

THE REGIONAL MUNICIPALITY OF YORK

Planning and Economic Development Committee

March 7, 2007

Report of the

Commissioner of Planning and Development Services

PROVINCIAL INFRASTRUCTURE REQUIRED TO IMPLEMENT THE "PLACES TO GROW" PLAN IN YORK REGION

1. RECOMMENDATIONS

It is recommended that:

1. As a statement of their commitment to Places to Grow and the Growth Plan for the Greater Golden Horseshoe, the Province be requested to immediately commit to funding arrangements for the following critical road and transit infrastructure projects in York Region:
 - A rapid transit system in all four York Region corridors.
 - Full funding of GO Transit's expansion plan.
 - Highway 404, 427 and Bradford Bypass expansions.
 - New interchanges (12 new or modified interchanges) and widening of 400-series highways.
 - HOV lanes on 400-series highways.
 - Support and funding for transportation demand management and commuter parking lots.
 - Cross-boundary and boundary road improvements.
2. Council request the Province to expedite environmental assessment approvals of water and wastewater projects that are needed to meet Provincial growth projections.
3. Council consider the required Provincial infrastructure when evaluating forecast options to implement Places to Grow and the Growth Plan for the Greater Golden Horseshoe as it applies to York Region if *Recommendation 1* is not realised in 2007.
4. The Regional Clerk forward a copy of this report to the Provincial Ministers of Public Infrastructure Renewal, Transportation, Municipal Affairs & Housing and Environment, and to the local municipalities.

2. PURPOSE

The purpose of this report is to update Council on the status of Provincially significant infrastructure reported in April 2005 that covers water, wastewater, roads, and transit that York Region requires over the next 30 years in order to accommodate Provincial growth forecasts.

3. BACKGROUND

3.1 Background Summary

The Regional Official Plan currently projects that by 2026 the Region will grow to 1.28 million people. The Provincial Growth Plan for the Greater Golden Horseshoe calls for the Region to further grow to 1.5 million people by the year 2031. The additional growth being imposed on York Region through Places to Grow means that the need for transportation and municipal infrastructure has further increased.

On the basis of this increasing need, on April 21, 2005, Council endorsed Clause 2 of Report No. 4 of the Planning and Economic Development Committee that recommended:

1. *The Regional Chair on behalf of Regional Council inform the Province of Ontario of the concern regarding the disconnect between the recent Provincial Policy Plans including the Greenbelt Plan and the Draft Provincial Growth Plan and the lack of Provincial commitment to long term infrastructure plans and funding.*
2. *Within the next 6 months, the Province of Ontario produce 30-year Transportation Master Plans and 10-year capital plans to complement the Growth Plan for the Greater Golden Horseshoe and that the following services/infrastructure be covered; Provincial highways, local and rapid transit funding, cross-boundary and boundary road funding, hospital and related human services funding, GO Transit and natural heritage implementation funding.*
3. *The Province of Ontario approve Municipal Transportation Master Plans and commit to Provincial infrastructure and funding identified therein in conjunction with land use plan approvals.*
4. *As part of the Provincial commitment to infrastructure, the Province immediately commit to funding arrangements for the following critical road and transit infrastructure projects in York Region:*
 - *A Rapid Transit System in all four York Region Corridors.*
 - *Full funding of GO Transit Expansion Plan.*
 - *Highway 404, 427 and Bradford Bypass expansions.*
 - *New interchanges (12 new or modified interchanges) and widening for 400 series highway.*
 - *HOV lanes on 400 series highways.*
 - *Support and funding for Travel Demand Management and commuter parking lots.*
 - *Cross-boundary and boundary road improvements.*

York Region has prepared a series of Master Plans that identify the transportation, sewer and water systems needed to support the growth in the Regional Official Plan. These Master Plans are detailed documents that identify specific transit, roads as well as sewer and water treatment and transmission facilities. The specific timing of these facilities is detailed in the Region's 10-year capital plan and longer term Development Charges By-law, which are updated regularly. All of these systems are in keeping with the approved

ROP and the previous set of Provincial forecasts. Many of the road and transit requirements outlined in the Transportation Master Plan require significant Provincial funding, whereas the water and sewer requirements outlined in their respective Master Plans require only Provincial environmental approvals since they are funded by the Region's Rate Budget and development charges.

