

Clause 10 in Report No. 13 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on September 24, 2015.

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Draft Growth Scenario Evaluation

Committee of the Whole recommends adoption of the following recommendation contained in the report dated August 14, 2015 from the Commissioner of Corporate Services and Chief Planner:

1. Recommendation

It is recommended that:

1. Council endorse this report as the basis for evaluating the draft growth forecast scenarios.

2. Purpose

The purpose of this report is to seek Council endorsement of an approach to the evaluation of the three draft growth scenarios presented to Council in April, 2015. The evaluation provides input to the preferred scenario to be presented to Council in November, 2015.

3. Background

The Growth Plan for the Greater Golden Horseshoe forecasts a population of 1.79 million and 900,000 jobs in York Region by 2041

Amendment 2 to the *Growth Plan for the Greater Golden Horseshoe* (the *Growth Plan*), which came into effect in June 2013, provides updated population and employment forecasts for 2031 and introduces new population and employment forecasts for 2036 and 2041 in the Greater Golden Horseshoe (GGH), including York Region. These forecasts are to be used for planning and managing growth in the GGH. York Region is forecast to grow to a population of 1.79 million and

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employment of 900,000 by 2041 (see Table 1), representing growth of approximately 656,000 residents and 335,000 jobs over the 2014 year-end population base. The York Region Official Plan YROP-2010 (YROP-2010) must be brought into conformity with Amendment 2 by June 17, 2018.

Table 1
Growth Plan Schedule 3 Forecasts

York Region	2014*	2031	2036	2041
Population	1,133,900	1,590,000	1,700,000	1,790,000
Employment	564,600	790,000	840,000	900,000

Source: Growth Plan for the Greater Golden Horseshoe, 2006, Office Consolidation, June 2013

*Note: 2014 figures are York Region Long Range Planning Division estimate.

In May 2014 Council received a work plan for undertaking a Regional Municipal Comprehensive Review to conform with Amendment 2 to the *Growth Plan*

In early 2014, the Region initiated a Municipal Comprehensive Review (MCR) to address updated Growth Forecasts to 2041 in accordance with the *Growth Plan*. The MCR, being coordinated with the Transportation and Water and Wastewater Master Plan updates, consists of reviewing and updating the YROP-2010 policies, population and employment forecasts by local municipality to 2041, and a Regional Land Budget which would address any urban expansion needs to 2041. An amendment to the Regional Official Plan, implementing the findings of the MCR, is expected to be adopted by Council later in 2016.

In April 2015, Council endorsed in principle three draft growth scenarios to guide the iterative evaluation approach to determining a preferred growth scenario

Three draft growth scenarios, a 40% intensification scenario, a 50% intensification scenario, and a no urban expansion scenario, were developed and are being evaluated as a part of the Regional MCR. The review consists of the following key components:

- Residential unit supply inventory
- Employment land supply and major office inventories
- Regional land budget and associated studies including the Retail Trends Study, Employment Trends Analysis and Cemetery Land Needs Study
- YROP-2010 policy review
- Long-term fiscal impact analysis

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- Population and employment forecasts

As noted in April 2015 report, the scenarios are being evaluated based on a wide range of land use planning, infrastructure master planning and fiscal planning considerations. The growth scenarios are being used to guide master plan scenarios and other research, which in turn inform the evaluation of the three scenarios.

The three draft growth scenarios represent different levels of residential intensification at which York Region may develop

The three draft growth scenarios differ with respect to the share of residential growth expected to occur annually within the provincially defined Built Boundary, and consequently the amount of urban expansion lands that would be necessary to accommodate the *Growth Plan* forecast population and employment to 2041.

See Attachment 1 for an illustration of the Built-up Area, Designated Urban Area and Whitebelt Area. The Built-up Area is defined by the Built Boundary.

The 40% intensification scenario is the minimum intensification level required by the *Growth Plan*, with 40% of new residential units to be located within the Built Boundary annually. Both the 40% and 50% intensification scenarios require an expansion to the urban boundary into the “whitebelt area” to accommodate the 2041 population and employment.

