward a draft final Plan at the end of 2017.

BACKGROUND

History

Metrolinx is required to review the GTHA regional transportation plan under the *Metrolinx Act* (2006) at least every 10 years, in alignment with Ontario's Growth Plan for the Greater Golden Horseshoe. The review and update of the RTP provides an opportunity to:

- Evaluate and incorporate evidence-based research, new analysis and innovative approaches;
- Assess progress, change and the impacts of committed provincial investments on the region's transportation system, and
- Continue to strengthen relationships with stakeholders by advancing and aligning the provincial, regional and local priorities that together can achieve the shared vision for the GTHA's transportation system.

In August 2016, the Discussion Paper on the Regional Transportation Plan was released for consultation with:

- GTHA residents on-line and at Metrolinx open houses and public meetings,
- Municipal planning staff and senior management, including the RTP Municipal Planning Leaders Forum members and GTHA transit agency heads;
- Non-governmental organizations and private sector companies with a transportation interest (e.g. environment; health; goods movement).

Since the release of the RTP Discussion Paper in August 2016, staff have:

- Refined the vision and goals based on stakeholder and public feedback;
- Finalized technical studies and academic research to provide the evidence-based foundation of the Draft Plan, including studies on regional approaches to new mobility, cycling, transit network planning and many others;
- Undertaken transportation demand modelling and scenario analysis to determine the most appropriate strategies and actions, and
- Developed a web-based consultation platform to support the launch of the public consultation and engagement phase through fall 2017.

In spring 2017, Metrolinx established a Residents Reference Panel on the Regional Transportation Plan (the Final Report of the Panel is attached).

OVERVIEW OF THE DRAFT 2041 RTP

The Draft 2041 Regional Transportation Plan includes strategies and actions required to create a transportation system that supports a high quality of life, a prosperous economy and a protected environment for the next 25 years. More than \$30 billion is being invested by the Province in rapid transit infrastructure in the GTHA over the next eight years:

- The Eglinton Crosstown Light Rail Transit (LRT) is under construction in the City of Toronto and the first phase of Viva/YRT Bus Rapid Transit is being built in York Region.

- By the end of 2017, the extension of the Yonge-University Subway to Vaughan Metropolitan Centre will be complete.
- The decades-long call for a permanent and fast rail link between Lester B. Pearson International Airport and downtown Toronto was answered with the completion of the UP Express train in time for the 2015 Pan Am/Parapan Am Games.
- The Regional Express Rail program, our most ambitious program yet, will transform GO Transit and the region with frequent, two-way all-day rail service, more than doubling the number of riders by 2031.
- Planning and engineering design is well underway for 15 additional projects that are currently in delivery. This includes LRTs, BRTs and subway expansions.
- Union Station - the hub of the regional transit network - is undergoing an enormous expansion in order to meet the needs of the 200,000 people who use it now every workday and the greater number who will use it in the future.
- Fare payment has been modernized with the PRESTO fare card.

But the work of building an integrated transportation system for the GTHA is far from done. When the Province of Ontario created Metrolinx as a new regional transportation agency in 2006, a generation of underinvestment in transit had resulted in a transportation crisis. Travellers in the region wanted action to address congested roads and highways, gridlocked urban streets, unreliable and inconvenient transit, and a lack of safe and well-maintained bikeways and sidewalks. With the release in 2008 of the region's first ever transportation plan, *The Big Move*, Metrolinx set out a common vision for the region and a multimodal blueprint of how the region could transform transportation.

By 2041, over 10 million people will live in the region. We need to plan for a future characterized not only by continued population and employment growth, but also by changing demographics (including an aging population), the changing nature of work, new transportation technologies and services, and the impacts of climate change. In short, we cannot stop. Our plan for moving forward - the Draft 2041 Regional Transportation Plan - calls for governments to move beyond *The Big Move* to put people's needs at the core of planning and operations. This means:

- Completing delivery of current regional transit projects;
- Connecting more of the region with frequent rapid transit;
- Optimizing the transportation system to make the best possible use of existing and future transit and transportation assets;
- Integrating land use and transportation, and
- Preparing for an uncertain future.

As the transportation network in the GTHA becomes more extensive and complex, travellers' expectations will rise and transit infrastructure alone will not be sufficient to meet the needs of a growing region. Transit providers need to broaden the focus to address not just the quantity, but the quality of transit service for travellers. That means making transit more accessible, frequent, reliable, comfortable and convenient.

As the only body with a regional mandate, Metrolinx is in a unique position to plan, build, operate and connect transportation in the GTHA. But we cannot do this alone. The transportation system of the future will be complex and interconnected. Implementation will require new approaches to financing and new approaches to collaborative decision-making in the region. Working with our federal, provincial and municipal partners, the private sector and stakeholders, we can create an integrated transportation system for 2041, one that is focused on delivering the best traveller experience possible.

NEXT STEPS

On approval by the Board, the Draft Plan will be posted online for public consultation through Metrolinx Engage throughout the fall of 2017, supported by social and digital media promotion to invite people to provide feedback. The public will also be able to provide feedback at one of six regional roundtables being held in each region in the GTHA.

Metrolinx will also be engaging with municipal partners through the:

- Municipal Planning Leaders Forum
- RTP Technical Advisory Committee
- Regional municipal meetings
- Metrolinx Transportation Symposium
- Mayor, Regional Council and Chief Administrative Officer Outreach
- Targeted outreach to Elected Officials

In addition, the Draft Plan will be posted on the Province's Environmental Registry. Following the consultation period, a draft final RTP will be brought forward to the Metrolinx Board of Directors in December 2017.

ATTACHMENTS:

- Draft 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area
- Final Report and Recommendations of the Residents Reference Panel on the Regional Transportation Plan

Respectfully submitted,

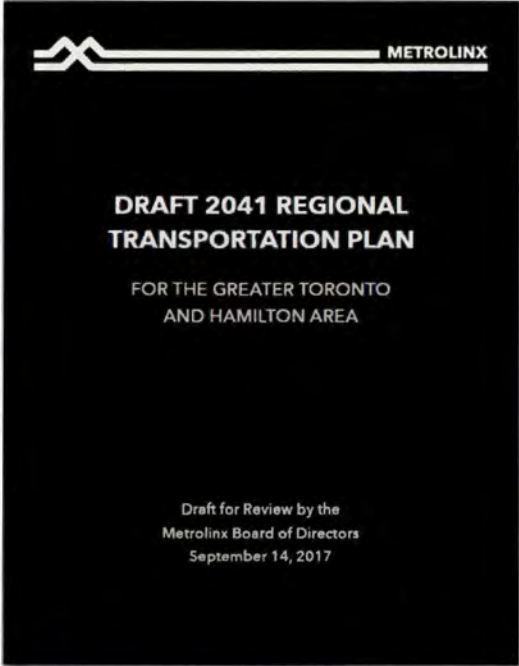
Leslie Woo



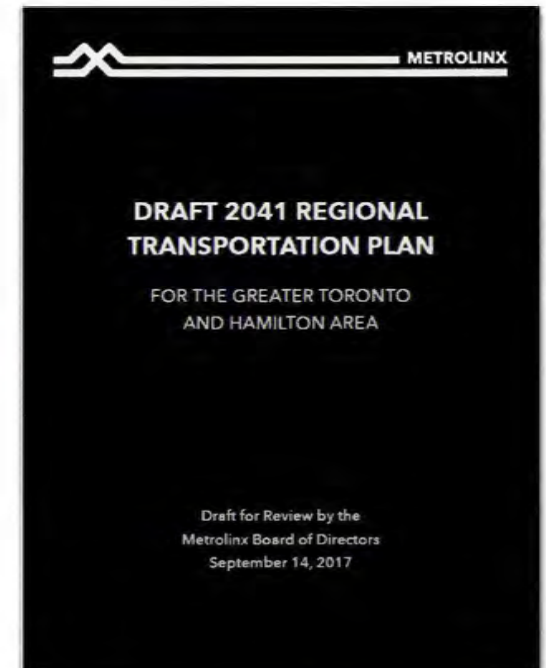
The Draft 2041 Regional Transportation Plan

Leslie Woo, Chief Planning Officer

REVIEW OF THE RTP



COORDINATION WITH THE GROWTH PLAN





1970



2000s



Today

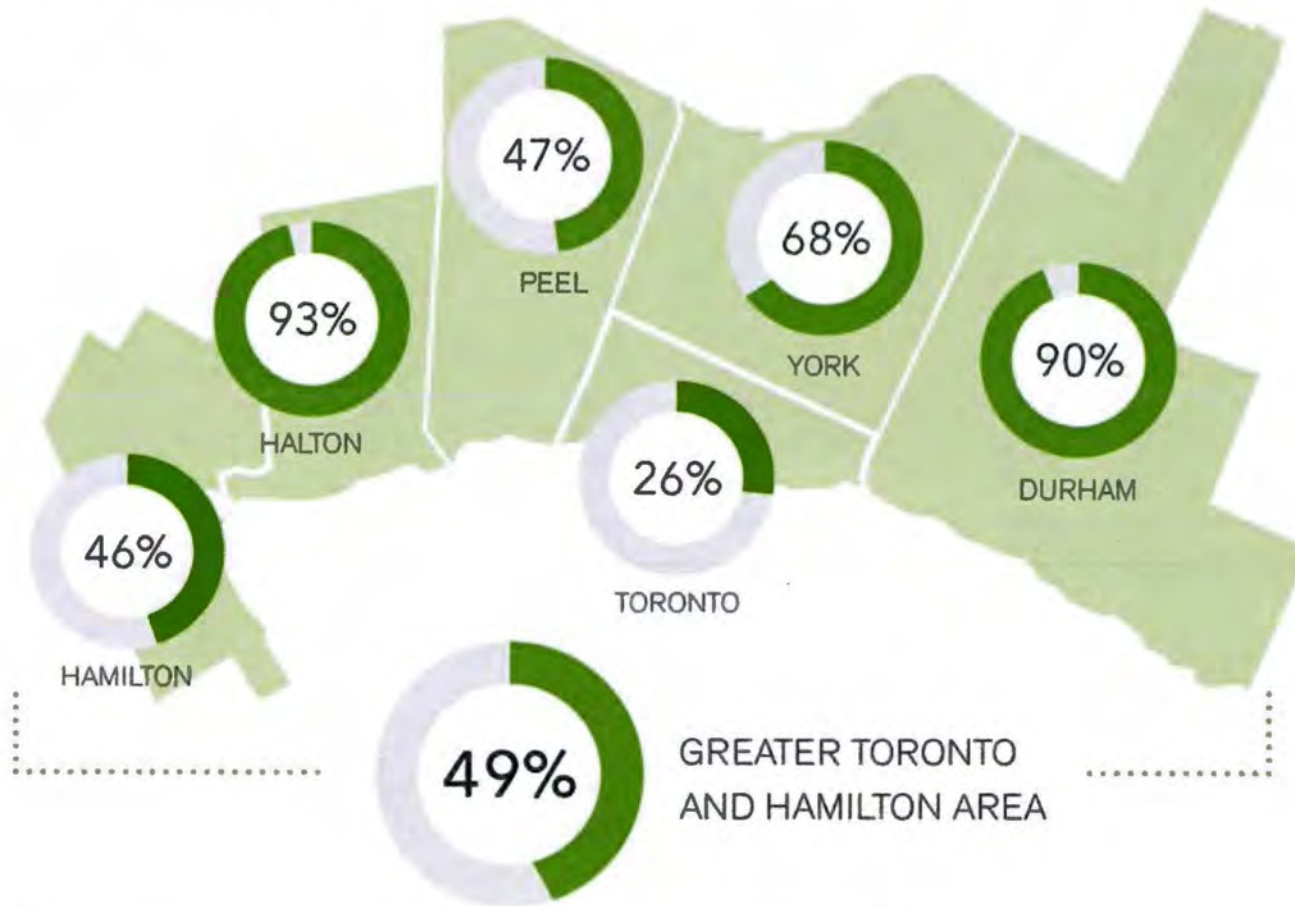


A LOT HAS CHANGED SINCE 2008

... and will continue to change...