3.2 Transportation Infrastructure

York Region has completed and is in the process of updating the Transportation Master Plan to accommodate growth over the next 30 years prior to the changes from Places to Grow. The critical infrastructure from the Transportation Master Plan are:

- A rapid transit system in all four York Region corridors.
- Full funding of GO Transit's expansion plan.
- Highway 404, 427 and Bradford Bypass expansions
- New interchanges (12 new or modified interchanges) and widening of 400-series highways.
- HOV lanes on 400-series highways.
- Support and funding for transportation demand management and commuter parking lots.
- Cross-boundary and boundary road improvements.

3.3 Water and Wastewater Infrastructure

York Region is conducting a number of environmental assessments to implement new capacity for water and wastewater. Critical projects include:

- York Durham Sewerage System Duffin Creek Water Pollution Control Plant (Phase 3) Expansion.
- York Durham Sewerage System Southeast Collector.
- Queensville/Holland Landing sewer services
- King City Water Supply
- Richmond Hill elevated tank
- Stouffville water supply
- Toronto East water supply.

Delays in getting Provincial EA approvals for these projects would significantly affect the ability to absorb the growth expected to occur in York Region.

3.4 Infrastructure Investment Linked to Economic Growth

Economic growth in York Region cannot continue without Provincial investments in infrastructure. The infrastructure requirements identified in this report are key to continuing and meeting the growth projections identified for York Region by the Province. Several major employment-related development proposals are being delayed pending commitments on Provincial highway projects. For instance, the Vaughan Enterprise Zone is a strategic employment location for the Greater Toronto Area that covers 1,500 hectares. Its development and full potential however is predicated on having the Highway 427 extension implemented. Another example is the approved Keswick Business Park where its development is dependant on a firm completion date for the Highway 404 extension to Ravenshoe Road.

In addition to highway investments, it is a known fact that rapid transit is a requirement for economic growth for municipalities of one million people or more. York Region is at one million people now and is projected to grow to 1.5 million by 2031. Every municipality in Canada that has 1 million or more people has a rapid transit system with the exception of York Region. The development of the four Regional Centres of Markham, Richmond Hill, Vaughan and Newmarket, identified as urban growth centres in Places to Grow, are critically dependant on Provincial approval of our environmental assessments and funding commitment for the four rapid transit corridors.

Delays in Provincial highway and rapid transit investments put unnecessary pressure on the Regional road system, which is not designed to carry longer distance travel. Increasing traffic congestion resulting from the lack of highway investments has contributed significantly to ineffective transit services that are caught in the same traffic congestion. This domino effect in turn leads to a dampening of economic competitiveness of York Region as a desirable business location which then jeopardises York Region's ability to meet Provincial growth projections.

4. ANALYSIS AND OPTIONS

The following subsections summarise the status of Provincial actions on infrastructure needs in York Region. Specific details on each transportation and water/wastewater projects are provided in *Attachment 1* and *Attachment 2* respectively.

4.1 Provincial Actions on Transportation

In regards to transportation infrastructure, to accommodate economic growth, York Region mainly requires the Province to fund its share of rapid transit construction and to perform their responsibility of expanding the highway system.

4.1.1 Transit Funding

To their credit, the Province has taken a significant step in committing funding of \$670 million for the Spadina subway extension to the Vaughan Corporate Centre (VCC).

However, for this subway extension to be effective, Viva Phase II must also be constructed. The Viva system complements and feeds the subway system at Don Mills, Finch and Downsview (VCC in the future) stations. Other than a minor funding of \$7.3 million for preliminary engineering works, the Province has yet to make a serious commitment to the construction of Viva Phase II. The urban structure of York Region rests upon the construction of Viva Phase II. Simply put, growth in York Region is critically dependant on Viva Phase II being completed.

