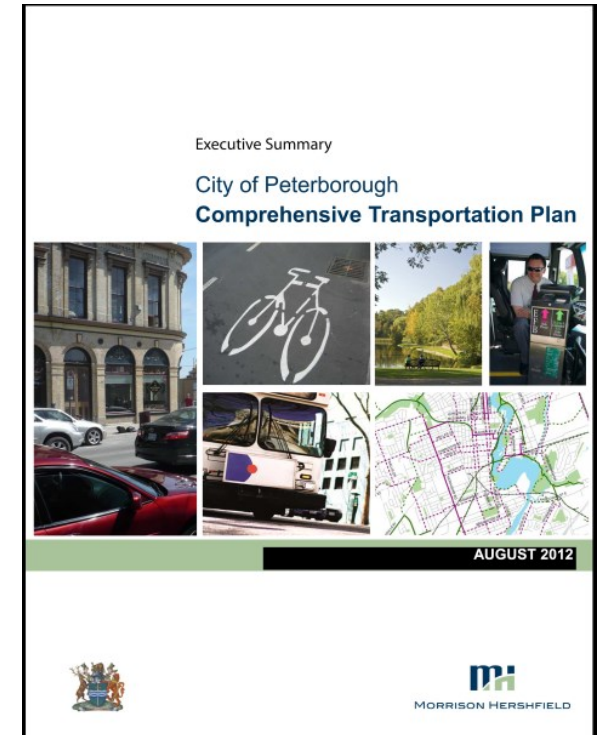
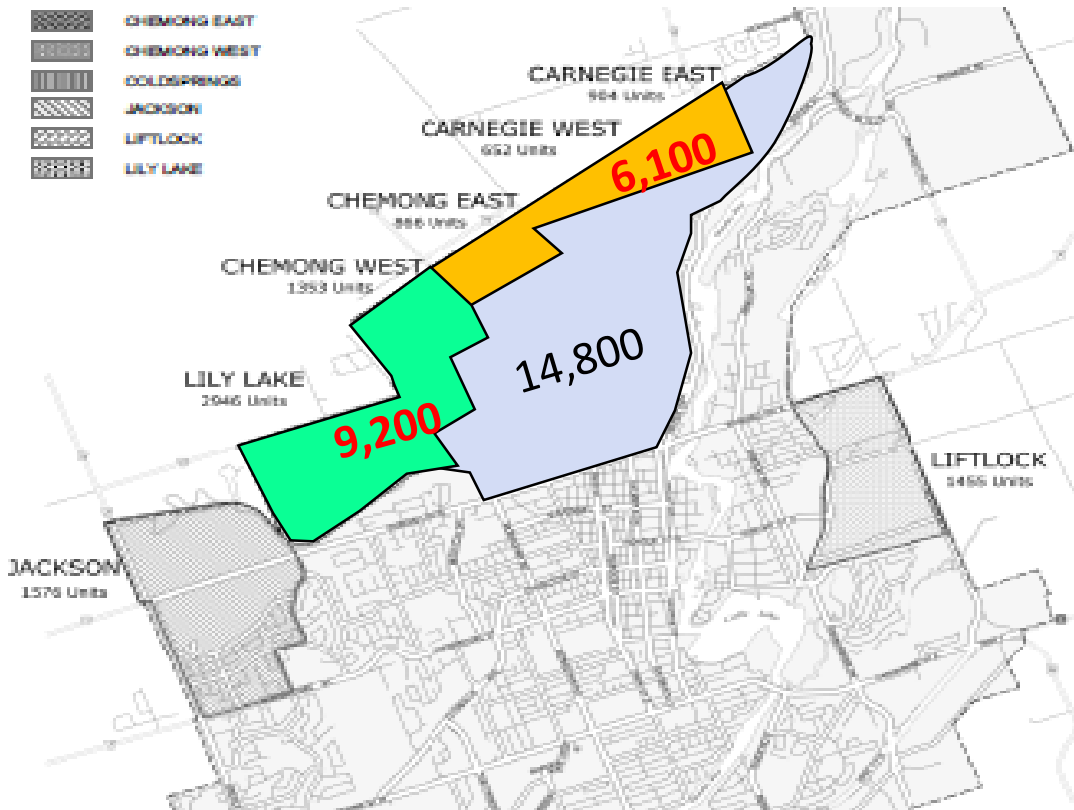


Updating the Transportation Master Plan

- January 28, 2019 Finance Committee recommendation:
- “That staff provide a report on the steps required to update the Transportation Master Plan with alternatives to the Parkway and addressing a north-south transportation route, and that the report be brought to the March General Committee Meeting.”