The no urban expansion scenario represents the highest level of intensification, with approximately 65% of new residential units to be located within the Built Boundary annually. Under this scenario ROPA’s 1, 2 and 3 lands would be fully developed, but no additional lands would be added to the urban boundary.

4. Analysis and Options

Evaluation of the draft growth scenarios is based on many factors, including Council approved goals, objectives and policies in York Region Official Plan-2010 and Vision 2051

Many factors are being considered in the evaluation of the three draft growth scenarios. The scenarios are being examined to determine whether one or another scenario can further the achievement of Council approved goals, objectives and policies in YROP-2010 and Vision 2051.

The three draft growth scenarios are being discussed, reviewed and evaluated based on a number of factors, including (but not limited to):

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- The planned urban structure of centres and corridors that provides a focus for intensification, mixed use development and live/work opportunities
- Transit supportive and pedestrian oriented new, complete communities
- Protection of the Greenbelt and Oak Ridges Moraine and agricultural, rural and resource areas
- Transit investment to support intensification
- The pace of growth and timing of required infrastructure investment for water and wastewater and transportation (including senior level government investment)
- The relative capital investment of water & wastewater service for each growth scenario
- The long-term financial impact of growth and fiscal responsibility
- Job creation to match labour force growth that requires the identification and protection of employment lands
- Housing diversity and affordable housing to offer regional residents housing choices and for attracting a more diverse and skilled labour force
- A land use planning analysis that will include an assessment of options for different locations for urban expansion, should this be required as part of the preferred scenario

The role of additional policy areas introduced by the Provincial Policy Statement 2014 (PPS 2014), which will be included in a regional official plan amendment to the YROP-2010 through the MCR exercise, are also being examined.

The preferred scenario will need to meet the policies of the *Growth Plan*, and if an urban boundary expansion is needed the relevant urban boundary expansion criteria of the *Growth Plan*, PPS 2014, and other relevant provincial policy and legislation. These criteria are implemented, in part through YROP-2010 policy 5.1.12.

The evaluation of the draft growth scenarios is supported, wherever possible, by research and data, using a number of land use planning, infrastructure and financial inputs and considerations to determine the impacts and benefits of each of the three scenarios. The market feasibility of the draft growth scenarios is also an important consideration.

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The draft growth scenarios are being evaluated through updates to the Water and Wastewater Master Plan and the Transportation Master Plan

Environmental Services Department and Transportation Services Department staff are also involved in developing an appropriate process to evaluate the draft growth scenarios based on each scenario's contribution to the achievement of water and wastewater service and transportation service policies and priorities. The evaluation of these policies and priorities is being undertaken as part of the Water and Wastewater Master Plan and the Transportation Master Plan updates. Policies, priorities and inputs being evaluated and quantified through the master plan processes are explained below under specific goal areas of YROP-2010.

Financial Considerations are an important part of the draft growth scenario evaluation

Finance Department staff has been involved in the development of the evaluation process and inputs in order to assist in implementing YROP-2010 section 4.5, which outlines Council's approach to ensuring fiscally responsible growth in the Region. YROP-2010 policies commit the Region to a full cost accounting approach to financial management.

Capital and operating costs associated with accommodating the additional population and employment required by the *Growth Plan* are being estimated. Where there are known cost differentials between the three scenarios, these costs are being considered as inputs into the development of a preferred growth scenario. The financial analysis is being undertaken in two phases. Phase 1 is an evaluation of the incremental impacts associated with each growth scenario to aid in their relative evaluation. The Phase 2 analysis will be undertaken in greater detail and will help form the basis for a long term fiscal plan.

Phase 1 of the analysis will assist in understanding the differences in capital and operating costs between the three scenarios, Phase 2 will assist in understanding how Development Charge (DC) revenues and user-rate revenues might be impacted by each scenario. It will also inform any changes to the DC rate structure and user-rate structure that may be required to pay for future growth and services.

In addition to financial considerations, an outside consultant has been retained to study the housing market feasibility of the three draft growth scenarios. The likelihood of each scenario to be realized in the future from a housing market perspective will impact the development charge and tax revenue necessary to pay for the required growth and to provide efficient, cost-effective services.