Complementary to Viva Phase II is the need for GO Transit to expand services on the three commuter rail lines in York Region. Other than grade-separating the GO tracks from the CN York line at Snider and Hagerman diamonds, no improvement to actual services have been announced.

4.1.2 Highway Expansion

Since the release of the new Provincial growth plans and policies, the Province has released a five-year highway capital plan, the *Southern Ontario Highways Program 2006-2010*, which was reported to Council in October 2006. As part of the five-year capital plan, the Province has committed to:

- Highway 400 interchange improvements at Teston Road and King Road with target completions of 2007 and 2009 respectively. Note that the Teston Road interchange improvement is a \$15 million project being completed by York Region. The Provincial contribution to the project is only \$3 million or 20%.
- Highway 400 widening from 6 to 8 lanes from Major Mackenzie Drive to Teston Road with a target start date of 2008 and a target completion date of 2010.
- Highway 404 northbound HOV lane from Sheppard Avenue in Toronto to Beaver Creek in Richmond Hill, which is already underway with a target completion date of 2007.
- Highway 404 extension structures for the Mount Albert Road and Green Lane underpasses, both of which are targeted to be completed in 2007.
- Highway 404 extension from Green Lane to Ravenshoe Road with a target start date of 2008. The completion date of this extension is unknown since the target completion date is given as “beyond 2010”.

No firm commitment has been made by the Province on:

- Highway 427 extension.
- Highway 404 extension north of Ravenshoe Road.
- Bradford Bypass.
- HOV lanes on Highways 400, 404 and 427 within urban areas.
- New interchanges or interchange improvements other than at Teston and King Roads.
- Commuter parking lots.
- Funding for boundary and cross-boundary roads.

4.1.3 Transportation Demand Management (TDM)

York Region recognises the importance of TDM as a significant component of the transportation system. TDM has to be a part of York Region’s sustainable transportation solution. That is why York Region is the lead partner and the host agency for the Smart Commute Initiative, a joint municipal project of the Regions of York, Durham, Peel, and Halton and the Cities of Toronto, Hamilton and Mississauga to deliver transportation demand management (TDM) programs and services across the GTA+Hamilton region through a two-tier structure consisting of an umbrella group, the Smart Commute Association, and a network of local transportation management associations (TMAs) such as Smart Commute 404-7 (Markham, Richmond Hill), Smart Commute Central York (Newmarket, Aurora) and Smart Commute North Toronto-Vaughan.

Provincial support for Smart Commute has to happen as it will be critical to the success of Provincial initiatives such as the highway HOV network and the Growth Plan for the Greater Golden Horseshoe. Smart Commute is also complementary to the work of the Provincial Ministries of Public Infrastructure Renewal and Long Term Health Promotion.

4.2 Water and Wastewater Infrastructure

In the area of water and wastewater infrastructure, economic growth in York Region is currently constrained by available water and wastewater capacity. As detailed in *Attachment 2*, York Region is working hard to move forward in completing environmental assessments on a number of critical projects. Expedient Provincial approvals of these environmental assessments are needed for York Region to meet Provincial growth projections.

4.3 Relationship to Vision 2026

Vision 2026's goals include managed and balanced growth, infrastructure for a growing region, a vibrant economy, enhanced environment, heritage and culture and responding to the needs of our residents. These goals would be greatly affected if the infrastructure that is needed to support the growth as projected by the Province is not realised in a timely manner.

5. FINANCIAL IMPLICATIONS

Overall, an initial estimate of the transportation and transit investment required to support projected growth in York Region is \$10 billion. Of that, the estimate of the Provincial component is \$ 6.4 billion. The size of this funding gap gives a measure of the enormity of the problem that York Region faces in addressing growth.

Viva Phase II, as planned, requires substantial funding from the Provincial and Federal levels of government. York Region's share is covered through development charges and tax levy.