Background: 2013 Parkway Corridor Class EA



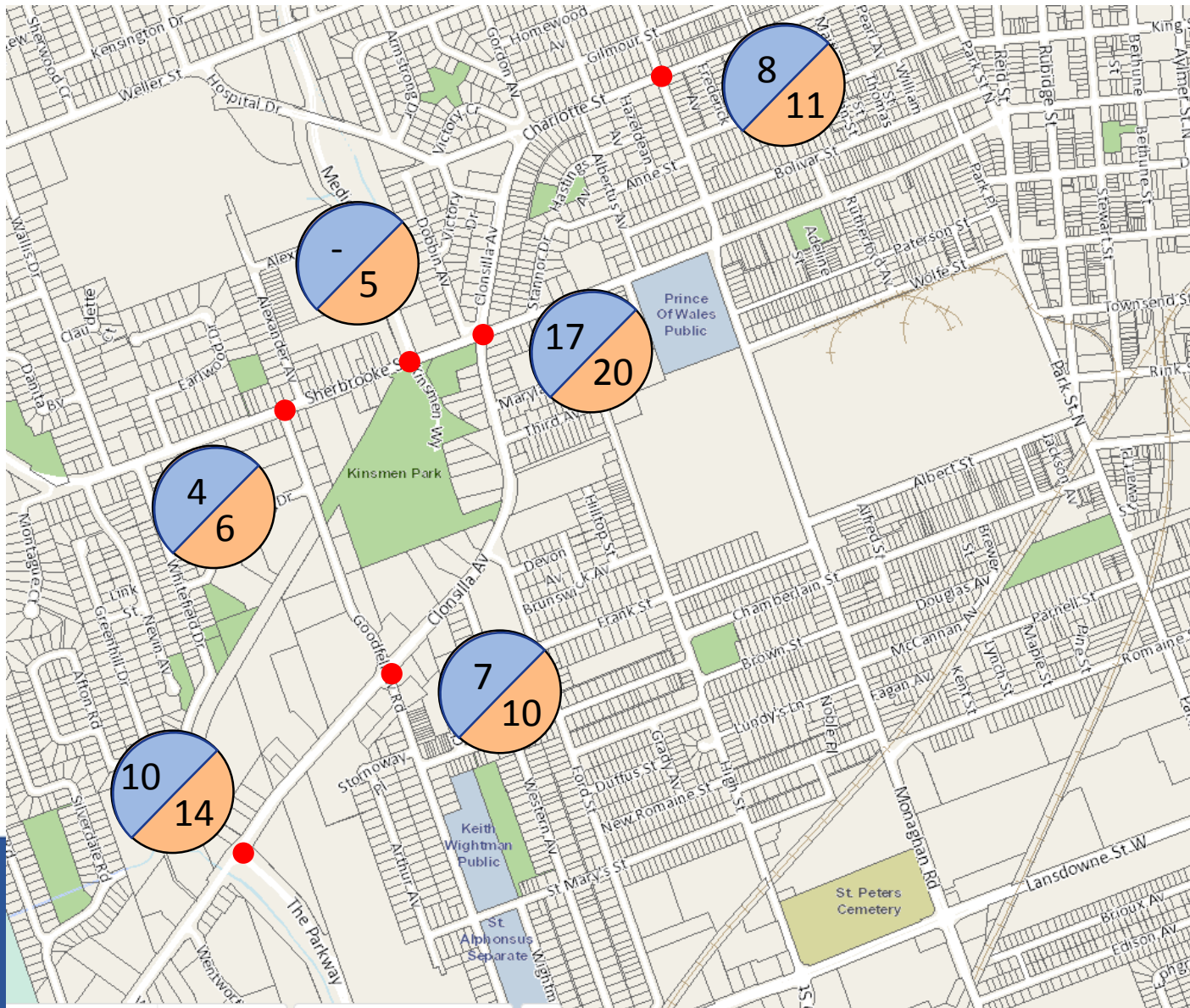
Class Environmental Assessment (EA) Study had two main purposes:

- 1) North-South Transportation Solution(s) to serve growth to 2031 & beyond

X,XXX – Potential New Residents at Build Out
X,XXX – Population in 2011

From Parkway Class EA Study Report

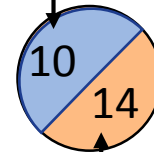
Background: 2013 Parkway Corridor Class EA



2) Solve existing operational concerns at intersections

- Annual collision trend increasing

Average # Collisions / Year – 2007 – 2012
(from Parkway Class EA Study)



Average # Collisions / Year – 2014 - 2017

The Minister's Order

September 16, 2016:

Minister of the Environment and Climate Change (now Minister of Environment, Conservation and Parks) issued an Order requiring the City to comply with Part II of the Environmental Assessment Act for the Parkway Extension project

The Order Restricts:

- the City's ability to implement any other road improvements that may be considered as alternatives to the Parkway
- short term measures to address intersection operational & safety issues that were studied as part of the Parkway Class EA

The Minister's Order (con't)

Impact of the Minister's Order:

- 1) No longer within Council's authority to simply update the TMP by removing the Parkway and adopting an alternative plan
- 2) Any plan intended to address the same purposes as the original Class EA must proceed under the Individual EA process
- 3) The final decision to accept the Individual EA report and approve the recommendations rests with the Minister

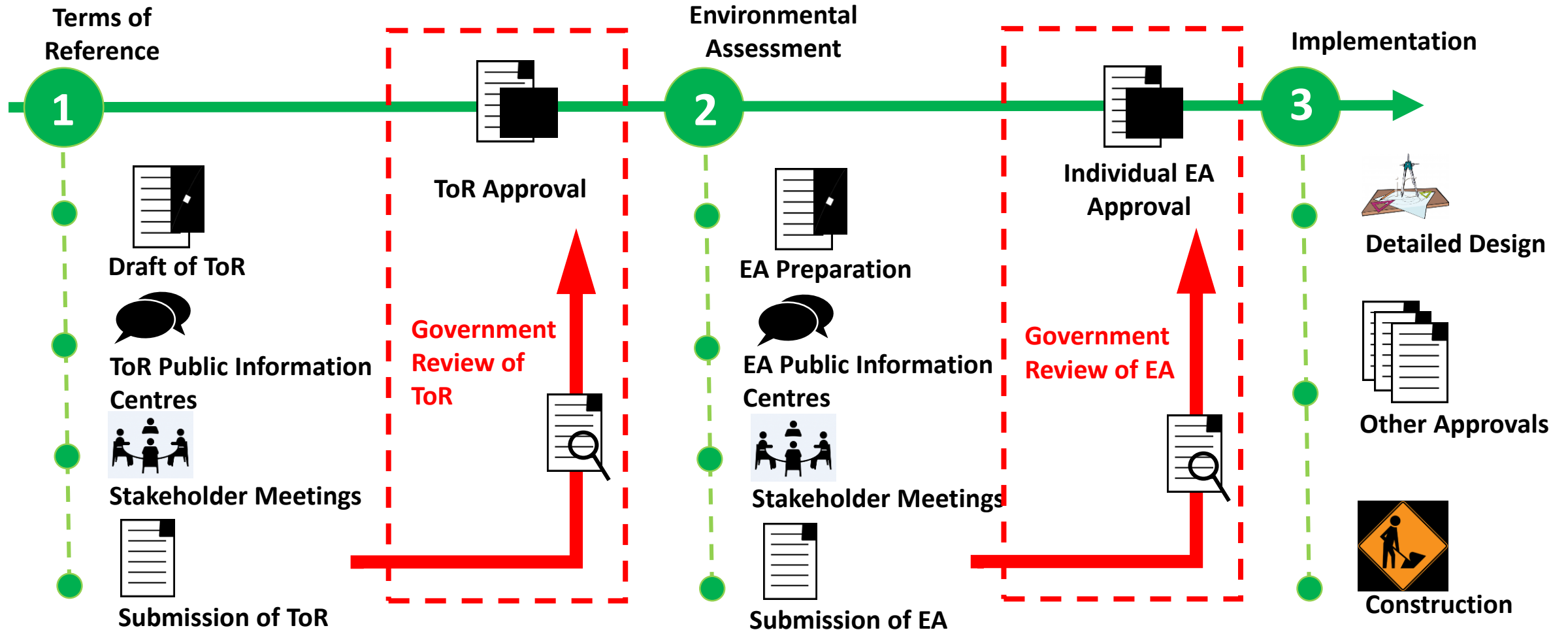
Individual EA Process

The first step would be completion of a Terms of Reference (TOR)

The TOR establishes the work plan for the Individual EA study:

- the purpose of the study
- how alternatives will be generated and evaluated
- how and when stakeholders will be consulted
- how decisions on the project will be made
- all reasonable alternatives need to be studied as part of an EA