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Local municipal planning staff has been consulted on the draft growth scenarios

Local municipal planning staff has been involved in the evaluation of the draft growth scenarios, both through the Technical Advisory Committee (TAC) for the MCR process, and through individual meetings with Long Range Planning staff.

Initial information and subsequent feedback from local municipal planning staff has ranged from the amount of population and employment growth deemed reasonable and desirable for each municipality, the geographic locations suitable for intensification and for possible urban boundary expansion, and other growth management issues being faced by local municipalities.

Local municipalities will continue to be involved in the iterative process of evaluating both the level of intensification, and appropriate geographic locations for any necessary settlement boundary adjustments.

It should be noted that local municipal staff are also involved in the Transportation and Water and Wastewater Master Plan updates.

Input has been sought from school boards and York Region Police to better understand the impact of growth scenarios on service delivery

Regardless of the growth scenario that is ultimately chosen, school boards, York Region Police and many other service agencies will continue to provide their mandated services. However, it is important to recognize that changing development patterns in York Region may affect the manner in which those services are delivered.

For service providing departments and agencies, the changing demographic mix of the Region will likely have a greater impact on their service delivery model than the total population and jobs. The aging population, an increase in the number and proportion of newcomers to Canada, and a possible decrease in the child and youth population will create a shift in the types of services needed, and the methods used to provide access to those services. For this reason, service-providing departments and agencies have not indicated preferences between scenarios, but rather changes to their services that may be necessitated by all of the three growth scenarios.

York Region Police are already experiencing a shift to more dense urban communities in some local municipalities. As much of the Region continues to intensify, it is anticipated that dense areas will require a more community-based policing approach, including more officers on foot in high-density neighbourhoods.

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School boards will not be certain of the effects of intensification on their services until the household makeup in intensifying areas is apparent and it is known whether additional schools will be required in these areas. The provision of schools in intensification areas will necessitate an alternative built form to traditional greenfield schools.

The Toronto and Region Conservation Authority and Lake Simcoe Regional Conservation Authority have been contacted to ensure growth scenarios can be accommodated responsibly

Extensive environmental evaluation was undertaken through the YROP-2010 exercise. Regional staff is consulting with the Toronto and Region Conservation Authority and Lake Simcoe Region Conservation Authority to ensure that any sensitive environmental areas identified since adoption of the YROP-2010 are taken into account when determining the extent and geographic location of any necessary settlement area boundary expansion. Newly identified environmentally sensitive features inside the Built Boundary will also be taken into account where they may limit capacity for intensification.

Land use planning evaluation of the draft growth scenarios considers all goal areas of YROP-2010

The draft growth scenarios were developed with the understanding that any scenario chosen would implement Council's adopted goals, objectives and policies as found in YROP-2010.

The evaluation will rank the scenarios based on how each scenario delivers required policy direction with greater ease, or how each scenario contributes further to "encouraged" policy direction. Attachment 2 illustrates the goals and objectives of the YROP-2010 being considered in the land use planning evaluation, along with some examples of inputs and considerations that will assist in the evaluation. Policies detailed in each goal area will also be fully evaluated. The following paragraphs provide a high level overview of Attachment 2.

A Sustainable Natural Environment is being considered through impacts to the extent and functioning of natural features (YROP-2010 Chapter 2)

While each of the scenarios will meet the requirements in Chapter 2 of YROP-2010 to protect and enhance key natural heritage features, the draft growth scenarios are being evaluated to determine the degree to which each contributes to a sustainable natural environment. For example:

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- Impacts on natural features and open space
- Preservation of the functioning of natural features
- The contribution each scenario may make to achievement of the Greenlands System Vision illustrated in Map 2 in YROP-2010

Healthy Communities takes into account human health and well-being, air quality and climate change, provision of human services, cultural heritage, and appropriate housing for our residents (YROP-2010 Chapter 3)

Air quality, climate change, and energy consumption are recognized as provincial, national, and global concerns. Staff will examine the likely impact of each scenario on air quality, energy consumption and climate change, to the extent possible. The degree to which each scenario can serve to preserve cultural heritage resources, such as archaeological resources and heritage properties will also be considered.