GO Transit capital improvement costs are shared by the benefiting municipalities. York Region's share is covered through development charges and tax levy.

The less timely the Province expands the highway system, the more onerous it will be for York Region as it will be pressured to provide additional capacity to accommodate growth. In turn, the financial burden on York Region will also be more onerous.

Additionally development charges recover only a small portion of the impact of growth due to current legislative impediments. These need to be removed in order for York Region to afford its share of these projects.

6. LOCAL MUNICIPAL IMPACT

Anticipated developments across all nine local municipalities are been constrained by the lack of transportation, water and wastewater capacity. Timely resolution of the funding and environmental assessment approvals from the Province on the infrastructure listed in *Attachments 1 and 2* are critical to York Region meeting Provincial growth targets.

7. CONCLUSION

The Growth Plan for the Greater Golden Horseshoe as part of the Province's Places to Grow Act calls for an increase of about 600,000 residents, 350,000 jobs and 225,000 housing units in York Region over the next 25 years. This dramatic increase in growth is predicated on a more intense form of development over current trends.

Primarily because of funding shortfalls and lack action from the Province, infrastructure investment in York Region has been lagging behind development. With the new Provincial growth forecasts for York Region, the urgency for new Provincially-significant infrastructure is now greater than before.

For Places to Grow to be effective in terms of managing growth, the current disconnect between growth forecasts and infrastructure provision must be bridged in a timely manner. At the risk of declining quality of life and not meeting Provincial growth forecasts, the Province is urged to act quickly to support the growth plan.

For more information on this report, please contact Paul May, Director, Infrastructure Planning Branch at 905-830-4444 ext. 5029 or paul.may@york.ca.

Provincial Infrastructure Required to Implement the "Places to Grow" Plan in York Region

The Senior Management Group has reviewed this report.

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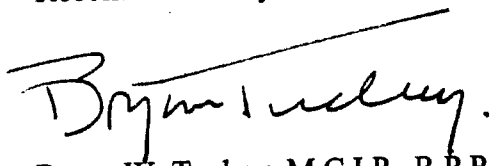
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February 23, 2007

Attachments 1 - 30 Year Transportation Infrastructure Need and Funding Gaps
Commitments Required from Province
2 - 30 Year Water and Wastewater Projects for Provincial Approvals

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30 Year Transportation Infrastructure Needs and Funding Gaps Commitments Required from Province

Transit Projects	Timing	York Region Actions	Provincial Actions
Full funding for rapid transit infrastructure, including:			
Transitways in all 4 York Region corridors	ST	<ul style="list-style-type: none"> Yonge St N. EA in progress Highway 7 and MNSL EA approval pending 	<ul style="list-style-type: none"> Yonge St S. EA approved April 2006 Provincial funding of \$7.3 M for preliminary engineering of 1st stage of Viva Phase II
Subways to Vaughan Corporate Centre and Richmond Hill Centre	LT	<ul style="list-style-type: none"> Spadina subway – conditions of approval report being finalised. 	<ul style="list-style-type: none"> Provincial funding of \$670 M committed. Federal funding still pending. Yonge subway – no status
Rolling stock	ST to LT	On-going	
Maintenance facilities	ST	Preliminary engineering underway.	
Stations, terminals, park 'n' ride lots	ST to LT	On-going	
Full funding of GO Transit Expansion program, including:			
All-day two-way service on 3 existing lines in York	ST-MT	No status. Hagerman and Snider Diamond improvements.	
Extension of Richmond Hill line to Bloomington	ST	No status	
Implementation of GO BRT program	ST-MT		
			<ul style="list-style-type: none"> GO operating 407 services MTO initiating EA for transitway between Hwy 400 and Kennedy Rd

