

**2022 Transportation Master Plan
Comments and Response Table**

Resident Comments	Final Response
Resident 1	
<p>Overall well done on the 2022 TMP, it is concise and reflects a number of the shifts related to the pandemic impact on residents and transportation. I have a suggestion in relation to micromobility conflict:</p> <p>Regarding Micromobility - I believe there to be encouraging trends on adoption of alternative modes of travel and having personally witnessed more use and renting e-bikes/scooters personally in other N.American jurisdictions (Toronto, Montreal, Calgary, Portland, OR, etc.). In the AT identified corridors in the TMP around Newmarket, Aurora and East Gwillimbury I have seen and there have been more reported incidents of negative interactions between passive recreational trail users (often pedestrians) and active transportation users (increasingly e-bike/e-scooters) related to speed and corridor width. Much of the current system in this area of York Region, is not designed with AT in mind, as such it would be beneficial to consider options to reduce conflict among infrastructure user groups.</p> <p>For example: Consider research/piloting of parallel corridors or intermittent parallel corridors and/or refuges for passive users, allowing AT users to continue unimpeded along trail corridors, improving both user groups experiences.</p>	<p>This email is a follow-up to your concern regarding the Transportation Master Plan (TMP).</p> <p>Our TMP project team is reviewing your comments, and they will be addressed as part of the 2022 TMP update to Council in September. More information on The Committee of the Whole meeting on September 8, 2022, can be found here.</p> <p>For the latest information on the TMP, please visit our website here.</p>
Resident 2	
<p>Refer to attachment with TMP Comments.</p> <p>I am not opposing public transit. However, with the limited resources, we should address the immediate traffic issue, i.e. traffic jams every day. Public transit is not the solution to the traffic problem. It can only provide minor assistance. The figure told us the number of people riding YRT was so small that it could be neglected as a form of transportation. Improving vehicle movement is the key to resolve the pressing traffic issue in York Region. Once we have more people living in condo apartment concentration, more people may take the public transit and we will invest more then. Not now.</p>	<p>This email is a follow-up to your concern regarding the Transportation Master Plan (TMP).</p> <p>Our TMP project team is reviewing your comments, and they will be addressed as part of the 2022 TMP update to Council in September. More information on The Committee of the Whole meeting on September 8, 2022, can be found here.</p> <p>For the latest information on the TMP, please visit our website here.</p>
Resident 3	
<p>Please find attached our comments on the 2022 York Region Transportation Master Plan on behalf of our clients, Lorwood Holdings Incorporated et al. These comments are being provided in advance of the August 8, 2022 date for comments.</p> <p>We have had the opportunity to review the 2022 Transportation Master Plan (the “TMP”) and understand that it is being brought forward for Regional Council approval later this year. We write to provide comments on the TMP’s consideration of the Lands, which appears to anticipate the future implementation of Highway 413, a proposed transit way, and a potential commuter parking lot in the vicinity of the Lands. We refer in particular to Map 3 which shows a “Potential Commuter Parking Lot” and “Transitway Alongside Proposed Provincial Highway” and Map 4 which shows a “Future Highway” respectively on the Lands. We previously provided comments on the 2022 York Region Official Plan on May 31, 2022.</p> <p>Development Potential of the Lands</p> <p>The 2022 York Region Official Plan recognizes that the Lands have development potential and have therefore been brought into the urban boundary and are now being shown within the Urban Area on Map 1 of the TMP. Lorwood supports the inclusion of the Lands within the Urban Area</p>	<p>This email is a follow-up to your inquiry regarding the Transportation Master Plan (TMP).</p> <p>York Region’s TMP project team is reviewing your comments and they will be addressed as part of the 2022 Transportation Master Plan update to Council in September. For more information on The Committee of the Whole meeting on September 8, 2022, please visit Council and Committee York Region.</p> <p>Highway 413, parallel transitway and commuter lots are under the jurisdiction of the Ontario Ministry of Transportation and currently in the Environmental Assessment phase. A link to the Province’s Environmental Assessment webpage can be found here. Please visit our TMP webpage at york.ca/TMP for the latest information on the master plan.</p>