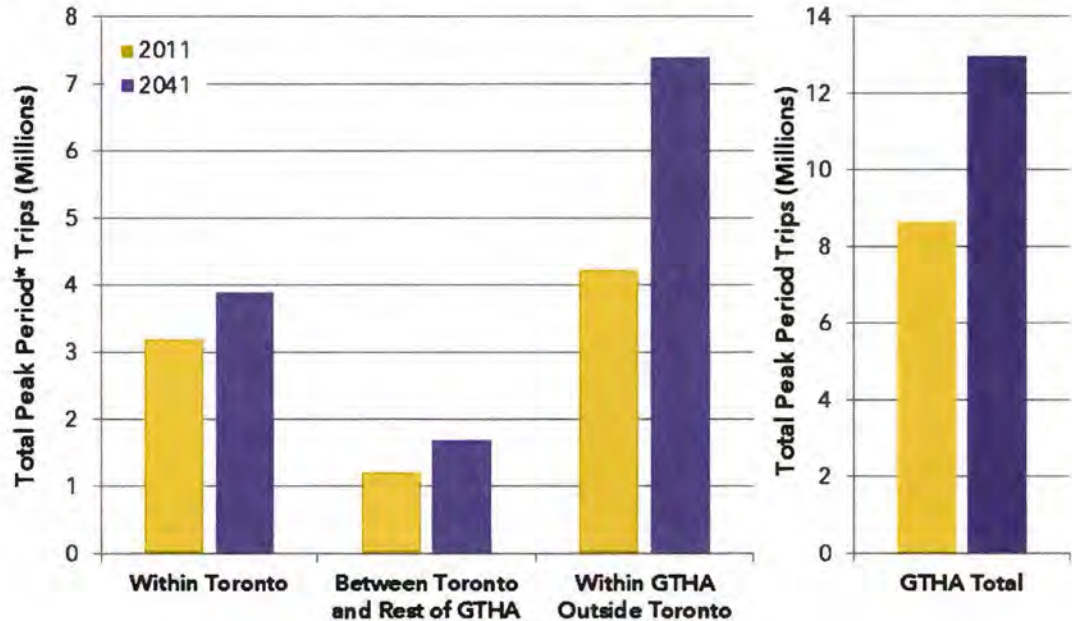


POPULATION GROWTH 2011 - 2041



TRAVEL DEMAND AND MODE SHARE FOR DIFFERENT TRAVEL MARKETS

2011 and 2041 Total Trips (Peak Period*)



2011 Mode Share (Peak Period*)



*6:00 a.m. - 9:00 a.m. and 3:00 p.m. - 7:00 p.m.

MORE THAN \$30B IN DELIVERY



THE BIG MOVE LEGACY



2041 VISION

THE GTHA URBAN REGION WILL HAVE A TRANSPORTATION SYSTEM THAT SUPPORTS COMPLETE COMMUNITIES BY FIRMLY ALIGNING THE TRANSPORTATION NETWORK WITH LAND USE.

THE SYSTEM WILL PROVIDE TRAVELLERS WITH CONVENIENT AND RELIABLE CONNECTIONS AND SUPPORT A HIGH QUALITY OF LIFE, A PROSPEROUS AND COMPETITIVE ECONOMY AND A PROTECTED ENVIRONMENT.

2041 GOALS

STRONG CONNECTIONS

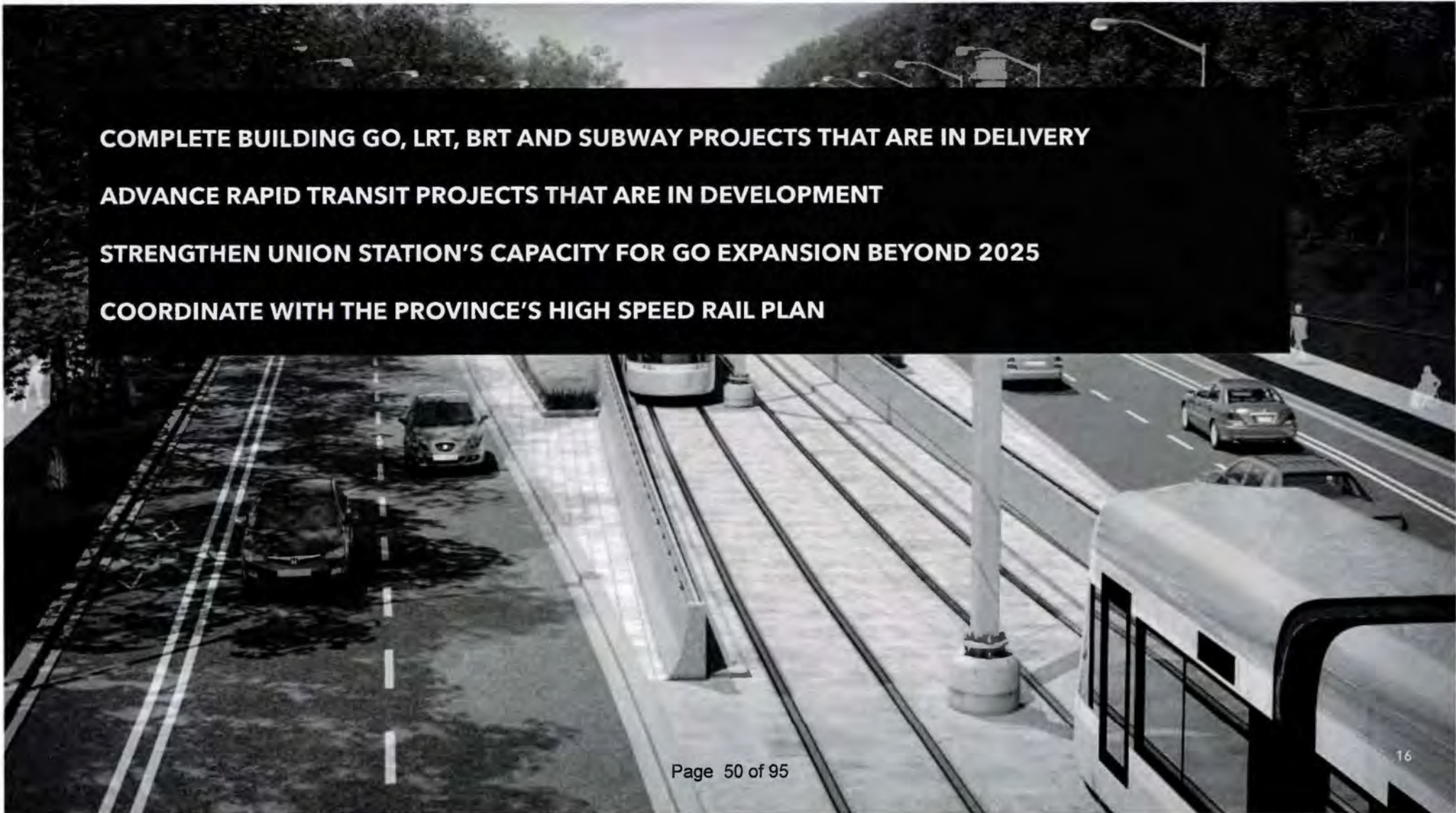
COMPLETE TRAVEL EXPERIENCES

SUSTAINABLE COMMUNITIES

STRATEGY 1: COMPLETE DELIVERY OF CURRENT REGIONAL TRANSIT PROJECTS



COMPLETE BUILDING GO, LRT, BRT AND SUBWAY PROJECTS THAT ARE IN DELIVERY
ADVANCE RAPID TRANSIT PROJECTS THAT ARE IN DEVELOPMENT
STRENGTHEN UNION STATION'S CAPACITY FOR GO EXPANSION BEYOND 2025
COORDINATE WITH THE PROVINCE'S HIGH SPEED RAIL PLAN



EXISTING AND IN-DELIVERY REGIONAL RAIL AND RAPID TRANSIT



PROJECTS IN DEVELOPMENT



STRATEGY 2: CONNECT MORE OF THE REGION WITH FREQUENT RAPID TRANSIT



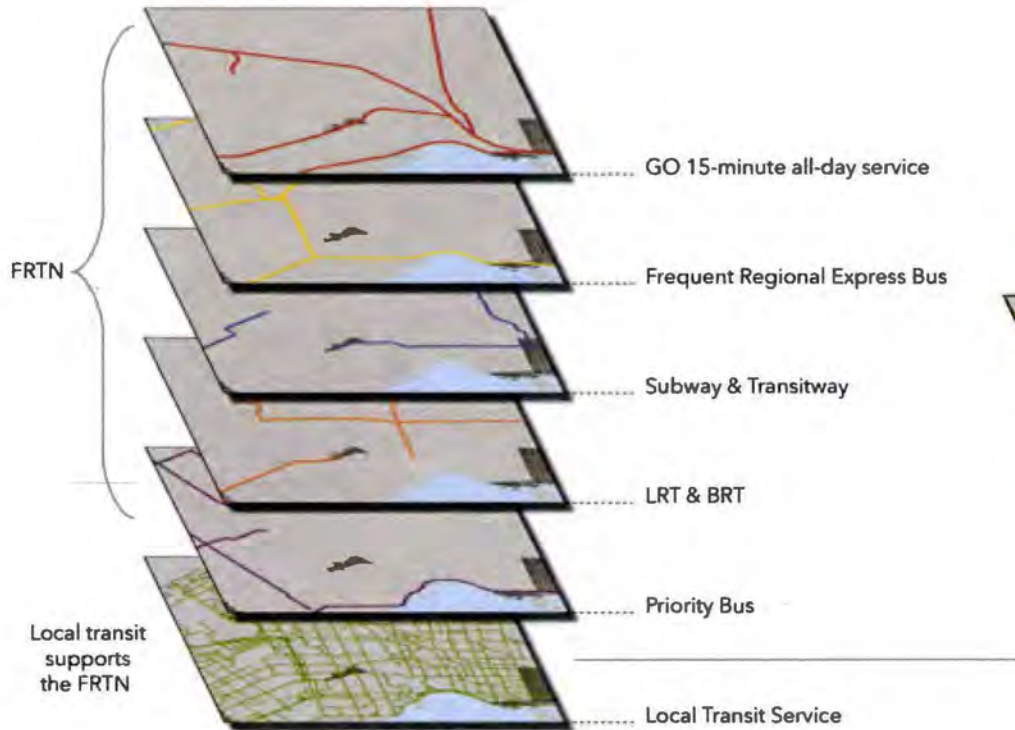
An aerial, black and white photograph of a city street. A central transit lane is visible, with a bus and a tram-like vehicle. The street is filled with cars, pedestrians, and bicycles. Buildings line the street, and there are trees and streetlights. A dark rectangular box is overlaid on the top half of the image, containing white text.