Staff of the Community and Health Services Department is assisting with input into the influence each growth scenario may have on promoting human health, including:

- Provision of walkable communities which promote active transportation
- Avoiding major increases in the number of sensitive uses located in areas of poor air quality
- Provision of appropriate and affordable housing for all York Region residents
- Achieving an optimal housing supply to serve the Region's residents and workers

Economic Vitality considers potential impacts of the growth scenarios on the adequacy of designated employment lands and the ability to attract high quality jobs to designated Centres and Corridors (YROP-2010 Chapter 4)

The development patterns of future growth in the Region can influence the achievement of economic development policies and goals. The scenarios are being reviewed to determine impacts on:

- Protection of designated employment lands and strategic future employment areas

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- Attraction of office development to Centres and Corridors
- Provision of population-related employment opportunities throughout intensification areas and in new community areas

The evaluation will examine potential impacts of scenarios on the urbanizing region and the provision of complete communities (YROP-2010 Chapter 5)

The Region has made significant infrastructure investments in Regional Centres and Corridors, which will be key to accommodating population and employment growth in the coming decades. The scenarios will be evaluated regarding:

- Ability to facilitate the minimum densities per development block in Centres and Corridors, as set out in YROP-2010
- Optimizing infrastructure investments in roads, transit, water and wastewater, support of sustainable, transit-oriented development
- Facilitating a balance of jobs and housing

Protection of Agricultural and Rural Areas will be considered through evaluation (YROP-2010 Chapter 6)

The scenarios will be examined to determine whether there are significant differences in their ability to protect Agricultural lands and a vibrant and functioning agricultural system, as well as preserving the character of rural areas in York Region. Provision of appropriate transitions between settlement areas and natural or agricultural land uses will be another important consideration in comparing the three scenarios.

None of the draft growth scenarios encroach on the Holland Marsh Specialty Crop Area or protected portions of the Greenbelt and Oak Ridges Moraine, in keeping with Provincial legislation and the policies of chapter 6 of YROP-2010.

Efficiently and effectively servicing our population will be an important consideration in the selection of a preferred growth scenario (YROP-2010 Chapter 7)

Ensuring that the Region can reduce demand for services and provide necessary services efficiently and effectively to the population will be an important consideration in choosing a preferred growth scenario. The effects of the draft growth scenarios on transportation goals and objectives are being examined through the Transportation Master Plan process. In terms of providing transportation services, this will include:

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- Reducing automobile dependence
- Increasing transit use and active transportation
- Optimizing lifecycle costs of roads and investment in transit

The draft growth scenarios are being examined through the Water and Wastewater Master Plan process to determine:

- Timing of infrastructure required to support the growth scenarios
- How effectively the scenarios maximize the use of built infrastructure
- How effectively the scenarios facilitate the continued provision of safe, well managed and sustainable water and wastewater services
- Lifecycle costs of these services within each of the growth scenarios

Consideration will be given to whether the scenarios impact the Region's ability to achieve an efficient waste management system.

Link to key Council-approved plans

The evaluation of the draft growth scenarios to accommodate population and employment growth that is forecast for York Region to 2041 considers the goals, objectives and policies found in all areas of YROP-2010 and relate to eight goal areas of Vision 2051. The preferred growth scenario will provide the best opportunity to meet our goals and objectives through the implementation of specific YROP-2010 policies.

A preferred growth scenario for the Region will also facilitate the achievement of the strategic priority areas identified in the 2015 to 2019 Strategic Plan and help strengthen the Region's economy, support community health and well-being, manage environmentally sustainable growth, and provide responsive and efficient public service.

5. Financial Implications

As referenced above, the financial implications of the three draft growth scenarios are being examined prior to selection of a preferred growth scenario. Both the capital and operating costs, as well as the level of return on infrastructure investments, will be examined when evaluating the draft growth scenarios.

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The growth scenario evaluation is being undertaken within the 2015-2016 budget allocation for the Planning and Economic Development branch of Corporate Services.