**2022 Transportation Master Plan
Comments and Response Table**

Resident Comments	Final Response
Resident 3 continued	
<p>designation; however, the Lands have been designated as Employment Area on Map 1A of the 2022 York Region Official Plan which, in our view, understates their full development potential as explained in our May 31, 2022 correspondence.</p> <p>These other lands have not been included in the Employment Area designation nor in the Highway 400 North Employment Area.</p> <p>Map 3 of the TMP identifies a “Potential Commuter Parking Lot” and “Transitway Alongside Proposed Provincial Highway” in the vicinity of Lorwood’s lands. Our clients wish to comment on this aspect of the TMP: While we can appreciate the Region’s interest in investing in and planning for public infrastructure, we submit that it would be preferable to locate such facilities on publicly held lands, or, if none is available, on privately held lands with lesser development potential than Lorwood’s lands.</p> <p>In our submission it is not appropriate to artificially limit the achievable development potential of the Lands through restrictive land use designations in the York Region Official Plan or by the identification of transportation features and facilities in the TMP that would encumber the property. Unless such lands are to be acquired by a municipal or provincial authority to implement this public infrastructure, the full redevelopment potential of the Lands should be respected so that a proper highest and best use for the Lands can be realized.</p> <p>Request for Notice</p> <p>Please provide us with written Notice of the Region’s decision in this matter, as well as notice of any further consideration of the 2022 TMP by the Region or any Regional committee. Our address for notice is provided herein.</p> <p>Potential Commuter Parking Lots on the Lands</p> <p>We note that there is no text in the TMP that provides any specific information on “Potential Commuter Parking Lots” nor general information on the acquisition, development, or operation of commuter parking lots in the vicinity of the Lands. It would be useful if the TMP provided that information as well as timelines for the acquisition of privately held lands that are required for public infrastructure.</p> <p>The lands to the north, northeast, and southeast of the Lands have been designated as Community Area which we suggest more accurately reflects the additional development potential of Lorwood’s lands. A Community Area designation permits a wider range of uses than an employment designation including opportunities for residential and mixed-use development.</p>	<p>See above</p>
Resident 4	
<p>The Transportation Master Plan mentioned safety for All Ages and Abilities and I was hoping to see more separated cycle tracks. These can serve for all kinds of micro mobility and other Active Transportation modes.</p> <p>We will have more seniors after 2030 and separated cycle tracks will not only give micro-mobility a safer space, but also mobility scooters will have a space to go to all destinations safely.</p> <p>Multi use paths and bike lanes are not as safe for all vulnerable road users as the provision of separated cycle tracks.</p>	<p>This email is a follow-up to your feedback regarding the Transportation Master Plan.</p> <p>York Region’s TMP project team is reviewing your comments and they will be addressed as part of the 2022 Transportation Master Plan update to Council in September. For more information on The Committee of the Whole meeting on September 8, 2022, please visit Council and Committee York Region.</p> <p>Additionally, you may wish to visit our TMP webpage at york.ca/TMP for the latest information on the master plan.</p>

**2022 Transportation Master Plan
Comments and Response Table**

Resident Comments	Final Response
Resident 4 continued	
<p>Protected intersections will also fill the important gaps in the AT network.</p> <p>Continuous Sidewalks/cycle tracks will also increase safety of vulnerable road users.</p> <p>Please, see attached pictures from the Netherlands, where I am at the moment.</p>	See above
Resident 5	
<p>Cycling routes should be on less frequently used roads instead of major thoroughfares for safety reasons. e.g., use Apple Creek and Carlton instead of HWY 7.</p>	<p>This email is a follow-up to your feedback regarding the Transportation Master Plan.</p> <p>York Region's TMP project team is reviewing your comments and they will be addressed as part of the 2022 Transportation Master Plan update to Council in September. For more information on The Committee of the Whole meeting on September 8, 2022, please visit Council and Committee York Region.</p> <p>Additionally, you may wish to visit our TMP webpage at york.ca/TMP for the latest information on the master plan.</p>