IMPLEMENT A COMPREHENSIVE FREQUENT RAPID TRANSIT NETWORK

DEVELOP COMPLEMENTARY BUS SERVICES (SUCH AS A REGIONAL 24 HOUR BUS NETWORK)

IMPROVE ACCESS TO AIRPORTS BY TRANSIT

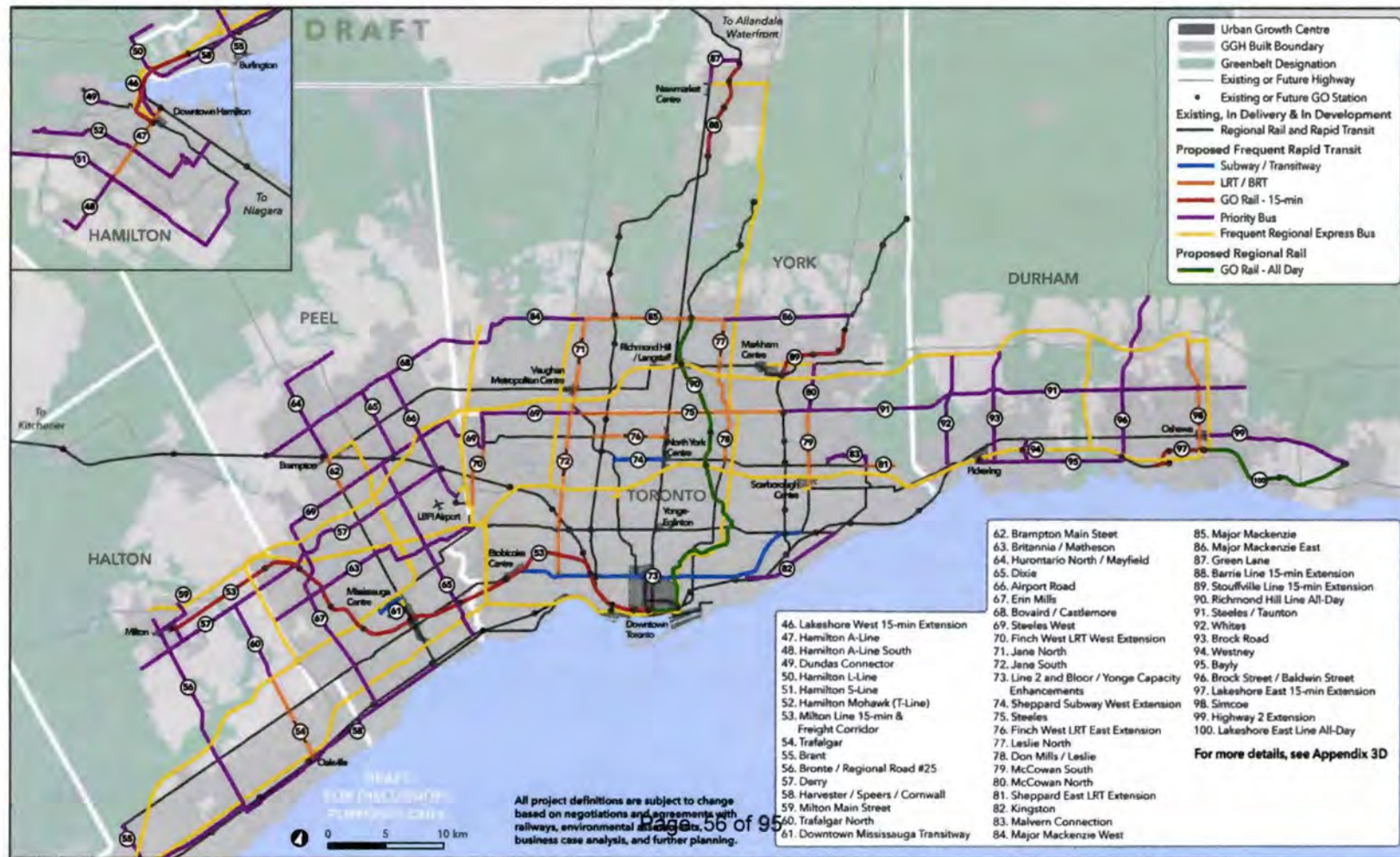
FREQUENT RAPID TRANSIT NETWORK CONCEPT



The Frequent Rapid Transit Network will connect Urban Growth Centres and key Mobility Hubs in the GTHA. It is envisaged as a seamless and reliable network of transit services that will run every 10 to 15 minutes all day, every day.