Transit Projects	Timing	York Region Actions	Provincial Actions
New service on Havelock and MacTier rail lines	LT	No status	
New stations, rolling stock, etc.	ST to LT	On-going	
Union station upgrades	ST	Termination of Master Agreement with UPG.	GO has initiated upgrades at Union Station.
Take back municipal funding component for GO Expansion	ST	No status.	
Funding for YRT expansion of service and rehabilitation of existing service, including:			
New and replacement buses	ST to LT	On-going	
Transit priority upgrades	ST to LT	On-going	
Shelters, turning loops, etc.	ST to LT	On-going	
Maintenance facilities	MT	YRT maintenance facilities strategy prepared.	
Other Programs:			
Transportation Demand Management – full Provincial participation in Smart Commute program	ST	On-going discussion with Provincial staff.	
Commuter parking lots – expansion and acceleration of Provincial commuter parking lot program	ST		MTO Carpool Study Initiated in 2006.

Timing:
ST- Short Term (2005–2011)
MT – Medium Term (2012-2021)
LT – Long Term (2022-2031)

Roads and Highways Projects	Timing	York Region Actions	Provincial Actions
Highway 427 Extension			
Highway 7 to Rutherford/Major Mackenzie within short term	ST		EA initiated by MTO.
Further north to Bradford Bypass within longer term	LT	Not in Provincial plans.	
Highway 404 Extension			
Green Lane to Glenwoods Drive within short term	ST		Detailed design for extension to Ravenshoe Road in two phases. Construction start 2008, completion beyond 2010. No commitment to completion date.
Further north and east to Highway 12 within longer term	LT		EA completed. Not identified in Places to Grow.
Bradford By-pass			
Highway 404 to Highway 400 within short term	MT		EA Completed. Not identified in Places to Grow. Corridor being protected.
Highway 400 to Highway 427 Extension within longer term	LT	Not part of Provincial Places to Grow.	
East/West economic corridor (identified in Places to Grow) within longer term	LT	Study initiated by MTO.	
Widen Highways 400, 404 and 427 to ultimate widths	ST & MT		Highway 400 widening to 8 lanes from Major Mackenzie to Teston

Roads and Highways Projects	Timing	York Region Actions	Provincial Actions
Implement HOV lanes on Highways 400, 404, and 427 within urban areas	ST & MT		Rd (completion by 2010). Highway 404 NB HOV lane under construction to Hwy 7; 404 SB HOV lane south of Hwy 7 implemented.
New interchanges or interchange improvements:			
Highway 400/Teston Rd. – contribute to York Region project	ST	Under construction with 20% Provincial contribution.	
Highway 400 and future mid-York east/west arterial road	MT	Mid-York E-W study to be initiated pending Council direction.	
Highway 404 and 16 th Sideroad – interchange reconstruction to widen bridge and convert to standard interchange design	MT	No status.	
Highway 404 and future north Markham east/west arterial road	MT	No status.	
Highway 404 and St. John's Sideroad interchange reconstruction to widen bridge and convert to standard interchange design	MT	No status.	
Highway 404 and Doane Road – new interchange	LT	No status. Separate EA required. Proposed Doane Road overpass will allow for future interchange.	
Highway 404 and Mulock Road – ramps to and from the north	ST	No status.	
Highway 404 and Glenwoods Road – new interchange	ST	No Provincial commitment. Not identified in the 404 ext. EA.	
Highway 400 and Steeles Avenue – ramps to and from the north	MT	No status.	

Roads and Highways Projects	Timing	York Region Actions	Provincial Actions
Highway 407 and 9 th Line – ramps to and from the south	ST	Interchange improvement study initiated by York Region.	
Highway 407 and Markham By-pass – ramps to and from the south	ST	Interchange improvement study initiated by York Region.	
Highway 400 and Highway 7 – reconfiguration of interchange to accommodate Vaughan Corporate Centre	ST	VCC Interchange EA initiated.	
Funding for cross-boundary roads, including:			
Markham By-pass extension connecting to Morningside Ave.	MT	Provincial Facilitator retained to resolve Toronto concerns.	
14 th Avenue at east end	MT	Need to be determined in on-going Provincial study on infrastructure needs of new Seaton community.	
Highway 11/Bathurst St. at north end	MT	No status	
Major Mackenzie Drive at west end	MT	Western Vaughan IEA to commence in Spring of 2007.	
Steeles Avenue	ST & MT	Negotiations on-going with Toronto.	
Highway 50	ST & MT	No status.	
York/Durham Line	ST & MT	No status.	
Ravenshoe Road	ST	No status.	
Widen Highway 7 from Highway 48 to York/Durham Line before transferring jurisdiction	ST	York Region has assumed road section to Markham Bypass without widening.	