Local Municipality Comments	Final Response
King Township	
<p>I have finally had opportunity to look at the TMP masterplan. I have a couple questions about Map4. Hoping you can answer or shall I contact the YR Staff?</p> <p>15th SDRD Keele-400. I am nervous as the mapping (map 4) indicates that there is a road east of 400. I also note that there is no indication of an EA being conducted which would be a prerequisite for such to be built. The latter has been included in the plans which looked out 10 years although there was never provision for the budget dollars required to do the EA.</p> <p>No indication of anything be done at the Keele/17th SDRD intersection. I thought the micro planning of Keele (north and south of the crossroad was a stop gap measure until more significant improvement would be made to create a safer intersection. What happened?</p> <p>What 's the definition of the improvements on King Road west of 400?</p>	<p>York Region's 2022 Transportation Master Plan does not include any plans for road improvements on 15th Sideroad between Highway 400 and Keele Street. We understand that there are sections of unopened road allowance along 15th Sideroad and we will adjust York Region's GIS base mapping to better reflect this.</p> <p>Additionally, intersection improvements on Regional roads are not identified in the 2022 Transportation Master Plan. For more information on any upcoming road and intersection improvements projects, please visit our Roads Construction Program webpage here.</p>
City of Richmond Hill	
<p>I just have a quick question to confirm the following. The road map for the YR TMP currently shows the Stouffville road as below from Bayview to Yonge Street instead of eliminating the jog as per the recommendations of the 2017 ESR. Can you please confirm that this road improvement on Stouffville identified in the TMP also represents/includes the jog elimination as per the ESR?</p>	<p>The 2022 Transportation Master Plan (TMP) is not proposing any changes to the approved EA for Stouffville Road. As the TMP looks at projects at a Regional scale, it was not the intention of the TMP to identify jog eliminations or intersection improvements such as the Yonge Street / Jefferson Sideroad. The ultimate configuration for this intersection will be reviewed as part of future road works from Yonge Street to Bayview Avenue.</p>

**2022 Transportation Master Plan
Comments and Response Table**

Stakeholder Comments	Final Response
Metrolinx	
<p>This section outlines the ways the Region is aiming to create complete communities and complete streets. However, “eco-friendly transportation options” are mentioned in a general way alongside active transportation. It is recommended that transit and in particular Major Transit Station Areas (MTSA) are explicitly mentioned as key components of complete communities.</p>	<p>We will be revising D3.3 to read:</p> <p>Creating complete communities requires integrated thinking. Land use needs to align with investments, for example, in Major Transit Station Areas, active and eco-friendly transportation options should be integrated with investments in transit. How and where human services are delivered through medical facilities, schools and community centres is another important consideration. Policies in the Regional Official Plan are designed to encourage coordination and collaboration that will result in complete communities.</p>
<p>Existing and future rapid transit corridors such as subways, GO Rail, and BRT are identified as important backbones of the Region’s transit network. Connections to local transit services will be equally important to unlocking the potential of these rapid transit investments.</p> <p>It is recommended that the TMP emphasize the importance of frequent and reliable local transit that connects to and extends the reach of the rapid transit network. A longer-term view (beyond traditional 5 year local transit plans) may be necessary to prepare the local transit network to serve the ridership associated with the transformational investments in GO Expansion and the Yonge Subway Extension.</p>	<p>New text will be added to E.3:</p> <p>The capital needs of other transit services, like changes to the Frequent Transit Network, increased local bus routes services and Mobility On-Request, are adjusted in response to shorter-term demand and reflected in annual service plans, YRT’s five-year plans and the 10-year capital plans 10-year roads and transit capital construction program in the Region’s budget. Ongoing integration between YRT and Metrolinx will be required to ensure that future expansion of GO Rail service and bus rapid transit are well integrated with local transit services. For more information, visit yrt.ca.</p>
<p>At the time that the 2041 RTP was published in 2018, Metrolinx’s Mandate Area only included the GTHA. GO Rail and GO Bus service in Waterloo Region, Barrie and Simcoe County, and other areas in the GGH was depicted and discussed in the RTP based on their inclusion in the GO Rail and GO Bus service area.</p>	<p>Comment was addressed and revised as recommended.</p>
<p>Please edit the following text as suggested in the column to the right for accuracy and completeness: “GO Transit ridership in York Region was approximately 5% of pre-pandemic ridership. A Metrolinx survey in 2021 found that users expected their main transit use in the future would not be commuting to work but instead taking personal/pleasure trips”.</p>	<p>Comment was addressed and revised as recommended.</p>
<p>This section speaks about the rapid transit loop in the GGH Transportation Plan indirectly through a “signalled shift.” It is suggested that the TMP more directly refer to the GGH Transportation Plan and its proposed projects.</p>	<p>Comment was addressed and revised as recommended.</p>
<p>This section notes that “Metrolinx has also identified 37 kilometres of future planned rapid transit along Steeles Avenue.”</p> <p>The references should be adjusted to Metrolinx’s RTP project, which is approximately 21km of BRT between Jane St and McCowan Rd.</p>	<p>The TMP considers both Rapid and Priority Transit on the Map 3 and in the total kilometers cited. Will revise to read:</p> <p>The Metrolinx RTP has also identified 37 kilometres of future planned rapid and/or priority transit along Steeles Avenue.</p>
<p>It is suggested that the following statement to be edited to be more general about new projects in the GGH Plan (the transit loop is only one example): “The Region is also working with the provincial government to explore a potential rapid transit loop to bypass Toronto’s downtown core. The Ministry of Transportation plan for the Greater Golden Horseshoe and future updates to Metrolinx’s Regional Transportation Plan will provide more details.”</p>	<p>Comment was addressed and revised as recommended.</p>
<p>Grade separations do not enable more frequent service or longer trains on their own. The grade separations minimize disruptions to crossing auto traffic as train frequencies and lengths increase, though length is more of a factor for freight trains.</p>	<p>Comment was addressed and revised as recommended.</p>