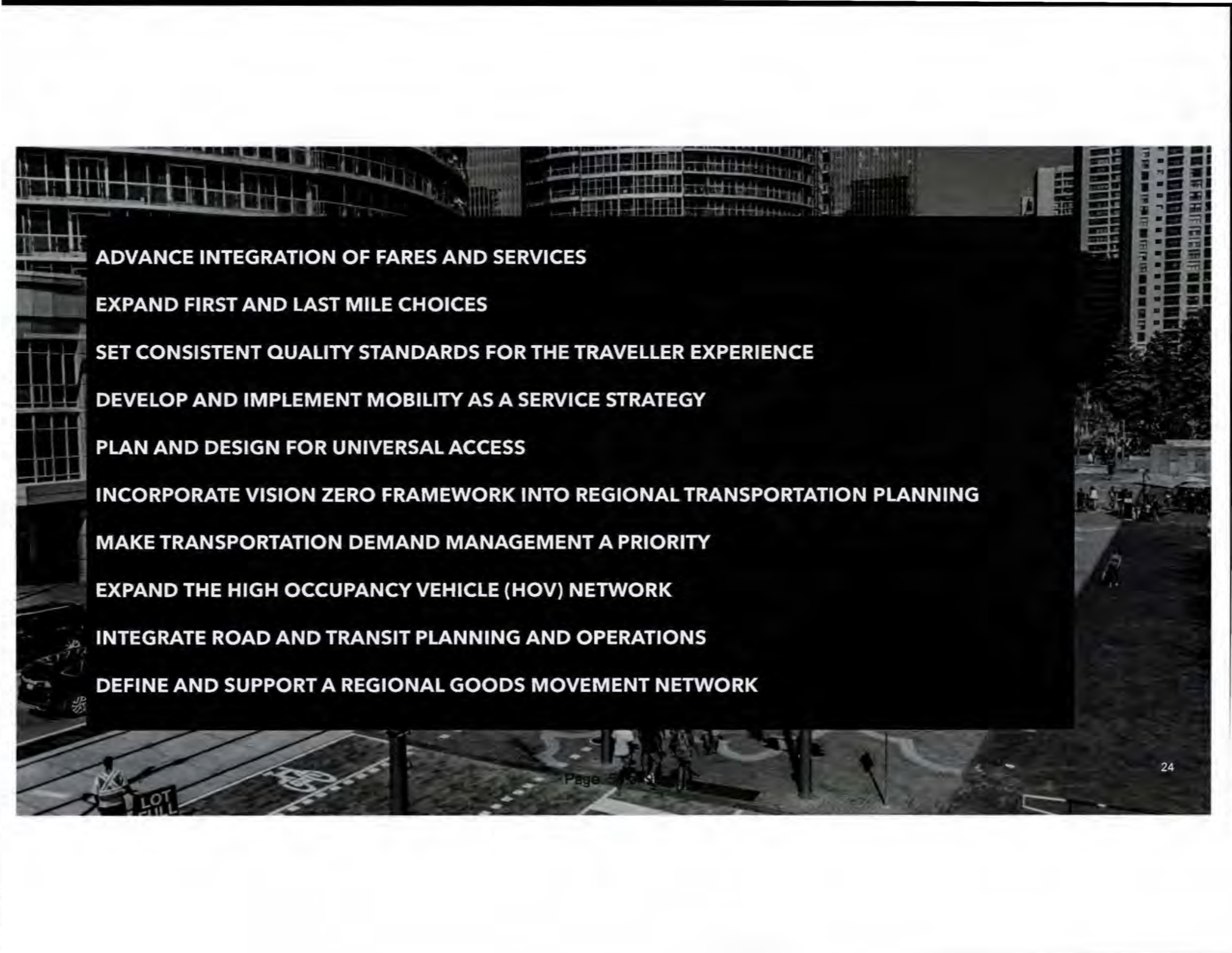


PROPOSED 2041 FREQUENT RAPID TRANSIT NETWORK



STRATEGY 3: OPTIMIZE OUR TRANSPORTATION SYSTEM





ADVANCE INTEGRATION OF FARES AND SERVICES

EXPAND FIRST AND LAST MILE CHOICES

SET CONSISTENT QUALITY STANDARDS FOR THE TRAVELLER EXPERIENCE

DEVELOP AND IMPLEMENT MOBILITY AS A SERVICE STRATEGY

PLAN AND DESIGN FOR UNIVERSAL ACCESS

INCORPORATE VISION ZERO FRAMEWORK INTO REGIONAL TRANSPORTATION PLANNING

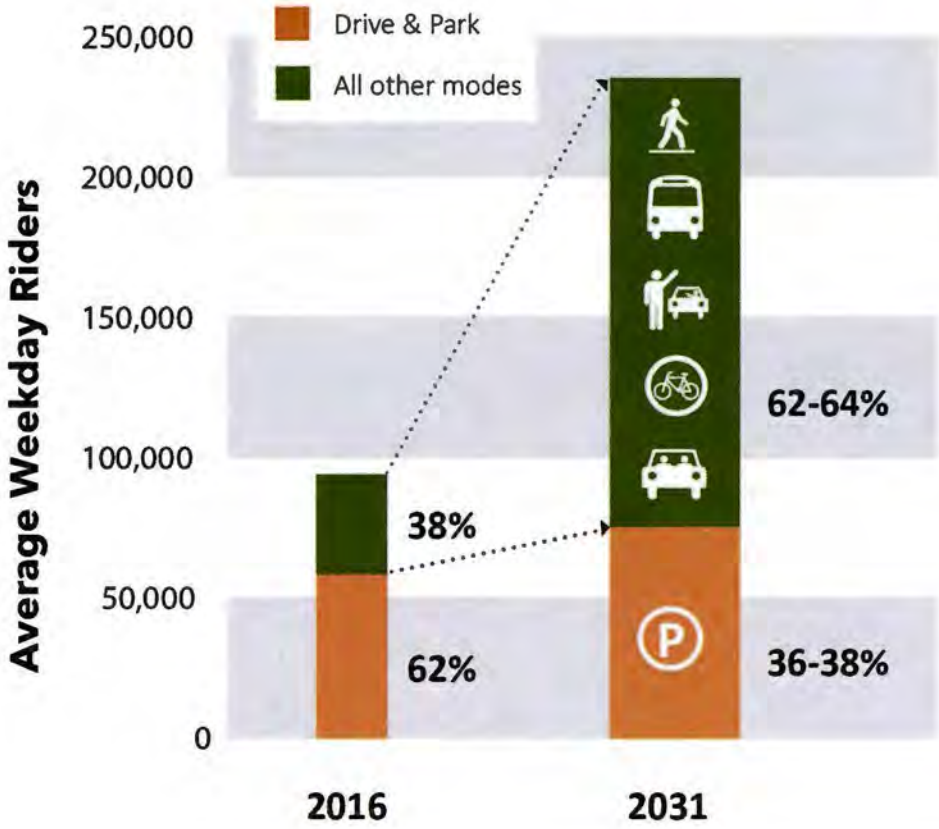
MAKE TRANSPORTATION DEMAND MANAGEMENT A PRIORITY

EXPAND THE HIGH OCCUPANCY VEHICLE (HOV) NETWORK

INTEGRATE ROAD AND TRANSIT PLANNING AND OPERATIONS

DEFINE AND SUPPORT A REGIONAL GOODS MOVEMENT NETWORK

PLAN FOR FIRST AND LAST MILE TO AND FROM GO STATIONS

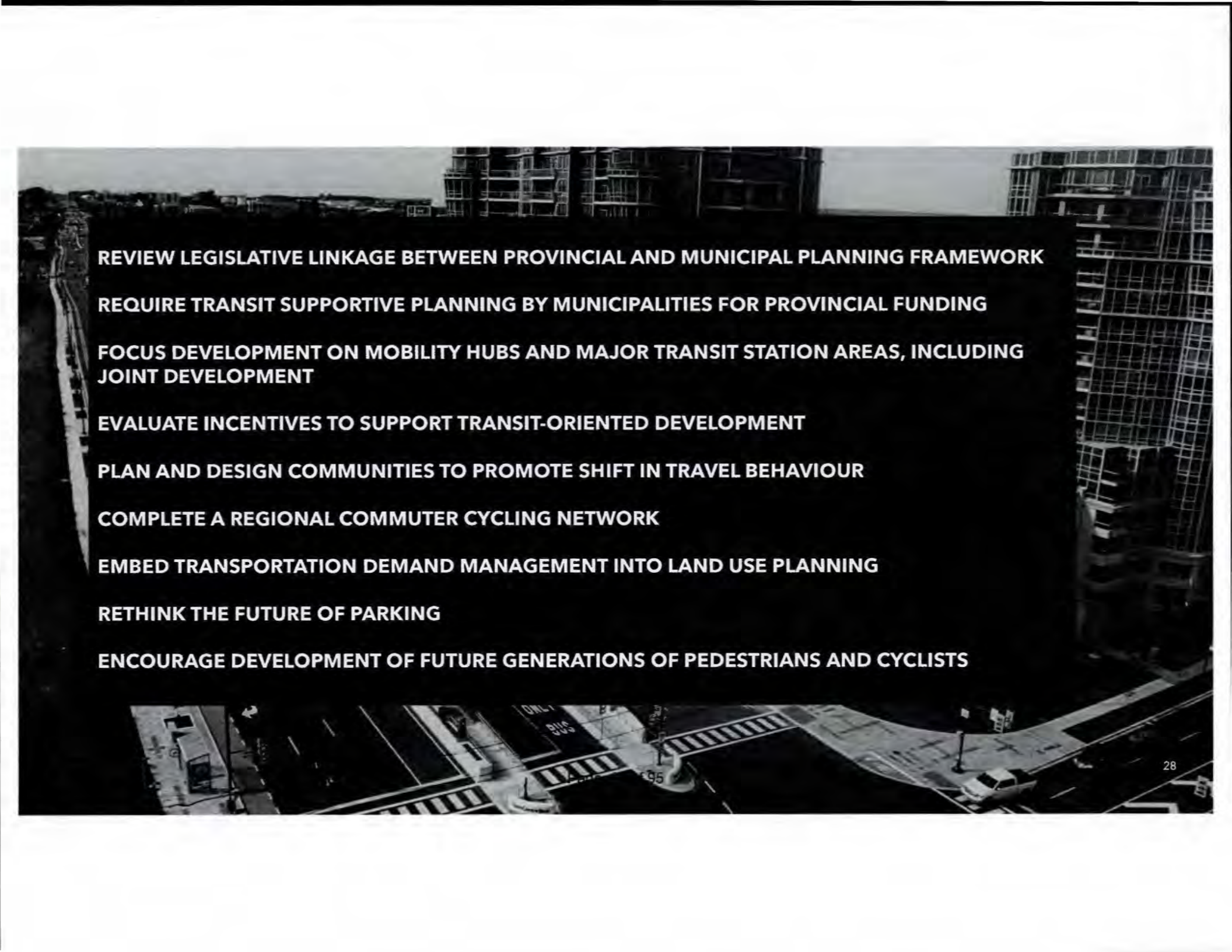


MANAGE ROADS AND HIGHWAYS TO SUPPORT TRANSIT



STRATEGY 4: INTEGRATE LAND USE AND TRANSPORTATION



An aerial photograph of a city street intersection, showing a road with a '95' sign and a 'ONE WAY' sign. The image is partially obscured by a large black rectangular area containing white text. The background shows modern buildings and a clear sky.

REVIEW LEGISLATIVE LINKAGE BETWEEN PROVINCIAL AND MUNICIPAL PLANNING FRAMEWORK

REQUIRE TRANSIT SUPPORTIVE PLANNING BY MUNICIPALITIES FOR PROVINCIAL FUNDING

FOCUS DEVELOPMENT ON MOBILITY HUBS AND MAJOR TRANSIT STATION AREAS, INCLUDING JOINT DEVELOPMENT

EVALUATE INCENTIVES TO SUPPORT TRANSIT-ORIENTED DEVELOPMENT

PLAN AND DESIGN COMMUNITIES TO PROMOTE SHIFT IN TRAVEL BEHAVIOUR

COMPLETE A REGIONAL COMMUTER CYCLING NETWORK

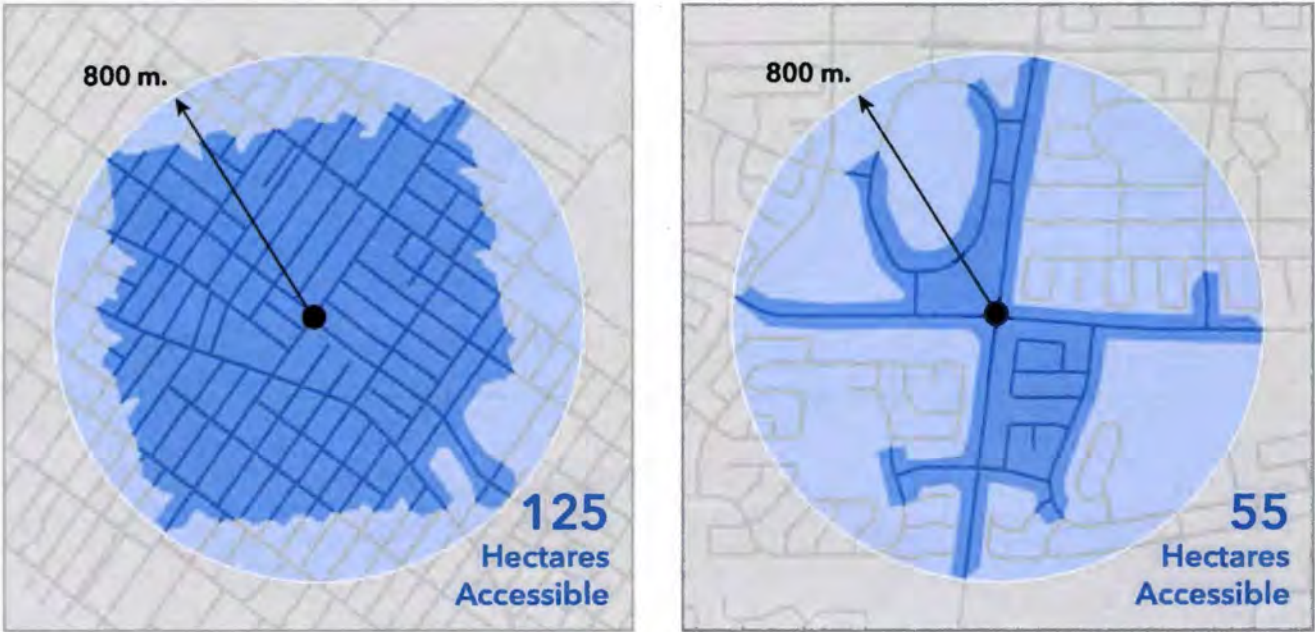
EMBED TRANSPORTATION DEMAND MANAGEMENT INTO LAND USE PLANNING

RETHINK THE FUTURE OF PARKING

ENCOURAGE DEVELOPMENT OF FUTURE GENERATIONS OF PEDESTRIANS AND CYCLISTS

DESIGNING STREETS TO IMPROVE WALK ACCESS TO TRANSIT

Areas Accessible in a 10-Minute Walk from Two Transit Stops



● Transit Stop Locations ● Walkable Areas ● 800 metre Circles — Accessible Roads

STRATEGY 5: PREPARE FOR AN UNCERTAIN FUTURE



DEVELOP REGIONAL FRAMEWORK FOR ON DEMAND AND SHARED MOBILITY

DEVELOP REGION-WIDE PLAN FOR AUTONOMOUS MOBILITY

ADDRESS CLIMATE RESILIENCY OF THE TRANSPORTATION SYSTEM

PREPARE FOR A FUTURE WITH LOW-CARBON MOBILITY OPTIONS

DEVELOP A REGIONAL TRANSPORTATION BIG DATA STRATEGY

PARTNER FOR INNOVATION

Google

self-driving car

HOW WILL THE PLAN MAKE A DIFFERENCE?