6. Local Municipal Impact

As noted, local municipalities have had input into the draft growth scenarios through both the MCR, the TAC and through individual consultations with Long Range Planning staff. Local municipalities will continue to provide input as a preferred scenario is determined, and options for alternate geographies of any necessary urban boundary expansion are examined.

Additionally, Long Range Planning staff has made presentations on the MCR to all local municipal councils who requested such a presentation. Including:

- Vaughan, May 12, 2015
- Markham, May 19, 2015
- Aurora, May 21, 2015
- East Gwillimbury, June 9, 2015
- King, July 6, 2015
- Georgina, July 15, 2015
- Whitchurch-Stouffville, July 28, 2015
- Newmarket, August 10, 2015

7. Conclusion

Regional staff are undertaking a comprehensive evaluation of the three draft growth scenarios that Council endorsed in principle in April 2015. The preferred growth scenario, to be presented to Council in November, 2015 will be the scenario which best balances the impacts and benefits of the goals, objectives and policies of YROP-2010 and Vision 2051 goal areas, taking into account the need to maximize the Region's infrastructure investments and ensure fiscally responsible growth and service provision into the future.

For more information on this report, please contact Paul Bottomley, Manager, Policy, Research and Forecasting at ext. 71530.

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The Senior Management Group has reviewed this report.

August 14, 2015





Attachments (2)

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Accessible formats or communication supports are available upon request