**2022 Transportation Master Plan
Comments and Response Table**

Stakeholder Comments	Final Response
Metrolinx	
<p>The “Estimated Plan Capital Cost” table identifies a Total Cost and a Regional Cost for transit projects. The difference between the Regional and Total Cost is presumably contributions from senior levels of government (i.e. province and/or federal).</p>	<p>York Region is not proposing any changes to the Master Plan.</p> <p>These assumptions are identified in financial tools such as the Development Charges Background Study and Appendix C of the Master Plan - Transportation Master Plan Project Details Report.</p>
Toronto and Region Conservation Authority (TRCA)	
<p>It is recognized that the TMP provides a long-range vision for the Region’s transportation network. Staff notes that the draft TMP Map 4 - Proposed 2051 Road Network and Map 4 - 2051 Road Network in final TMP illustrates some planned road projects which might have already been subject to an EA study. Please clearly label approved and pending projects for clarity on the status of the overall planning and implementation of the TMP.</p> <p>Staff notes that final TMP Appendix C: Supporting Documents: C3 -2022 Transportation Master Plan: Project Details Report provides details for the transportation infrastructure projects recommended in the TMP including EA status and project costs. Notwithstanding Appendix C, the above comment remains relevant in relation to Map 4 providing greater clarity.</p>	<p>York Region is not proposing any changes to Map 4 at this time to reflect the planning status of the projects.</p>
<p>The TMP briefly discusses the relationship between the transportation network and the natural environment. Staff notes that Section 2.2.4 and Section 6.1.4 of the draft TMP states that in evaluating potential road and transit projects, the Region takes into consideration natural heritage features to avoid negative effects, and that enhancement of natural features is completed where possible. It is not clear how this is accomplished or how this has been carried forward in the TMP road networks. Please consider updating the Transportation Network Maps to include the Region’s Greenlands System, the Greenbelt Natural Heritage System, and other applicable natural heritage system strategies including TRCA mapping for natural heritage system, natural hazards and water resource system. This will help present the TMP in relation to natural heritage areas and outline where the planned TMP projects intersect with the Natural Heritage System. This may also allow for an analysis of proposed road, trail, and cycling networks in relation to the Natural Heritage System to identify additional opportunities for avoidance and minimization.</p> <p>Staff notes that the final TMP has updated text in Section B2.4 - Protecting and enhancing the natural environment to be more consistent with the 2016 TMP. It also includes a new map (Page 28) that shows the Oak Ridges Moraine, Greenbelt and Areas of Natural and Scientific Interest in York Region which are taken into consideration as part of environmental assessments for each project. As per the Region, this mapping is consistent with the June 2022 approved Regional Official Plan. Staff notes that the map on Page 28 of the TMP does not include the Region’s Greenlands System – this system should be clearly delineated on the map.</p> <p>Notwithstanding the text in Section B2.4 and the addition of the map on Page 28, the comment in relation to the Transportation Network Maps in Appendix B remains relevant. It is suggested that the Maps be updated to better illustrate how the planned transportation network intersects with natural heritage systems and areas.</p>	<p>York Region will be updating the map on page 28 to include the Region's Greenlands system. However, to maintain clarity on the project maps 1 through 4, we will not be duplicating this information.</p>