Frequent Rapid Transit Network



Existing Frequent Rapid Transit 68 km

Planned Network will be 1,623 km

Regional Cycling Network



Already Built 990 km

Planned Network will be 1,995 km

Managed Lanes Network*

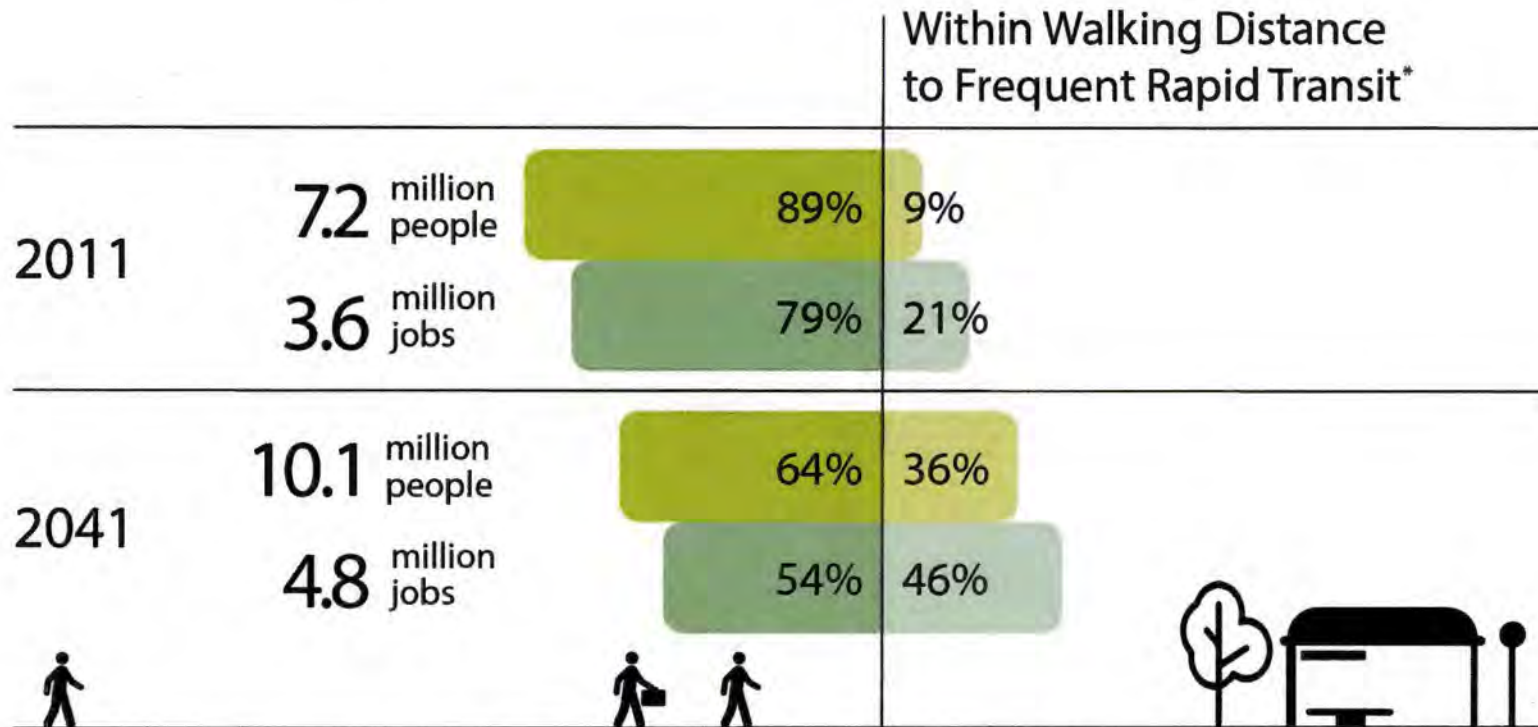


Existing Managed Lanes 73 km

Planned Network will be 1,130 km

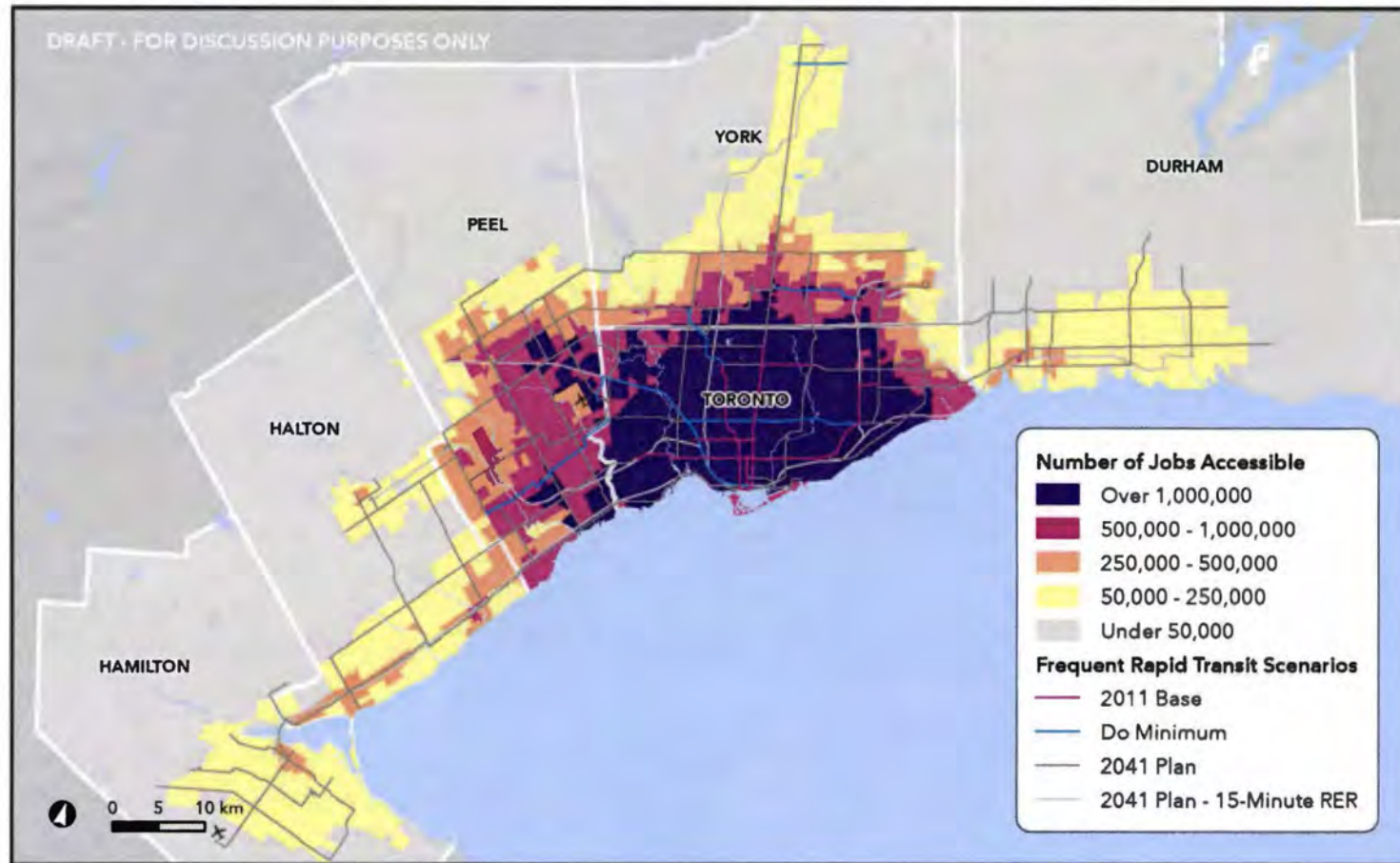
*Includes
HOV/HOT
Lanes

MORE PEOPLE AND JOBS NEAR FREQUENT RAPID TRANSIT

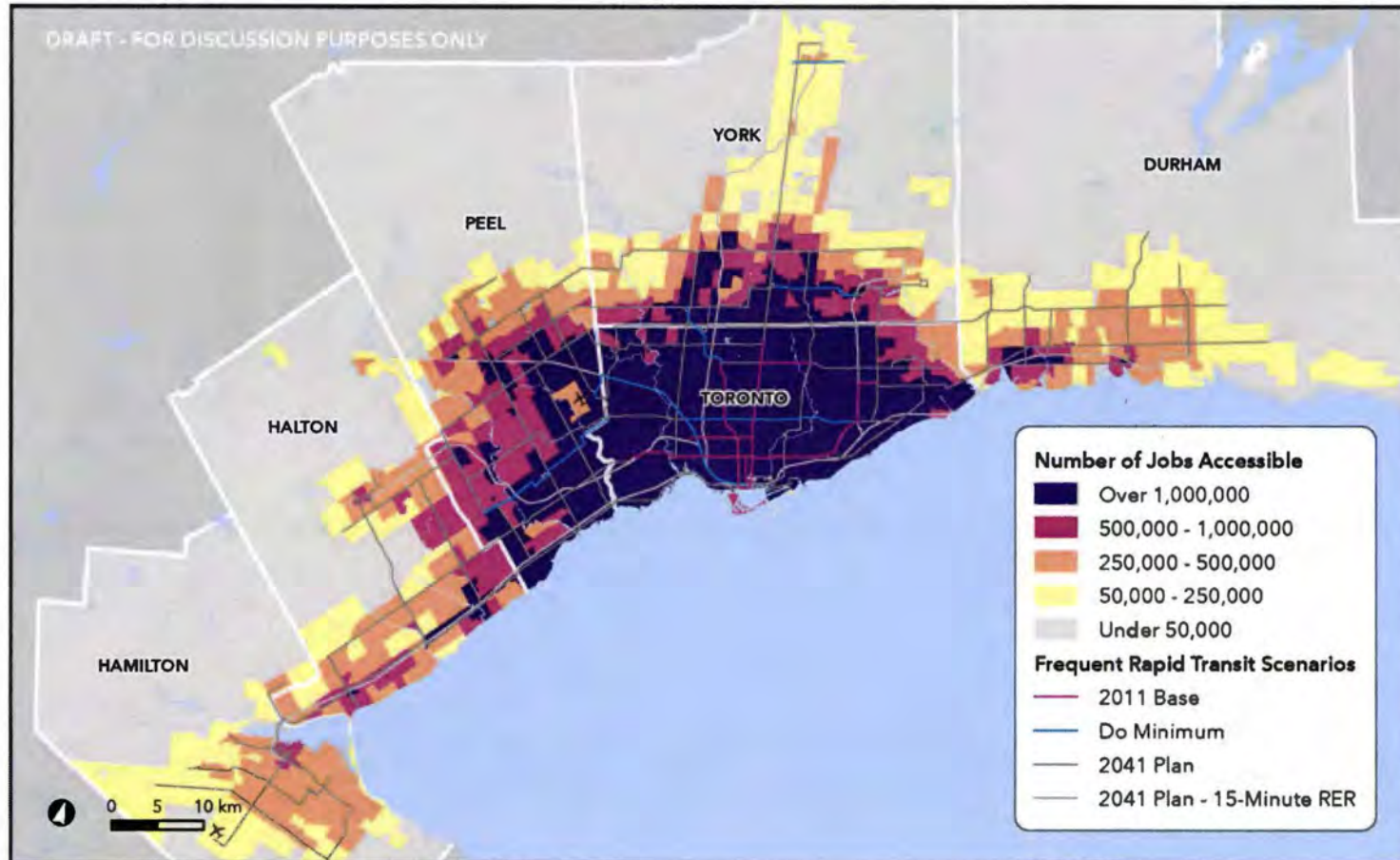


*Walking Distance is 400 m from Priority Bus, BRT and LRT lines, and 800 m from Subway and 15-minute GO stations