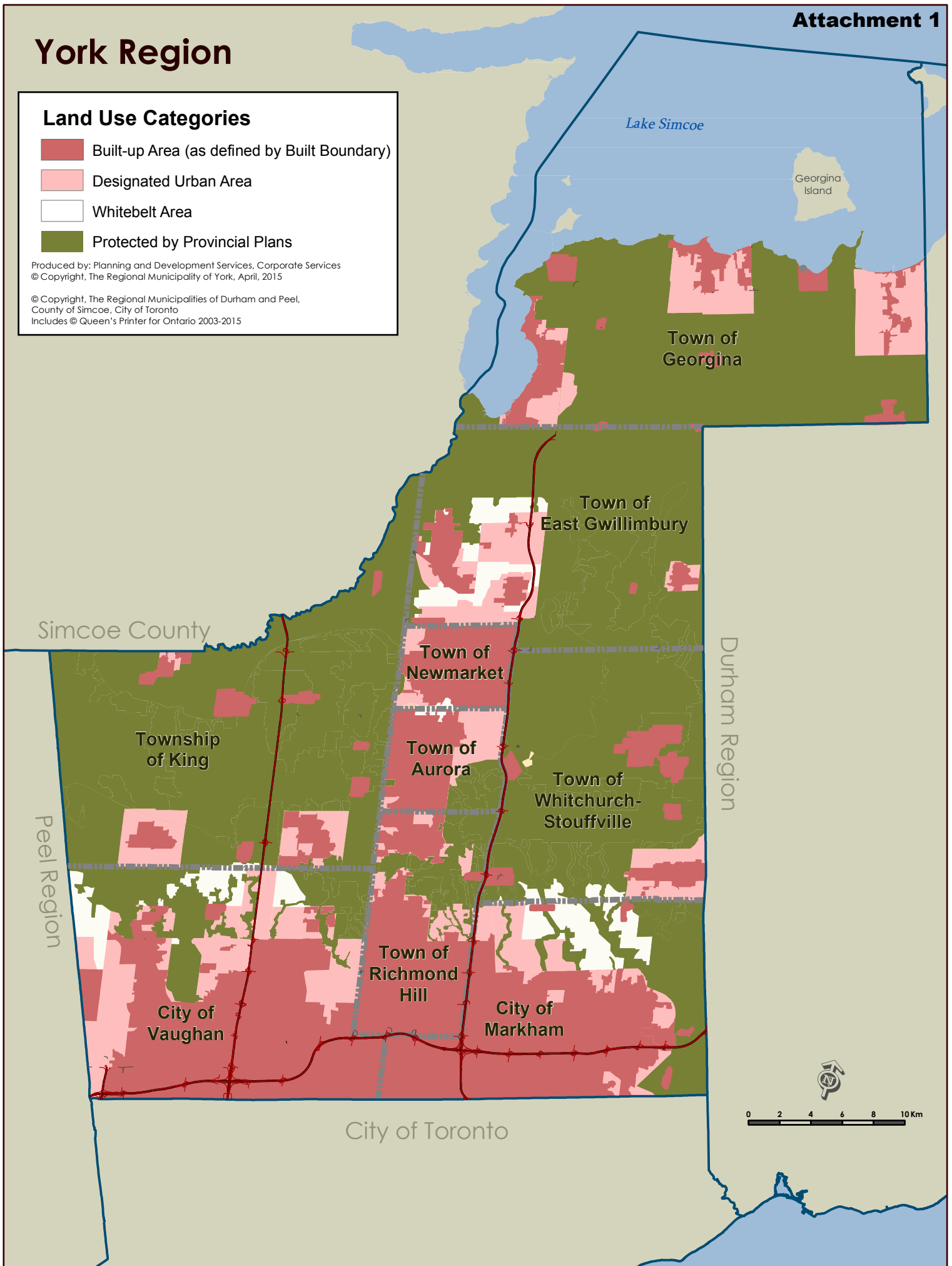
York Region

Land Use Categories

-  Built-up Area (as defined by Built Boundary)
-  Designated Urban Area
-  Whitebelt Area
-  Protected by Provincial Plans

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Scenario Evaluation – YROP-2010 Goals and Objectives

Policy	Example Inputs and Considerations
Towards a Sustainable Region	
Chapter 2 – A Sustainable Natural Environment	
Goal: To protect and enhance the natural environment for current and future generations so that it will sustain life, maintain health and provide an improved quality of life.	Least impact on extent, diversity, connectivity, contiguity of natural features
2.1 Regional Greenlands System: A Sustainable Natural Environmental Legacy Objective: <ul style="list-style-type: none"> • To identify, protect and enhance the Regional Greenlands System and its functions to ensure a healthy system rich in native biodiversity. 	Best supports achievement of Greenlands System Vision (illustrated in Map 2)
2.3 Water Systems 2.3 Natural Hazards Objective To minimize risks to human health and safety and property associated with natural hazards.	
2.3 Stormwater Management Objective To ensure the careful management of stormwater through the use of innovative techniques.	
Chapter 3 – Healthy Communities	
Goal: To improve the health and well-being of residents and workers in the Region by planning and developing sustainable active communities.	
3.1 Human Health and Well-Being Objective <ul style="list-style-type: none"> • To promote human health and well-being in York Region, where people can live, work, play and learn in accessible and safe communities. 	
3.2 Air Quality and Climate Change Objective <ul style="list-style-type: none"> • To improve air quality, and mitigate and adapt to the impacts of climate change. 	Best improves air quality or best meets Province's climate change goals/criteria
3.3 Provision of Human Services Objective <ul style="list-style-type: none"> • To ensure that human services are provided to meet the needs of residents and workers. 	Best utilizes existing human services <u>or</u> facilitates provision of human services at "Hub" locations vs. requires new human services facilities <ul style="list-style-type: none"> ○ Schools ○ Hospitals ○ Social service providers ○ Recreational facilities ○ Police services