**2022 Transportation Master Plan
Comments and Response Table**

Stakeholder Comments	Final Response
TRCA	
<p>Recommendations for future work to inform individual planned projects should be incorporated into the TMP. This may include commitments to incorporating LID and stormwater management measures into transportation and infrastructure design, ensuring that ecological objectives are met through transportation network alignment and design, etc. Furthermore, the TMP should commit to not only avoiding and minimizing impacts to the natural system, but to compensate for impacts that are unavoidable and enhance where possible. Please consider including additional language in the TMP in this regard to better inform and provide direction to future transportation project planning and design.</p>	<p>York Region will be adding new text to the bottom of Section E3 - E3 Recommended transportation networks for Active Transportation, Rapid Transit and Roads as follows: Although the TMP defines the need for improvements to a corridor it does not predetermine the recommended solution. For each project, York Region is open to re-evaluating Phase 1 (Problem or Opportunity) and Phase 2 (Alternative Solutions) of the Municipal Class Environmental Assessment, as required. Sections B2.4 and C1 of this plan provide more information on the Environmental Assessment process.</p>
<p>Recommendations for future work to inform individual planned projects should be incorporated into the TMP. This may include commitments to incorporating LID and stormwater management measures into transportation and infrastructure design, ensuring that ecological objectives are met through transportation network alignment and design, etc. Furthermore, the TMP should commit to not only avoiding and minimizing impacts to the natural system, but to compensate for impacts that are unavoidable and enhance where possible. Please consider including additional language in the TMP in this regard to better inform and provide direction to future transportation project planning and design.</p>	<p>As components of the Environmental Assessment and follow-on work, the transportation projects recommended in the 2022 TMP are subject to further study and assessment as it relates to their feasibility, final alignment, and design. Consideration for natural hazard and natural heritage features will be required, and efforts to avoid and mitigate impacts will be considered through the planning and design process. This may include, but not limited to, stormwater management plans and LID details for all the new impervious areas such as roads, sidewalks, trails and bike paths including road improvement (i.e. regrading, widening, etc.) to demonstrate how Stormwater Management (SWM) criteria for water quantity, water quality, erosion control and water balance are achieved, flood plains assessment, consideration for natural hazard and natural heritage objectives, and eco passages and other mitigation measures to help address wildlife movement.</p>
<p>Please note that as part of the EA and detailed design, a stormwater management plan and LID details will be required for all the new impervious areas such as roads, sidewalks, trails and bike paths including road improvement (i.e. regrading, widening, etc.) to demonstrate how TRCA's Stormwater Management (SWM) criteria for water quantity, water quality, erosion control and water balance are achieved. TRCA staff suggests using the opportunity of road improvement works to improve the existing stormwater management at the proposed locations.</p>	<p>York Region will be adding new text to the bottom of Section E3 - E3 Recommended transportation networks for Active Transportation, Rapid Transit and Roads as follows: Although the TMP defines the need for improvements to a corridor it does not predetermine the recommended solution. For each project, York Region is open to re-evaluating Phase 1 (Problem or Opportunity) and Phase 2 (Alternative Solutions) of the Municipal Class Environmental Assessment, as required. Sections B2.4 and C1 of this plan provide more information on the Environmental Assessment process.</p>
<p>General alignments of midblock crossings, road improvement projects and new road links are provided on Map 4 - Proposed 2051 Road Network in draft TMP and Map 4 -2051 Road Network in final TMP. Please include in the final TMP that the planned road projects are subject to further study and assessment as it relates to their feasibility, final alignment and design. Consideration for natural hazard and natural heritage features will be required, and efforts to avoid and mitigate impacts should be considered as priorities through the planning and design process. Please note that the proposed midblock crossings should be located to avoid significant natural heritage features, such as Provincially Significant Wetlands, Species at Risk Habitat, and other sensitive feature and areas, particularly the proposed crossings of Highway 404 north of Major Mackenzie Drive, and north of Elgin Mills Road, as well as other locations.</p> <p>Staff understands that final TMP Commitments in Chapter G5 (Approach to Implementation) recognizes that "Although the TMP defines the need for improvements to a corridor it does not predetermine the recommended solution. For each project, York Region is committed to re-evaluating Phase 1 (Problem or Opportunity) and Phase 2 (Alternative Solutions) of the MCEA as described in Section C1 of this plan.</p>	<p>York Region will be adding new text to the bottom of Section E3 - E3 Recommended transportation networks for Active Transportation, Rapid Transit and Roads as follows: Although the TMP defines the need for improvements to a corridor it does not predetermine the recommended solution. For each project, York Region is open to re-evaluating Phase 1 (Problem or Opportunity) and Phase 2 (Alternative Solutions) of the Municipal Class Environmental Assessment, as required. Sections B2.4 and C1 of this plan provide more information on the Environmental Assessment process.</p>