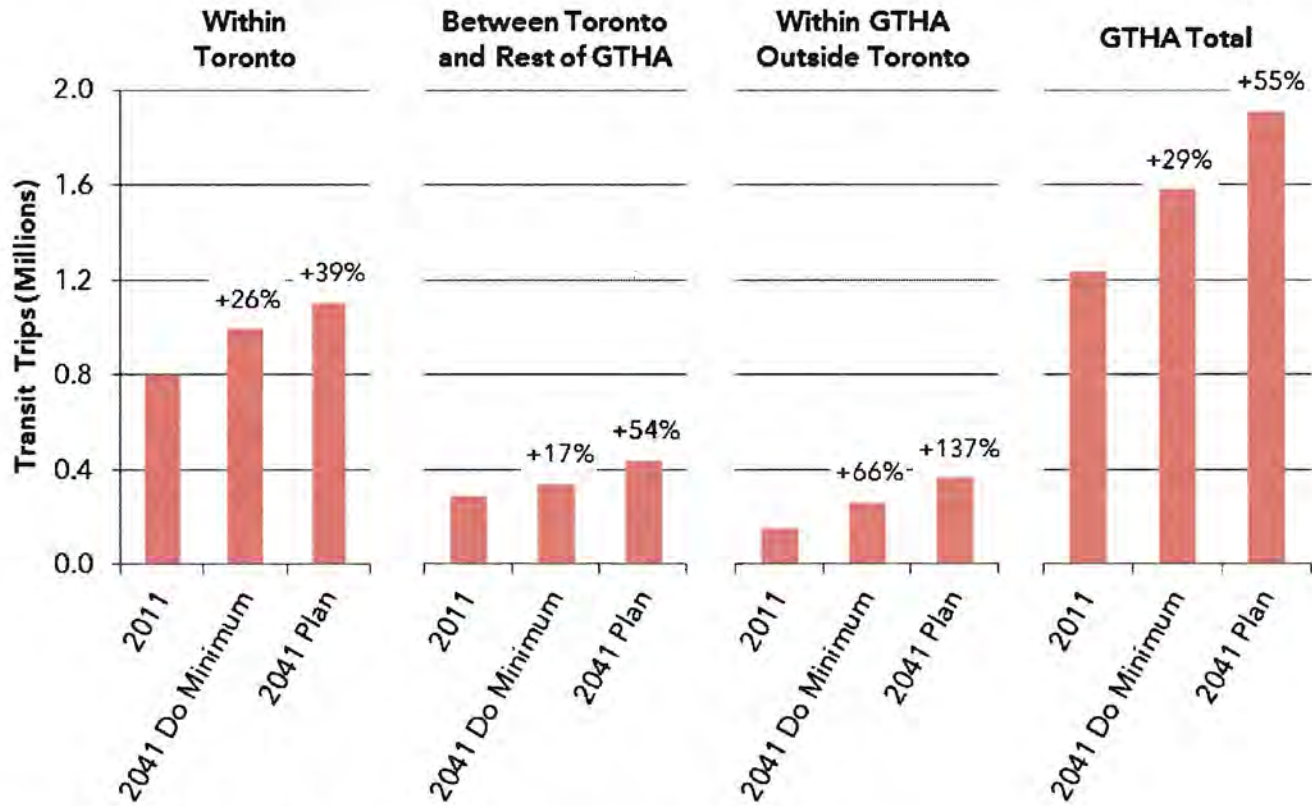
JOBS ACCESSIBLE IN 60 MINUTES BY PUBLIC TRANSIT - 2011



JOBS ACCESSIBLE IN 60 MINUTES BY PUBLIC TRANSIT - 2041

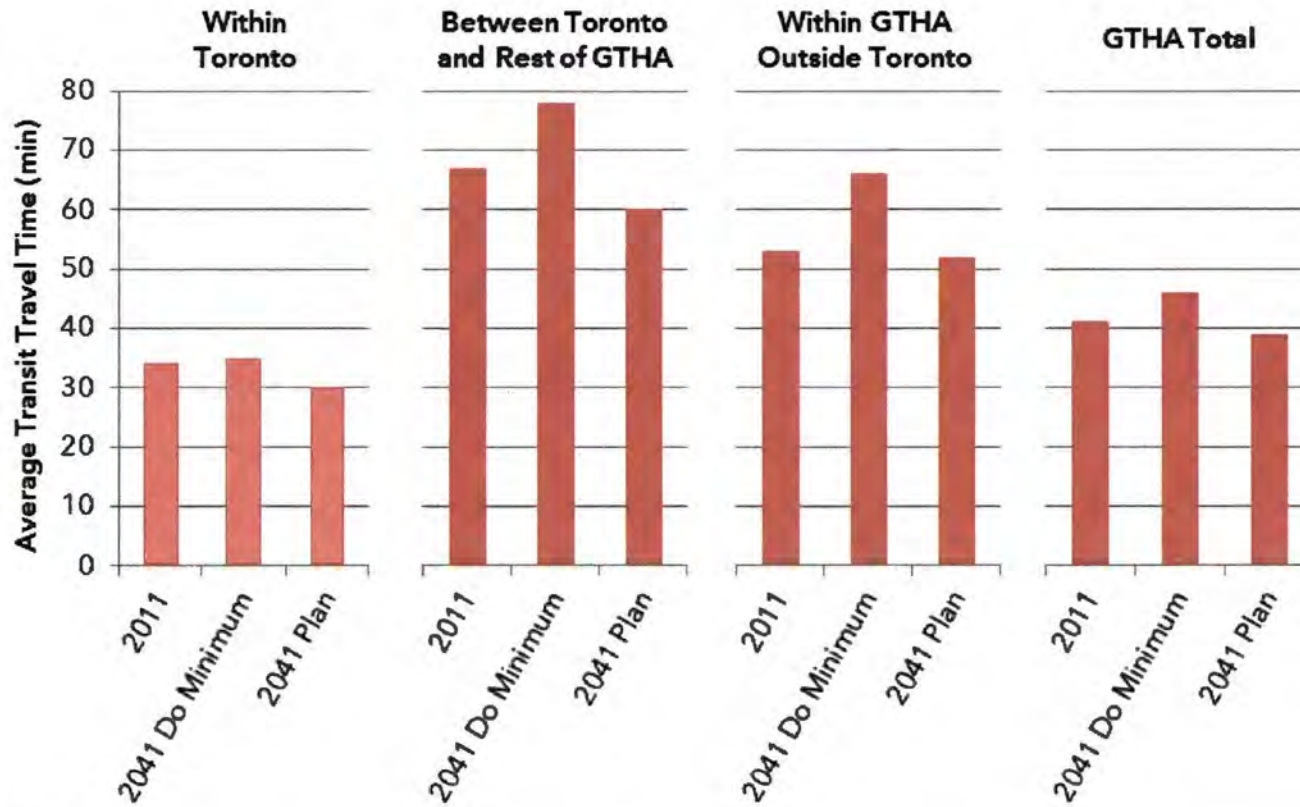


INCREASE IN TRANSIT TRIPS FOR DIFFERENT TRAVEL MARKETS



During Peak Periods (6:00 a.m. - 9:00 a.m. and 3:00 p.m. - 7:00 p.m.)

IMPROVED AVERAGE TRANSIT TRAVEL TIME



Between 6:45 a.m. and 8:45 a.m.

MAKING IT HAPPEN

REGIONAL DECISION-MAKING

**Regional collaboration -
Prioritization, integration and planning**

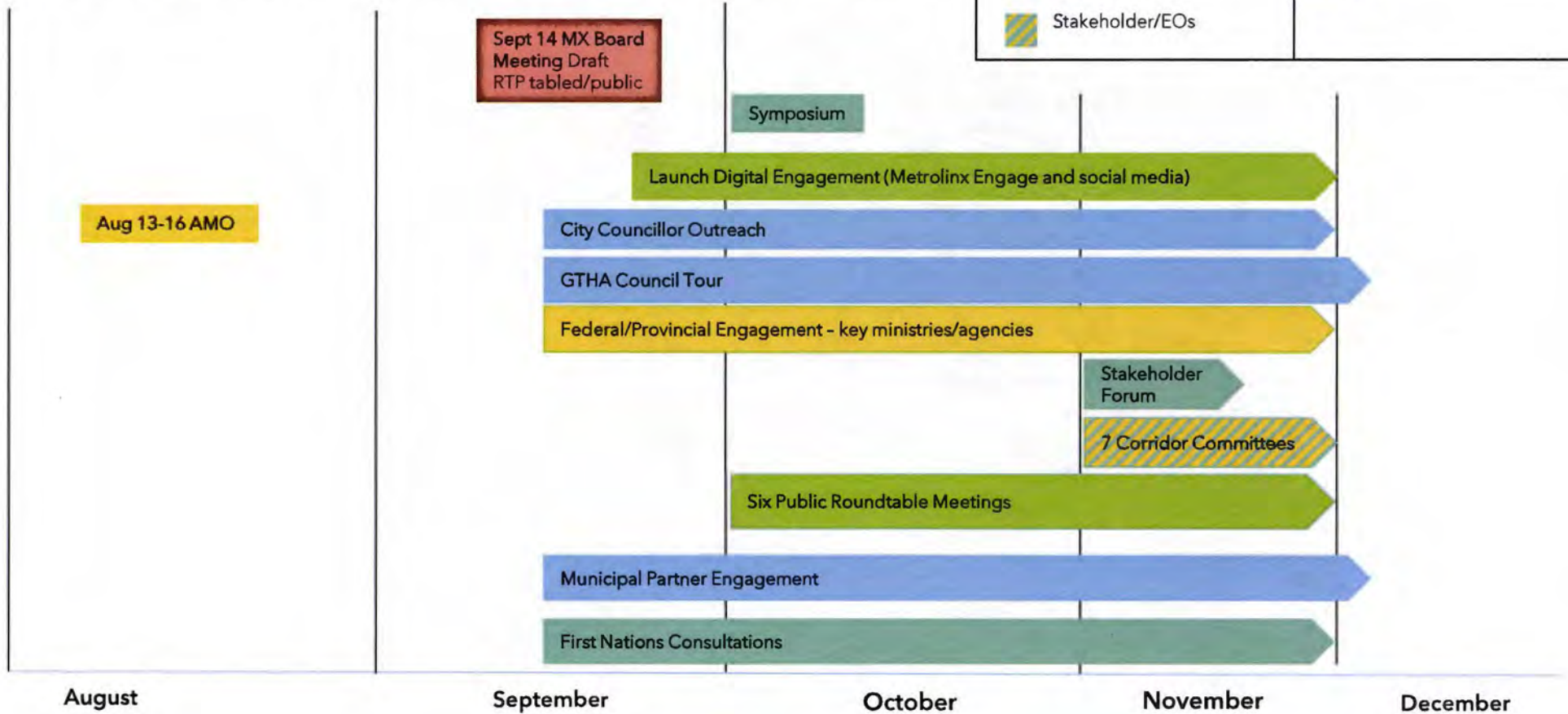
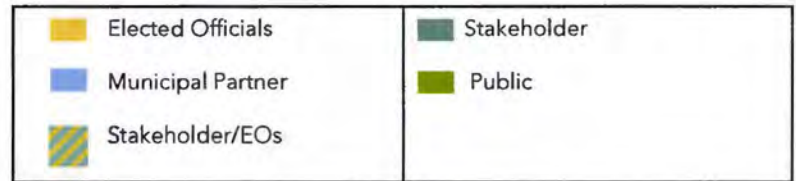
FUNDING THE PLAN