Timing:
ST-Short Term (2005-2011)
MT – Medium Term (2012-2021)
LT – Long Term (2022-2031)

30 Year Water and Wastewater Projects for Provincial Approvals

Water Projects	Cost Estimate	Project Status
Aurora/Newmarket Water Supply	\$61,000,000	Keele Street and King/Vaughan Road watermains are complete. Bathurst Street watermain construction is scheduled for completion in early 2007. Maple Pumping Station construction is expected to complete in July 2007. Aurora South reservoir is expected to complete in December 2007.
Bathurst Watermain (Orchard Heights Reservoir to Newmarket Reservoir)	\$2,700,000	Construction is expected to complete in November 2007.
Queensville Elevated Tank	\$5,000,000	Start of project is subject to the initiation of new development in Queensville and Sharon, which in turn will be subject to the timing of the work for the YDSS Extension to Holland Landing/Queensville/Sharon. The current target completion date for this project is June 2009.
King City Water Supply	\$11,200,000	Completion of Class EA is expected in March 2007. Tender and contract award is expected in December 2007. Completion of construction is expected in December 2008.
Richmond Hill 1st PD9 Elevated Tank and Watermain	\$6,800,000	Class EA completed. Tender and contract award is expected in March 2007. Completion of construction is expected in April 2008.
Stouffville Water Supply	\$6,400,000	Class EA completed. Tender and contract award is expected in summer 2007. Completion of construction is expected in fall 2008.
Toronto East Water Supply	\$16,900,000	Class Environmental Assessment completed January 2007. Completion of detailed design is expected in March 2008.
Total Water Projects	\$111,900,000	

Wastewater Projects	Current Cost Estimates	Project Status
Newmarket Equalization Tank	\$10,300,000	Tender and contract awarded in November 2005. Completion of construction is expected in August 2007.
Aurora Equalization Tank	\$16,000,000	Construction contract awarded October 2006. Construction started in November 2006. Completion of construction is expected in May 2008.
16th Avenue Sewer Phase 2	\$101,500,000	Completion of construction is expected in April 2007.
YDSS Interceptor (19th Avenue and Leslie Street)	\$107,300,000	Leslie Street open cut - Completion of construction is expected in December 2007. 19th Avenue Earth Pressure Balance Machine (EPBM) tunnelling - contract was awarded in July 2006. Completion of construction is expected in January 2008.
Southeast Collector	\$249,000,000	Submission of the IEA to Ministry of Environment (MOE) is expected in June 2007. MOE approval of the IEA is expected in January 2008. Completion of construction is expected in December 2010.
Duffin Creek Water Pollution Control Plant	\$370,000,000	Expected EA approval (assuming the Minister rules on the Part II order requests within the legislated timelines) was expected in December 2006. Certificate of Approval and first tender award is expected in March 2007.
Peel Wastewater Diversion	\$44,000,000	Construction completed. Commissioning of the system and initiating the flow diversion started in December 2006.
Bathurst-Langstaff Sewer	\$95,000,000	Construction contract was awarded in March 2006. Completion is expected in October 2008.
Pine Valley Pumping Station	\$10,700,000	Construction was completed in October 2006.
Queensville/Holland Landing Servicing	\$14,900,000	Completion of Class EA February is expected in 2007. Completion of detailed design is expected in December 2007. Completion is expected in Fall 2009.
Total Wastewater Projects	\$1,018,700,000	