**2022 Transportation Master Plan
Comments and Response Table**

Stakeholder Comments	Final Response
TRCA	
<p>TRCA notes that there are a number of proposed regional cycling and trail networks in the final TMP (Maps 1 and 2 in Appendix B). These trail networks often intersect the Natural System made up of natural heritage features and natural hazards. It should be noted that the proposed cycling, multi-use and trail networks must be further assessed to determine feasibility as it relate to minimizing and avoiding impacts to natural heritage features and the broader Natural System. Further study will be required to inform proposed trail alignments and design, and efforts to avoid and mitigate natural heritage impacts should be considered as priorities. In this regard, please consider TRCA Living City Policies for Recreational Use for proposed trail projects within the Natural System - specifically, Policy 7.4.5.1.</p>	<p>York Region will be adding new text to the bottom of Section E3 - E3 Recommended transportation networks for Active Transportation, Rapid Transit and Roads as follows: Although the TMP defines the need for improvements to a corridor it does not predetermine the recommended solution. For each project, York Region is open to re-evaluating Phase 1 (Problem or Opportunity) and Phase 2 (Alternative Solutions) of the Municipal Class Environmental Assessment, as required. Sections B2.4 and C1 of this plan provide more information on the Environmental Assessment process.</p>
<p>Trail networks should be designed to avoid and minimize impacts to natural heritage features and the overall Natural System, watercourse crossing should be avoided, and the number of required crossings minimized, and consideration should be made to cumulative impacts and how to avoid them when designing a Region-wide trail network. Trail networks should follow existing linear disturbance where feasible, avoid sensitive species and areas, avoid riparian zones of watercourses, not increase risks to public safety, and be located appropriately to avoid grading and filling within valleys. Through future project planning and design, the proposed location of trail networks should be refined to ensure that TRCA policies are respected. This may result in revisions to the proposed trail network currently presented in the TMP Update. Staff recommends that the TMP outline that proposed transportation network alignments may be subject to change as a result of future assessments. Staff further recommends that the TMP outlines commitments to coordinating trail projects with those of lower tier municipalities and other public agencies across the Region, to ensure that the trail network is maximized while at the same time minimizing impacts to natural heritage feature and areas.</p>	<p>York Region will be adding new text to the bottom of Section E3 - E3 Recommended transportation networks for Active Transportation, Rapid Transit and Roads as follows: Although the TMP defines the need for improvements to a corridor it does not predetermine the recommended solution. For each project, York Region is open to re-evaluating Phase 1 (Problem or Opportunity) and Phase 2 (Alternative Solutions) of the Municipal Class Environmental Assessment, as required. Sections B2.4 and C1 of this plan provide more information on the Environmental Assessment process.</p>
<p>Staff understands that final the TMP does not necessarily determine the recommended solution, and that further evaluation will accompany project planning and design. The draft TMP - Attachment 3: Trails of Regional Significance reflects the existing and conceptual regional-level trail alignments represented in TRCA's Trail Strategy. TRCA's Trail Strategy is a high-level masterplan that serves as a reference for TRCA and municipal partners to identify conceptual opportunities to connect gaps in existing regional-level trails. Please note that the conceptual alignments shown in the TRCA Trail Strategy are subject to factors including, but not limited to, feasibility, technical study, planning evaluation, permitting and approvals. TRCA is in support of developing trail connections throughout TRCA's jurisdiction and will continue to work with the Region and lower-tier municipal partners to review proposals and implement projects that meet TRCA Living City Policies and advocate for sustainable active transportation opportunities throughout this area, as endorsed by TRCA's Trail Strategy.</p>	<p>York Region will be adding new text to the bottom of Section E3 - E3 Recommended transportation networks for Active Transportation, Rapid Transit and Roads as follows: Although the TMP defines the need for improvements to a corridor it does not predetermine the recommended solution. For each project, York Region is open to re-evaluating Phase 1 (Problem or Opportunity) and Phase 2 (Alternative Solutions) of the Municipal Class Environmental Assessment, as required. Sections B2.4 and C1 of this plan provide more information on the Environmental Assessment process.</p>