<p>3.4 Cultural Heritage Objective</p> <ul style="list-style-type: none"> To recognize, conserve and promote cultural heritage and its value and benefit to the community. 	<p>Best preserves cultural heritage resources, including areas of archeological potential, heritage properties, buildings and landscapes.</p>
<p>3.5 Housing our Residents Objective</p> <ul style="list-style-type: none"> To promote an appropriate mix and range of acceptable housing to meet the needs of residents and workers. 	<p>Provides the most appropriate range and mix of housing</p> <p>Increases medium and high density units as % of the total housing stock</p>
<p>Chapter 4 – Economic Vitality</p>	
<p>Goal: To create a competitive and flexible economic environment that encourages investment and a diversity of employment opportunities.</p>	
<p>4.1 Supporting the York Region Economic Strategy Objectives</p> <ul style="list-style-type: none"> To encourage and accommodate economic activities that diversify and strengthen the Region's economic base, employment opportunities for residents and competitive advantage for its businesses. To encourage and support cultural, recreational, institutional and tourism 	
<p>4.2 City Building Objective</p> <ul style="list-style-type: none"> To support Regional Centres and Corridors as a focus of economic activity and culture in York Region. 	
<p>4.3 Planning for Employment Lands Objective</p> <ul style="list-style-type: none"> To ensure the long term supply and effective planning and design of employment lands. 	
<p>4.4 Planning for Retail Objective</p> <ul style="list-style-type: none"> To ensure retail is well-designed and appropriately integrated into communities in a manner that encourages walking, cycling, and transit. 	
<p>4.5 Financial Management Objective</p> <ul style="list-style-type: none"> To ensure that growth is fiscally responsible. 	<ul style="list-style-type: none"> Minimize Financial impact on existing taxpayers Achieve priorities of Fiscal Strategy 2015: <ul style="list-style-type: none"> Manage the capital plan Reduce reliance on debt Save for the future <p>Fiscal Inputs</p> <ul style="list-style-type: none"> Net tax levy impact Master Plan capital investment User rate impact Development Charge impact

Growth Management	
Chapter 5 – An Urbanizing Region: Building Cities and Complete Communities	
Goal: To enhance the Region’s urban structure through city building, intensification, and compact and complete communities.	
5.1 Forecasting and Phasing Growth Objective <ul style="list-style-type: none"> To ensure that growth in York Region occurs in an orderly and sustainable manner. 	
5.2 Sustainable Cities, Sustainable Communities Objective <ul style="list-style-type: none"> To create high-quality, sustainable communities. 	
5.3 Intensification Objective <ul style="list-style-type: none"> To create vibrant and sustainable urban areas. 	
5.4 Regional Centres and Corridors Objective <ul style="list-style-type: none"> To achieve an urban, integrated and connected system of Regional Centres and Corridors. 	<ul style="list-style-type: none"> Best supports the Centres and Corridors Strategy and planned urban structure Facilitates balance of jobs and housing Facilitates the Region’s ability to meet YROP-2010 minimum density of 2.5 floor space index (FSI) per development block in Urban Growth Centres and 3.5 FSI adjacent to planned subway stations.
5.4 Regional Centres Objective <ul style="list-style-type: none"> To achieve complete, diverse, compact, vibrant, integrated, and well-designed Regional Centres that serve as focal points for housing, employment, cultural and community facilities, and transit connections. 	
5.4 Regional Corridors Objective <ul style="list-style-type: none"> To achieve attractive and vibrant urban Regional Corridors that link Regional Centres. 	
5.5 Local Centres and Corridors Objective <ul style="list-style-type: none"> To establish Local Centres as focal points of activity and culture for surrounding communities and to enhance Local Corridors as part of the network of connectivity within the urban structure. 	
5.6 Building Complete, Vibrant Communities 5.6 Towns and Villages Objective <ul style="list-style-type: none"> To ensure the continued vitality of Towns and Villages throughout York Region. 	
5.6 Hamlets Objective <ul style="list-style-type: none"> To retain the rural character and cultural heritage of Hamlets while permitting limited growth through infilling. 	