Individual EA Process



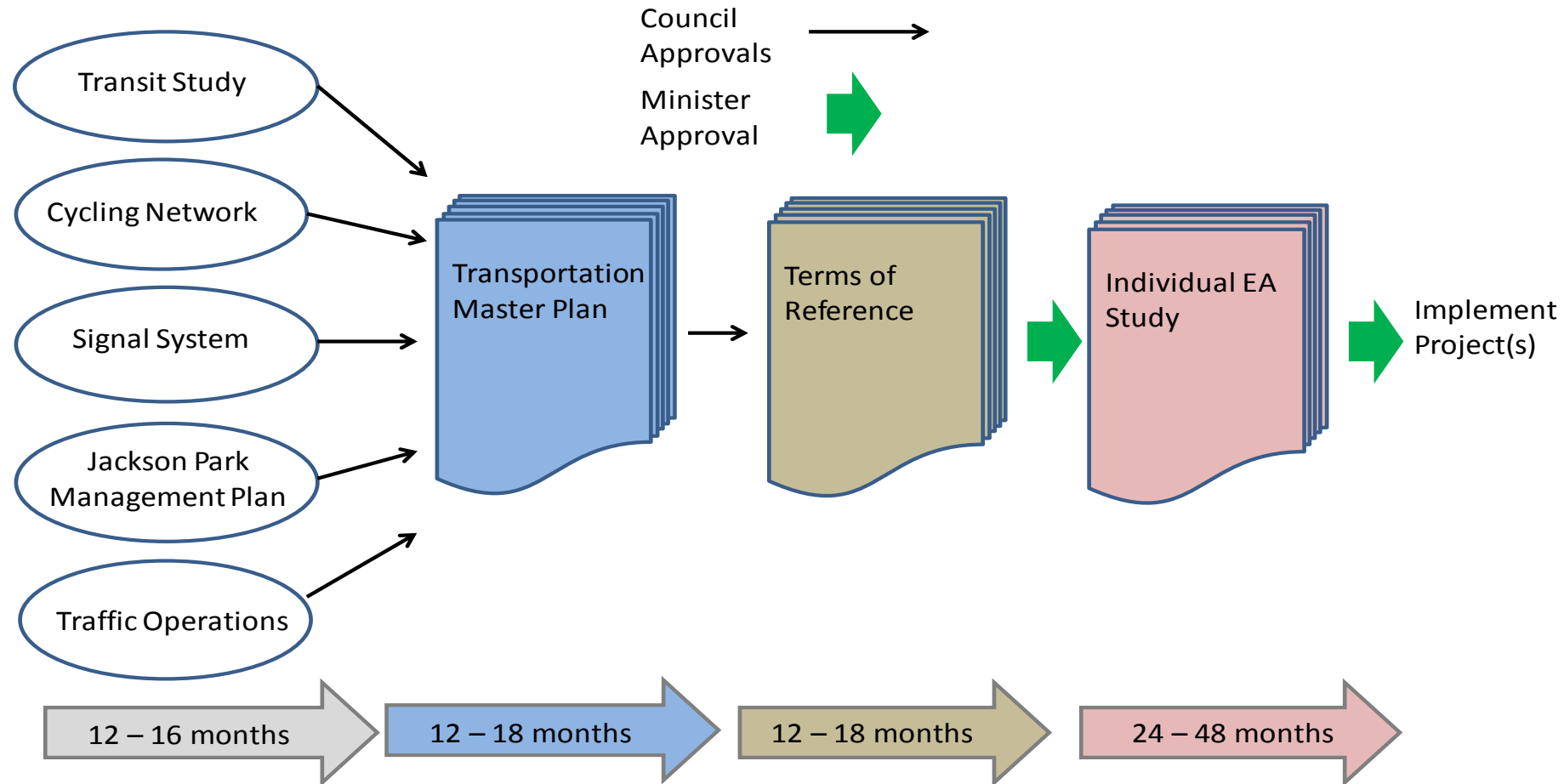
Background Studies

In April 2018, Staff presented Report USDIR18-002, “Transportation Planning and The Parkway”

Report recommended a series of background studies to

- Determine the degree to which these initiatives may reduce the need for new roads
- Establish the planning context to guide the development of the next TMP and/or an Individual EA for The Parkway (or any alternate North-South solution(s)).

Transportation Planning Process



Official Plan (OP)

- The Parkway alternative needs to be considered as part of the Individual EA Study (whether it is or isn't in the OP and whether it is popular or unpopular)
- Difficult to declare in advance that this project is no longer a “reasonable” alternative (focusing)
- OP can be amended once a preferred alternative is identified
- OP – Eliminating the Parkway from the new OP with no alternative could be subject to appeal via the Planning Act

Development Charges

Development Charge Update Study

- Significant financial risk if the Parkway were eliminated prior to identifying an alternative solution
- The Development Industry may demand that future development charges be based on “no Parkway” scenario if no alternative is identified and appropriate cost estimates provided
- Any alternative to the Parkway will have costs – will be defined in the Individual EA Study

Next Steps

- Continue with current work plan
 - Rename the project “North-South Transportation Solution(s)” to reinforce other alternatives not just the Parkway
 - Unable to address existing intersection / corridor issues
- Council Consideration: To reconsider the breadth of the previous Order, a formal request for the province to would be required
 - Ministry staff has indicated that there would need to be a compelling reason for the Minister to re-consider an Order