**2022 Transportation Master Plan
Comments and Response Table**

Stakeholder Comments	Final Response
TRCA	
<p>Through future EA studies associated with planned transportation projects, TRCA Crossing Guideline for Valley and Stream Corridors, September 2015 (Crossing Guidelines) should be applied to projects that will cross valley and stream corridors. Application of the Crossing Guideline will help inform crossing alignment and design in order to meet natural hazard and natural heritage objectives. Additionally, the need for ecopassages and other mitigation measures to help address wildlife movement should be highlighted in the plan. Building on recent successes (e.g. night closures to protect endangered species), please consider opportunities to increase safe ecological passages or wildlife corridors and crossings.</p>	<p>York Region will be adding new text to the bottom of Section E3 - E3 Recommended transportation networks for Active Transportation, Rapid Transit and Roads as follows: Although the TMP defines the need for improvements to a corridor it does not predetermine the recommended solution. For each project, York Region is open to re-evaluating Phase 1 (Problem or Opportunity) and Phase 2 (Alternative Solutions) of the Municipal Class Environmental Assessment, as required. Sections B2.4 and C1 of this plan provide more information on the Environmental Assessment process.</p>
<p>As part of the EA and detailed design, for the works that are within the TRCA regulatory floodplain, a floodplain assessment may be required to demonstrate that the proposed works do not have any negative impacts to flooding. Any proposed water crossing must comply with TRCA's Crossing Guideline for Valley and Stream Corridors. TRCA may require fluvial geomorphology details and a floodplain assessment to demonstrate the proposed crossing does not have any adverse impacts to flooding.</p>	<p>York Region will be adding new text to the bottom of Section E3 - E3 Recommended transportation networks for Active Transportation, Rapid Transit and Roads as follows: Although the TMP defines the need for improvements to a corridor it does not predetermine the recommended solution. For each project, York Region is open to re-evaluating Phase 1 (Problem or Opportunity) and Phase 2 (Alternative Solutions) of the Municipal Class Environmental Assessment, as required. Sections B2.4 and C1 of this plan provide more information on the Environmental Assessment process.</p>
<p>Section F3: Transportation equity and inclusion – Please include opportunities for collaborating with partners to curb gentrification associated with large-scale projects and help improve affordability.</p>	<p>We added an additional bullet to our F3 - Equity and inclusion Focus Area as follows:</p> <p>Collaborating with partners to review potential community impacts associated with large-scale infrastructure projects such as rail-to-road grade separations.</p>
<p>Section F5: Fiscal and environmental sustainability and Section F6.1: Ownership and use of boulevard:</p> <ul style="list-style-type: none"> • Please consider making explicit reference to other green infrastructure or LIDs (e.g. bioswales and other green street elements) in addition to trees. • In line with the objective of providing a resilient and adaptable transportation network, please consider elaborating on how the Region plans to manage climate-related risks and vulnerabilities, not just at the asset level. Undertaking climate change vulnerability and risk assessments on all Region-owned infrastructure, systems and assets using a common methodology is mentioned, as set out in the Draft Climate Change Action Plan. Please advise if these will be undertaken by Transportation Services and how will results be used to inform adaptation and resilience-building efforts. 	<p>We revised under the F5 Fiscal and environmental sustainability area to read as follows:</p> <p>For example, preserving the 70,000 trees planted on Regional roads and rights-of-way is considered as part of the road project planning process and when trees must be removed, they are replaced, and the consideration of other green infrastructure or Low Impact Development (LID) such as bioswales.</p> <p>Further, we have forwarded your comment related to "Undertaking climate change vulnerability and risk assessments on all Region-owned infrastructure" - we have forwarded your inquiry to the appropriate department.</p>
<p>Section G6: Total costs of the transportation network – Please confirm if the cost estimates include any consideration of climate change (e.g. increased costs of operations and maintenance, repairs, renewals and construction, etc.). The Financial Accountability Office of Ontario's Costing Climate Change Impacts to Public Infrastructure Project may offer some guidance (note that findings on public transportation infrastructure are upcoming): https://www.fao-on.org/en/cipi</p>	<p>York Region has not formally conducted a review on how climate change considerations could be included in cost estimates. York Region does conduct annual reviews on cost estimates and updates our cost estimates to reflect annual changes. These annual reviews do include lessons learned from previous years, including considerations based on our annual weather monitoring. The Region is planning on including climate change considerations in future cost estimates, but more studies will need to be completed by York Region before these considerations are finalized. Further explanation can be found in #13.</p>