Chapter 6 – Agricultural and Rural Areas	
<p>Goal: To protect the Agricultural, Rural, and Holland Marsh Specialty Crop Areas and support the agricultural industry as essential components of the Regional fabric.</p>	<p>Best preserves prime agricultural lands (preferably contiguous expanses of prime agricultural lands to minimize urban/agricultural conflicts including road use by farm equipment)</p> <p>Best protects appropriate transition between settlement land uses and natural/agricultural land uses</p>
<p>6.3 Agricultural and Holland Marsh Specialty Crop Areas Objectives</p> <ul style="list-style-type: none"> To protect Agricultural and Holland Marsh Specialty Crop Areas for the future to ensure a sustainable agricultural industry. To support York Region’s farmers and agricultural organizations as valuable contributors to the community. 	<p>Best preserves ability of farms within the whitebelt to continue with normal farm practices, agricultural uses, agriculture-related uses and secondary agricultural uses that are permitted and supported by the YROP-2010</p>
<p>6.3 Local Agriculture Objective</p> <ul style="list-style-type: none"> To ensure agricultural land is available for growing and producing, among other things, local food that is accessible to York Region residents and neighbouring communities. 	
<p>6.4 Rural Area Objective</p> <ul style="list-style-type: none"> To retain the character of lands in the Rural Area and to protect the viability of existing agriculture, agriculture-related and secondary agricultural uses 	<p>Best preserves rural character of communities in the rural area</p>
Chapter 7 – Servicing Our Population	
<p>Goal To provide the services required to support the Region’s residents and businesses to 2031 and beyond, in a sustainable manner.</p>	
<p>7.1 Reducing Demand for Services</p> <p>7.1 Trip Reduction Objective</p> <ul style="list-style-type: none"> To reduce automobile dependence by enhancing opportunities for residents and workers to walk, cycle, take transit, and carpool. 	
<p>7.1 Water Conservation and Efficiency Objective</p> <ul style="list-style-type: none"> To ensure adequate water resources for today’s residents and future generations, through conservation and efficiency. 	

<p>7.2 Moving People and Goods</p> <p>7.2 Active Transportation Objective</p> <ul style="list-style-type: none"> To create an active transportation system and programs that encourage walking, cycling and the use of public transit. 	<p>Transportation Goal Areas</p> <ul style="list-style-type: none"> Reduces need to travel Increases transit and active transportation modal split Increases transit trips/capita Decreases vehicle km/capita Decreases mean trip length Least increase to congestion Reduces total person delay Optimize transit investments (especially in Centres and Corridors) Increases likelihood of people to use active modes of transportation (walking/cycling) for daily/regular activities Optimize capital costs/lifecycle costs of roads and transit infrastructure Lowest road maintenance cost Lowest operational cost of transit system Safest and most efficient movement of goods and people <p>Transportation Key Performance Indicators:</p> <ul style="list-style-type: none"> Revenue/Cost Ratio Revenue vehicle hours (transit) Passenger Trips Percentage of Lane-Km of roads (converting rural roads to urban) Total vehicle km travelled (VKT) Total vehicle hours travelled (VHT)
<p>7.2 Transit Objective</p> <ul style="list-style-type: none"> To provide transit service that is convenient and accessible to all residents and workers of York Region. 	
<p>7.2 Goods Movement Objective</p> <ul style="list-style-type: none"> To promote a linked and efficient network for goods movement that supports economic vitality and minimizes conflicts with sensitive land uses. 	
<p>7.3 Water and Wastewater Servicing Objective</p> <ul style="list-style-type: none"> To deliver safe, clean drinking water and provide long term water and wastewater services to York Region's communities, that are safe, well managed, and sustainable. 	<ul style="list-style-type: none"> Maximize opportunities to conserve water and reduce inflow and infiltration Water-use per capita Optimize water and wastewater infrastructure and investment – lifecycle costs Utilization of existing pipes vs. need for new pipes or expansion of existing pipes Need for additional water towers and pumping stations Most efficient provision of stormwater infrastructure – lifecycle costs

<p>7.4 Waste Management</p> <p>Objective</p> <ul style="list-style-type: none"> To achieve an efficient waste management system that minimizes material entering the waste stream, and is managed in the most economically efficient, environmentally sensitive and socially responsible manner. 	<ul style="list-style-type: none"> Diversion Rate Waste management cost per capita
<p>7.5 Energy and Utilities</p> <p>Objective</p> <ul style="list-style-type: none"> To demonstrate leadership in energy conservation and innovation, and to encourage the co-ordinated, efficient and safe integration of utilities to better serve residents and businesses. 	<ul style="list-style-type: none"> Lower greenhouse gas Reduction from trip avoidance, etc. <p>Information from CMHC Greenhouse Gas Emissions from Urban Travel: Tool for Evaluating Neighbourhood Sustainability</p>