**Financial sustainability -
New ways of financing, funding and generating revenue**

RESIDENTS REFERENCE PANEL ON THE REGIONAL TRANSPORTATION PLAN



DRAFT 2041 RTP ENGAGEMENT TIMELINE 2017



FALL 2017

Public Consultation

Tell us what you think!

www.metrolinxengage.com

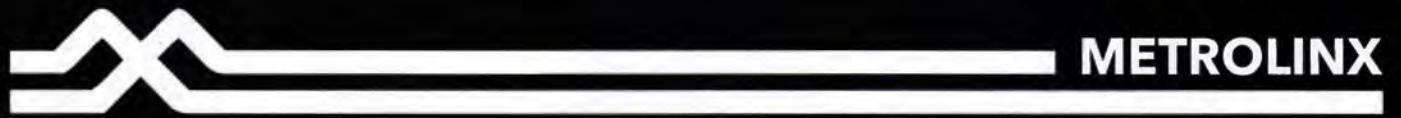
Draft Final Plan

December 2017

RECOMMENDATION

- THAT, as described in the Chief Planning Officer's September 14, 2017 report (the "Report") and subject to the Board's comments and any minor copy-editing and final formatting of content and document design, the Board direct staff to prepare the Draft 2041 Regional Transportation Plan (the "Draft Plan") (Appendix A to the Report) for public consultation;
- And THAT as described in the Report, staff undertake a comprehensive outreach and engagement plan for receiving public comments on the Draft Plan between September and December 2017;
- And THAT staff report back to the Board at its meeting of December 2017 on the input received and present a Draft Final RTP for consideration;
- And THAT the Board extend its thanks to the members of the Residents Reference Panel for their significant contributions to the development of the Draft Plan.





DRAFT 2041 REGIONAL TRANSPORTATION PLAN

**FOR THE GREATER TORONTO
AND HAMILTON AREA**

Draft for Review by the
Metrolinx Board of Directors
September 14, 2017

NOTE: This version of the Draft 2041 Regional Transportation Plan is provided for review by the Metrolinx Board of Directors at its September 14th 2017 meeting . This version has not been approved or endorsed by the Metrolinx Board of Directors and is not the official Draft for consultation. The official Draft 2041 Regional Transportation Plan for consultation will be available shortly after the Board Meeting at: www.metrolinx.com/theplan



Message from the Chief Planning Officer

These are remarkable times for transportation in the Greater Toronto and Hamilton Area (GTHA). More than \$30 billion is being invested in rapid transit infrastructure over the next eight years.

Led by Metrolinx, the Eglinton Crosstown Light Rail Transit (LRT) is under construction in the City of Toronto and Viva/YRT Bus Rapid Transit (BRT) is being built in York Region. By the end of 2017, the extension of the Yonge-University Subway to Vaughan Metropolitan Centre will be complete.

The decades-long call for a permanent and fast rail link between Lester B. Pearson International Airport and downtown Toronto was answered with the completion of the UP Express train in time for the 2015 Pan Am/Parapan Am Games.

The Regional Express Rail program, our most ambitious program yet, will transform GO Transit and the region with frequent, two-way all-day rail service, more than doubling the number of riders by 2031.

Planning and engineering design is well underway for 15 additional projects that are currently In Delivery. This includes LRTs, BRTs and subway expansions.

Union Station - the hub of the regional transit network - is undergoing a major expansion in order to meet the needs of the 200,000 people who use it now every workday and the greater number who will use it in the future.

Across the Greater Toronto and Hamilton Area, fare payment has been modernized with the PRESTO fare card.

The work of building an integrated transportation system for the GTHA is truly underway.

When the Province of Ontario created Metrolinx as a new regional transportation agency in 2006, a generation of underinvestment in transit had resulted in a transportation crisis. Travellers in the region wanted action to address congested roads and highways, gridlocked urban streets, unreliable and inconvenient transit, and a lack of safe and well-maintained bikeways and sidewalks. With the release in 2008 of the region's first ever transportation plan, *The Big Move*, Metrolinx set out a common vision for the region and a blueprint of how to transform transportation.

The ambitious expansion of transit in the GTHA is the largest in North America today. But the

job is far from over. By 2041, over 10 million people will live in the region. That is comparable to the number who currently live in Paris or London. We need to plan for a future characterized not only by continued population and employment growth, but also by changing demographics (including an ageing population), the changing nature of work, new transportation technologies and services, and the impacts of climate change.

In short, we cannot stop. Our plan for moving forward - the Draft 2041 Regional Transportation Plan - calls for governments to move beyond *The Big Move* to put people's needs at the core of planning and operations. We need to increase the capacity to move people around the region. But as the transportation network in the GTHA becomes more extensive and complex, travellers'



expectations will rise and transit infrastructure alone will not be sufficient to meet the needs of a growing region. Transit providers need to broaden the focus to address not just the **quantity**, but the **quality** of transit service for travellers. That means making transit more accessible, frequent, reliable, safe, comfortable and convenient.

As the only body with a regional mandate, Metrolinx is in a unique position to plan, build, operate and connect transportation in the GTHA. But we cannot do this alone. The transportation system of the future will be extensive, complex and interconnected. Implementation will require new approaches to financing and new approaches to collaborative decision-making in the region. Working with our federal, provincial and municipal partners, the private sector and stakeholders, we can create an integrated transportation system for 2041, one that is focused on delivering the best traveller experience possible.

This Draft 2041 Regional Transportation Plan is being shared to gather broad public input that can be further considered for the final Plan. It represents the choices that need to be made to create a transportation system that supports a high quality of life, a prosperous economy and a protected environment for the next 25 years. We will be actively listening to inform the development of the final Plan.

We would like to thank the Metrolinx Board of Directors for its guidance, the Provincial government for entrusting Metrolinx with this important mandate, and the many municipal officials, civic organizations, educational institutions and citizens who are taking the time to participate in this important public dialogue.



Leslie Woo
Chief Planning Officer

Table of Contents

8	Executive Summary
15	Section 1: Introducing The Draft Plan
19	Section 2: Setting the Stage for the Draft 2041 RTP
	The Greater Toronto and Hamilton Area by the Numbers
	Roles of Government in the RTP
	<i>The Big Move</i> Legacy
	Key Influences on Transportation
	Regional Transportation Challenges
48	Section 3: The Draft 2041 RTP
	Vision and Goals
	Preparing the Draft 2041 RTP
	Strategies and Actions
	Strategy #1: Complete the Delivery of Current Regional Transit Projects
	Strategy #2: Connect More of the Region with Frequent Rapid Transit
	Strategy #3: Optimize the Transportation System
	Strategy #4: Integrate Land Use and Transportation
	Strategy #5: Prepare for an Uncertain Future
	How Will the Plan Make a Difference
	Making it Happen
122	Section 4: Next Steps
124	List of Figures, Tables, Maps and Photo Credits
127	Glossary
136	Endnotes
	Appendices



Executive Summary

The Greater Toronto and Hamilton Area is one of the fastest growing regions in North America. Its dynamic economy and diverse population attract about 110,000 new residents every year and predictions are that in 25 years - by 2041 - more than 10 million people will live here. The region will look and feel very different than the region of today, just as today feels different from the region of 25 years ago. Keeping our growing and changing region moving - getting people and goods to where they need to go - will be ever more vital for the regional economy, the quality of life of those who live here, and the natural environment. To succeed in a much more complex, interconnected and challenging environment will require not only new transportation infrastructure, but also new transportation services and new ways of working together.

The Draft 2041 Regional Transportation Plan (Draft 2041 RTP) for the Greater Toronto and Hamilton Area (GTHA) is a blueprint for what needs to be done to build an integrated, regional multi-modal transportation system, one that will serve the needs of residents, businesses and institutions until 2041. The Vision for the RTP in 2041 is that:

"The GTHA urban region will have a transportation system that supports complete communities by firmly aligning the transportation network with land use. The system will provide travellers with convenient and reliable connections and support a high quality of life, a prosperous and competitive economy, and a protected environment."

The goals of the Plan are to achieve strong connections, complete travel experiences and sustainable communities.

The Draft 2041 RTP was developed by Metrolinx and builds on the success of the first Regional Transportation Plan - The Big Move - that was released in 2008. The Big Move catalysed today's massive investment in rapid transit that has led to the completion of eight major transit projects:

- UP Express (Union Station - Pearson International Airport);
- Highway 7 Bus Rapid Transit (Yonge - Unionville GO);
- Davis Drive Bus Rapid Transit (Yonge - Newmarket GO);
- Mississauga Transitway (Winston Churchill - Orbiter); and
- Four GO Transit extensions (on the Kitchener, Barrie, Richmond Hill, and Lakeshore West lines).

A further 16 transit projects are In Delivery, which means that they are either in the engineering design stage or under construction.

There is little doubt that The Big Move moved the yardsticks significantly for regional transportation, but the work is far from done. In a region that will continue to grow at a rapid rate, it is vital for the region's communities, economy and the natural environment to further build out the transportation system - to increase the capacity to move people around the region. It is also important to make the best possible use of transportation assets and to provide the best traveller experience possible. All this requires that funding and decision-making approaches meet the needs of a maturing region.

The Draft Plan goes beyond (and is different from) The Big Move in that it puts **traveller needs at the core of planning and operations.**



This will be done through:

- providing even more people with transit that is fast, frequent and reliable;
- integrating fares and services to allow people to move seamlessly across the region;
- designing communities, transit stations and mobility hubs to support transit use and active transportation;
- anticipating and preparing for integrated mobility systems that use emerging transportation technologies and business models;
- using parking demand strategies to encourage car sharing and the use of modes other than the car;
- addressing the beginning and end of a traveller's journey - the first and last mile;
- optimizing the use of roads and highways to support transit and goods movement; and
- embedding design excellence in transit planning.

To achieve the 2041 Vision and Goals, the Draft Plan is organized around five Strategies that drive action.

