

December 24, 2004

**Fiscal Impact Analysis
Sharon Community Plan
OPA 122
Town of East Gwillimbury**

In accordance with the Financial Growth Management Policies adopted in the Regional Official Plan, the following analysis highlights financial impacts of the proposed development of the Sharon Community Plan in the Town of East Gwillimbury. The Regional Finance Department, in conjunction with the Regional Transportation and Works Department and the Regional Planning Department has prepared this financial review.

The Sharon Community Plan - Official Plan Amendment No.122 in the Town of East Gwillimbury designates the subject lands as "Future Urban Area". The Secondary Plan area is not clearly bound by major roads or environmental features, however, it can be described as the lands that are located within the four concession blocks north of Newmarket and south of the Queensville Community. These lands include: the area east of 2nd Concession Road; north of Green Lane; west of Woodbine Avenue; and south of Doane Road. The proposed amendment would result in a refined urban boundary and permit the development of a low density, environmentally sensitive, primarily residential community with approximately 2,000 dwelling units, providing for an increase of approximately 6,500 persons. The Sharon Secondary area also includes employment land, generating employment for approximately 550 persons. These details are shown in Table 1.

Table 1
Sharon Community Plan – OPA No. 122
Growth Projections

Communities	Additional Population	Residential Dwelling Units	Additional Employment
Sharon Community Plan – OPA 122	6,500	2,000	550

REGIONAL ROADS/TRANSPORTATION

The Regional Transportation and Works Department has reviewed the Sharon Community Plan - Official Plan Amendment No.122 development proposal and has provided preliminary comments.

Major Capital Roads Projects

There are a number of road improvements included in the Region's 2004 – 10 Year Roads Capital Program in the vicinity of the Sharon Community Plan. The total cost of the improvements required in the year 2013, as shown in Attachment 1 is estimated at \$4.5 million. It should be noted that traffic related to development in the Sharon Community Plan area is not the sole contributor to the future need for these major transportation improvements. Planned and/or approved development elsewhere in the Town of East Gwillimbury and other areas also contribute to the requirement for certain transportation improvements. Currently there are no other road improvements noted in the Region's Development Charge By-law as being required from 2013 to year 2026.

Based on development charge rates approved in accordance with Regional Development Charge By-law No. DC-0005-2003-050, development proposed in the Sharon Secondary Plan area should generate roads development charge revenues of approximately \$8.3 million.

Other Road Improvements

Other road improvements that have not been specifically identified in the Region's 2004 – 10 Year Roads Program may be required to support future traffic volumes generated by the specific development of the Sharon Secondary Plan area. These may include a traffic control signals and various intersection improvements in the vicinity of the development at an estimated cost of \$370,000.

Transit

The Transit improvements included in the Region's current long term capital program have been identified as supporting traffic demand created from growth areas, such as the Sharon Secondary Plan area. The Sharon Secondary Plan area and vicinity will require the local bus service to be extended to service the community at an estimated cost of \$360,000.

Based on development charge rates approved in accordance with Regional Development Charge By-law No. DC-0005-2003-050, development proposed in Sharon

Secondary Plan area should generate transit development charge revenues of approximately \$2.9 million.

Timing of transportation development charge collections and expenditures will be dependent upon development phasing and the timing of major roads and transit infrastructure.

WATER/SEWER CAPITAL INFRASTRUCTURE

The Water and Wastewater Branch of the Transportation and Works Department has reviewed this development proposal and has provided the following comments.

Water Supply

The Sharon Community is serviced by an integrated water system that also services the Queensville community. Future water supply for Queensville and Sharon will be achieved by the introduction of Peel water supply to the Yonge Street Aquifer and thereby reducing the groundwater transfer from the Queensville and Sharon system to Newmarket. The infrastructure required to supply the Peel water to Newmarket includes:

1. The water supply infrastructure in Peel Region
2. The Peel feedermain in York
3. The Aurora/Newmarket feedermain

The serviceable population of 9,200 for the Sharon community is very small compared to the overall planned serviced population of the Peel water supply. The proposed Sharon Community Plan should have no material impact on the cost of the above projects.

The York Region Long Term Water Master Plan Update completed in 2004 identified infrastructure needed to accommodate the growth of Queensville and Sharon including:

1. A new 6.6 ML storage tank in 2006
2. A new 6.6 ML storage tank in 2014
3. Decommissioning of Sharon elevated tank in 2014

The total cost of infrastructure improvements is approximately \$6.5 million. It should be noted that development in the Sharon Community Plan is not the sole contributor to the future need for these major water servicing infrastructure improvements, as the infrastructure will also be utilized to service growth in the Queensville community.

Population growth under the Sharon Community Plan is approximately 18% of the combined growth in the Sharon and Queensville Communities.

Based on development charge rates approved in accordance with Regional Development Charge By-law No. DC-0005-2003-050, development proposed in the Sharon Secondary Plan area should generate water development charge revenues of approximately \$7.0 million.