**2022 Transportation Master Plan
Comments and Response Table**

Stakeholder Comments	Final Response
TRCA	
<p>The midblock crossings on the Highway 404 appears to be in Redside Dace habitat reaches. TRCA has expertise in road ecology and has worked with the Region in the past on identifying species at risk habitat and identifying solutions. The Stouffville Road project is an excellent example of this partnership. The Region may explore additional future partnerships with TRCA to help identify solutions.</p>	<p>York Region will continue to work with subject area experts such as TRCA as required for our projects.</p>
<p>The plan should identify a commitment to assessing in what way a changing climate may impact the transportation network including vulnerable roads, culverts and other transportation infrastructure. TRCA has experience undertaking these types of assessments and would be pleased to support the Region.</p>	<p>York Region has near future plans to move forward with assessments that will identify how changing climate will impact future transportation infrastructure, including identifying vulnerable roads. There is a project currently underway which is the first step in this plan. The Region is currently working with the TRCA, which includes sharing LiDAR data, and the flood plain data subsequently developed by the TRCA from the LiDAR data. We are looking forward to continuing this work with the TRCA</p>
<p>Other comments:</p> <ul style="list-style-type: none"> • Please consider elaborating on regional versus local municipal responsibilities and how the Region works with local municipalities or helps set policy direction. For example, sidewalks were mentioned as a local municipal responsibility, but is there a role that the Region can play to support sidewalk planning and pedestrianization efforts. • Could specific targets be set through this TMP Update – e.g. safety targets, transit ridership targets, reduction targets for transportation-related air pollution and GHG emissions, modal-split targets, green infrastructure targets, etc. Or will these be set through the development of performance indicators and more specific strategies (traveller safety strategy in 2023). 	<p>York Region is not proposing any changes to elaborate on regional vs local responsibilities.</p> <p>It was not the intention of the Master Plan to identify KPI's. These will be developed through topic specific strategies, focus areas, and other Regional and Provincial documents.</p>
Ministry of the Environment, Conservation and Parks (MECP)	
<p>Thank you for providing these updated materials and the response table to MECP's comments on the draft. MECP offers one additional comment:</p> <p>1. Section 4.1 (Engagement Activities) of Appendix C1 lists the Indigenous communities that York Region held meetings with, including Chippewas of Georgina Island First Nation. A summary of the comments and responses is provided for each First Nation except Chippewas of Georgina Island First Nation. This may be a typo since Mississaugas of Scugog Island First Nation are listed twice in separate sections of the table. Please clarify or provide information about Chippewas of Georgina Island First Nation.</p>	<p>We'll look into this and revise the 2022 TMP accordingly.</p> <p>The 2022 TMP Book included additional text to section 4.1 Engagement Activities regarding Chippewas of Georgina Island First Nation. After several attempts of virtual meetings and correspondence with the Chippewas of Georgina Island First Nation, York Region staff was unable to meet with the Indigenous community but remains committed to future engagement opportunities.</p>
<p>Comments from June 27, 2022 Meeting: Regarding the TMP book project tables: Recommended a column added to reflect current EA status o Recommended a note added to indicate that: o All schedule 'B' and 'C' projects will be subject to EA assessment at a later date o Projects will be subject to Section 16 of the EAA which may require the Region, as a proponent, to comply with Part II of the EAA o A generalized statement included to indicate that highest priority items are those listed in the capital plan. o The TMP Book will include a reference to the project list appendices.</p>	<p>The comments received from MECP at the June 27 meeting was taken into consideration by York Region and the appropriate changes were made and addressed in the 2022 TMP Book.</p>

**2022 Transportation Master Plan
Comments and Response Table**

Stakeholder Comments	Final Response
MECP	
<p>Regarding natural heritage features:</p> <ul style="list-style-type: none"> o Provide an inventory of every natural heritage feature involved in each project; however a map (such as from the Official Plan) be included to provide a high-level description. o The TMP should reference/acknowledge Section 4.2 (re: Infrastructure Projects) to show that we will follow the requirements of Section 42. <p>Regarding consultation with Indigenous Communities:</p> <ul style="list-style-type: none"> o Check to ensure that there is no discrepancy between the list of consulted Indigenous communities identified in Section 3.3 of the draft TMP and what was identified in the draft Engagement Memo. o For any Indigenous Communities whom the Region didn't hear back from, demonstrate that multiple/alternative touchpoints were used when trying to contact them. 	<p>The comments received from MECP at the June 27 meeting was taken into consideration by York Region and the appropriate changes were made and addressed in the 2022 TMP Book.</p>

14176414