Strategy #1: Complete the Delivery of Current Regional Transit Projects

There can be no slowing down of the current multi-billion dollar commitments made to expand transit infrastructure. A major focus of the Draft Plan is the development of GO Regional Express Rail to transform the existing GO rail system from a commuter-focused service into a regional express system with frequent all-day and two-way service. The completion of 15 other transit projects that are In Delivery (under construction or in the engineering design stage) and 13 projects that are In Development (in the planning and design stage) will extend the reach of convenient transit via subway, Bus Rapid Transit, Light Rail Transit and GO Transit.

Strategy #2: Connect More of the Region with Frequent Rapid Transit

A Frequent Rapid Transit Network will connect more people in the region with the places they want to go and provide an attractive alternative to driving. Priority Bus Corridors and Regional Express Buses will provide fast and frequent transit services to the parts of the region that are remote from rail, Light Rail Transit, Bus Rapid Transit and subway service. Meeting travellers' needs to 2041 will require further expansions to GO Regional Express Rail, other surface transit systems and subways.

Strategy #3: Optimize the Transportation System

Optimizing the transportation system in the GTHA means making the most of what we have. First, this means integrating fares and service across the region so travellers can move seamlessly from one transit system to another without paying double fares. Traveller experience will be enhanced as transit services are provided for the "first and last mile" of every trip. Integrated mobility services will allow travellers to access a fully coordinated and enhanced suite of travel options from different providers. The transportation system will provide universal, barrier-free access. An enhanced HOV (High Occupancy Vehicle) system will support faster, more reliable bus service and help make carpooling more attractive. Roads and highways will be managed to support transit use.

Strategy #4: Integrate Land Use and Transportation

To achieve the vision for the region, land use decision-making must align with transportation planning and investment. The Draft 2041 RTP contains actions to better integrate land use and transportation planning, especially around transit stations and mobility hubs. Regional collaboration supported by appropriate regulatory measures will encourage the planning of communities and road networks to support transit, cycling and walking. Parking management will encourage car sharing and prepare the region for the arrival of autonomous vehicles. A Regional Cycling Network will make it easier for cyclists to commute to work.

Strategy #5: Prepare for an Uncertain Future

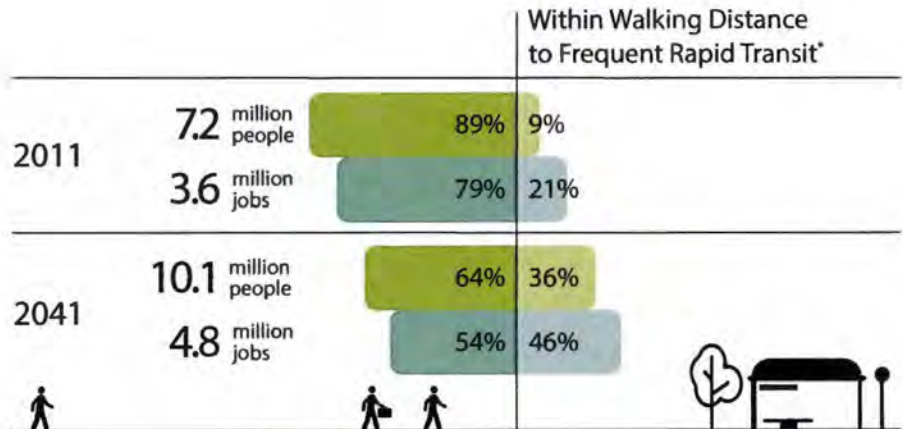
We live in a time of constant and accelerated change, and need to address this in planning for transportation in the future. A provincial framework will provide guidance for the evaluation and regulation of new transportation technologies, such as automated vehicles and shuttles. Regional coordination will produce a transportation system that is resilient to flooding and other impacts of climate change. Joint actions, including a transition to low-carbon transit vehicles, will reduce Greenhouse Gas emissions. Transit providers will partner with the private sector to drive innovation in mobility.

How will the Plan make a difference?

The implementation of the Draft 2041 RTP will have a profound and positive impact on travellers. Compared to today it will:

- increase the length of frequent rapid transit routes by more than 20 times;
- put more than triple the number of residents and double the number of jobs within walking distance of frequent rapid transit;
- stabilize and in many cases improve transit travel times;
- introduce a Regional Cycling Network that will double the length of dedicated cycling facilities in the GTHA;
- double the number of walking and cycling trips; and
- move towards a goal 60% of school trips being made by walking and cycling.

Implementation of the Plan will increase access to rapid transit and improve its reliability, comfort and convenience. This will be particularly important for elderly, low income and other socio-economic groups that rely heavily on public transportation. Implementation of the Plan will improve competitiveness and productivity in the GTHA by connecting workers to employers and providing access to more markets.



*Walking Distance is 400 m from Priority Bus, BRT and LRT lines, and 800 m from Subway and 15-minute GO stations



* existing ** planned for 2041

Making it Happen

The Final RTP will articulate the shared goals and actions of municipalities and other partners across the region. The scale of growth anticipated in the GTHA - a 41% increase in population between 2016 and 2041 - demands a new level of cooperation and collaboration among the Province, municipalities, transit agencies, the private sector, and residents. Implementing the 2041 RTP will require **more regional** mechanisms to coordinate transportation planning and investment and a regional approach to long-term funding.

Next Steps

The publication of the Draft 2041 RTP will mark the beginning of a consultation period that will extend through late fall of 2017. During the consultation period, Metrolinx will reach out to the public through its website, social media, public roundtables and events across the region.

A Final Draft of the Regional Transportation Plan will be informed by refined technical work and feedback from municipal partners, stakeholders and the public. It will be presented to the Metrolinx Board of Directors at its December 2017 meeting.

Agenda Item 11.14

From: Ko, Augustine
Sent: November-15-17 11:33 AM
To: Clerks Richmondhill
Cc: Megan Kevill; Sybelle von Kursell
Subject: York Region Comments for the Yonge Bernard KDA Secondary Plan

Mr. Huycke,

Please find attached a copy of the Region's comment letter for the Yonge and Bernard KDA Secondary Plan. Please include this correspondence with Agenda Item 11.11, Committee of the Whole meeting on Monday, November 20, 2017. Please note that this letter also exempts the proposed Official Plan Amendment from Regional Council approval. Richmond Hill Council will be the approval authority for this Amendment.

Best regards,

Augustine Ko, MCIP, RPP | Senior Planner, Community Planning and Development Services,
Planning and Economic Development Branch, Corporate Services Department

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1

O: 1-877-464-9675 ext. 71524 | Augustine.ko@york.ca | www.york.ca

Our Values: Integrity, Commitment, Accountability, Respect, Excellence

November 15, 2017

Mr. Stephen M.A. Huycke
Town Clerk
Town of Richmond Hill
225 East Beaver Creek Road
Richmond Hill, Ontario
L4B 3P4

Dear Mr. Huycke:

**Re: Yonge and Bernard
Key Development Area Secondary Plan
Town File No.: D11-17001**

Thank you for the opportunity to review the Draft Yonge and Bernard Key Development Area (“KDA”) Secondary Plan, dated October 2017. The Yonge Bernard KDA, located along the Yonge Street Regional Corridor, forms an important component of the Regional Urban Structure. As such, Regional staff would like to thank Richmond Hill Planning staff for including us in the Technical Advisory Committee. This collaborative working environment has led to the creation of a secondary plan that conforms and further strengthens the city building policies of the York Region Official Plan and the Richmond Hill Official Plan.

The Planning and Economic Development Branch commends the Town of Richmond Hill in developing a secondary plan that provides policy direction on growth management, intensification and a mix of appropriate land use. The principles of creating a vibrant, sustainable and complete urban centre with a range and mix of housing and employment options at transit supportive densities reinforce the city-building policies of the Regional Official Plan.

The York Region Official Plan contains policies that direct local municipalities to plan for appropriate levels of development in an intensification hierarchy. This hierarchy is the backbone of the Regional urban structure. The Plan area, centred around the intersection of Yonge Street and Canyon Hill Avenue/Bernard Avenue, is along a Regional Corridor. A Vivanext rapid transitway is planned along this section of Yonge Street. Buses will travel within dedicated centre lanes. There is also a York Region Transit bus terminal at the southeast corner of Yonge Street and Bernard Avenue. The existing and planned public transit services will support this Key Development Area.

The Secondary Plan has progressed through a thorough public consultation process. There have been many meetings with affected landowners, as well as relevant public agencies, such as York Region, the Toronto and Region Conservation Authority, VIVA/York Region Transit, PowerStream, and the School Boards. There have also been a number of public consultation/information sessions. These sessions were conducted in the form of open houses and workshop type environments.

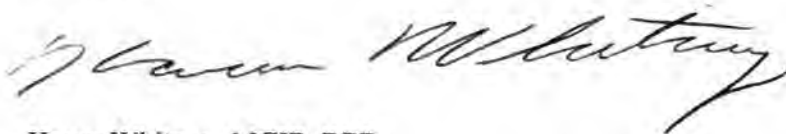
As stated earlier, an important Regional issue is the protection of the Regional urban structure. As such, it is important to highlight the planned function of this Key Development Area. The Yonge Bernard KDA Secondary Plan is envisioned to become the third most intensely developed area in the Town, after the Richmond Hill Centre and the Yonge and 16th KDA. The Secondary Plan covers an area of approximately 19.6 hectares (48 acres) and is planned to accommodate a population range of 8,000 to 10,000 persons, and 1,200 to 2,000 jobs. The minimum and maximum heights and densities have been carefully determined. The intensity of development is therefore reflective of where the KDA sits in Richmond Hill's intensification hierarchy, while being context sensitive to the immediate surrounding neighbourhoods.

The Secondary Plan establishes three character areas: the Corridor, which reflects the Yonge Street corridor of taller and higher density development; the Interior, the transitional tier of interior development; and the Neighbourhood Edge, the area abutting established residential communities. The policies of the Secondary Plan will create a more connected, mixed-use urban centre that will become more transit, cycling, and pedestrian-oriented destination. Regional staff supports this balanced approach for this intensification area.

Based on our review, the proposed Amendment appears to be a routine matter of local significance. Furthermore, in accordance with Regional Official Plan policy 8.3.8, and the balance of the Regional Official Plan, the proposed Amendment does not adversely affect Regional planning policies or interests. Pursuant to Council authorization specified in By-law A-0265-1999-017, this application is hereby exempted from approval by Regional Planning Committee and Council. This allows the Amendment to come into effect following its adoption by the Town of Richmond Hill and the expiration of the required appeal period.

We respectfully request a copy of the Notice of Decision be forwarded to this office. Please contact Augustine Ko, Senior Planner, at 1-877-464-9675 ext. 71524 should you have any questions or require further information.

Sincerely,



Karen Whitney, MCIP, RPP
Director of Community Planning and Development Services

c.c. Megan Kevill, Richmond Hill Planning

AK

YORK-#7969763-v2-Regional_Comments