Sewage Servicing

The Community Plan requires that all lands west of Leslie Street to be serviced with a municipal sanitary sewer system. The proposed population west of Leslie Street is approximately 6,500. The Class EA study for the YDSS extension to Holland Landing and Queensville was completed in 2002. Subject to an addendum to the existing Class EA, sewage service can be extended to Sharon by constructing a connection sewer to the proposed YDSS extension.

If the Sharon community is to be connected to the YDSS, it will be subject to the downstream capacity constraint of the YDSS. Additional downstream capacity will be available by the completion of the following infrastructure:

Lower Leslie Street Trunk	(\$8.0 M)
19 th Avenue Interceptor	(\$13.6M)
16 th Avenue Trunk Sewer Phase 2	(\$65.5M)
Southeast Collector	(\$94.2M)
Newmarket Equalization tank	(\$15.6M)
Aurora equalization tank	(\$9.1M)

Cost impact of the Sharon Community Plan on the above sewer projects is minimal, as the serviceable population for Sharon is less than 3% of the ultimate serviced population of the Lower Leslie Street Trunk and 16th Avenue Trunk Sewer, and less than 1% of the ultimate serviced population of the Southeast Collector.

The Newmarket equalization tank will service the Sharon, Holland Landing, Queensville and Newmarket communities. Sharon contributes approximately 4% of the total population serviced by the Newmarket tank. The Aurora equalization tank will service the Aurora community in addition to the above four communities. Sharon contributes approximately 3% of the total population serviced by the Aurora tank.

The proposed YDSS extension to Queensville servicing the Queensville and the Holland Landing communities is estimated at a cost of \$17.5 million. The cost to oversize the infrastructure to include the Sharon Community is not included in the above estimate. An addendum to the existing Class EA for extending service to Sharon will determine the above. Regional Council has endorsed principles of a prepaid

development charge credit agreement for the Developer Group within Holland Landing and Queensville to advance the construction timing of the above-noted YDSS extension.

In the longer term, the completion of the North Leslie Street Trunk Sewer System is required to accommodate the growth of East Gwillimbury and Newmarket. This sewer system is required between 2016 and 2021 and is estimated at a cost of \$97 million.

Based on development charge rates approved in accordance with Regional Development Charge By-law No. DC-0005-2003-050, development proposed in the Sharon Secondary Plan area should generate wastewater development charge revenues of approximately \$7.0 million.

OPERATING – TAX IMPACTS

At full build-out, the Sharon Secondary Plan development proposal will increase the existing population of the Town of East Gwillimbury by approximately 6,500 persons. A preliminary review of operating (tax levy) impacts indicates that the proposed development will not adversely impact the Regional tax rate. Further analysis is required to determine the impact of the buildout on Human Services requirements. It should be noted that buildout of the employment lands in the Town of East Gwillimbury is important to ensure the area has a balanced residential/non-residential assessment mix. Buildout of these employment lands is dependent upon the extension of Highway 404 to service northern York Region.

CONCLUSION

A summary fiscal impact review of the Sharon Secondary Plan area indicates that the proposed development within the plan will not adversely impact the Regional tax rate (tax levy). It should be noted that buildout of the employment lands in the Town of East Gwillimbury is important to ensure the area has a balanced residential/non-residential assessment mix. Buildout of these employment lands is dependent upon the extension of Highway 404 to service northern York Region.

The Regional Transportation and Works Department, Infrastructure Planning Division has identified several capital projects that are required in the vicinity of Sharon Secondary Plan area. These include construction of several road widenings in the area at an estimated cost of, \$4.5 million, and are currently planned to be required in 2013. There are no additional road improvements required to the year 2026 to service traffic demand in the Sharon Secondary Plan and other areas of the community. It should also be noted that traffic related to this proposed secondary plan area is not the sole contributor to the future need for these major transportation improvements. The development proposed within the Sharon Secondary Plan area should generate road development charge revenues of approximately \$8.3 million.

Transit improvements included in the Region's current long term capital program for the Sharon Secondary Plan area include the extension of the local bus service at an estimated cost of \$300,000. The proposed development should generate transit development charge revenues of approximately \$2.9 million.

Subject to the availability of the Peel water supply, additional water supply to service the Town of East Gwillimbury buildout, including this secondary plan will be available upon completion of the Queensville elevated tank scheduled in 2006, a new 6.6ML storage tank in 2014 and decommissioning of Sharon elevated tank 2014 at an estimated cost of \$6.5 million. Water servicing capacity for the Sharon Secondary Plan, is dependent on allocation of capacity from the Town of East Gwillimbury. The proposed development should generate water development charge revenues of approximately \$7.0 million.

Subject to completion of works to alleviate constraints in the downstream capacity of the YDSS, additional capacity to service the development in East Gwillimbury, including this proposed development will be available upon completion of the proposed YDSS extension to Queensville at an estimated cost of \$17.5 million. Regional Council has endorsed principles of a prepaid development charge credit agreement for the Developer Group within Holland Landing and Queensville to advance the construction timing of the above-noted YDSS extension. The estimated cost of the YDSS extension to Queensville does not include the oversizing required to include the Sharon Community. An addendum to the Class EA for extending service to Sharon is required to determine the above. The infrastructure mentioned will not only provide wastewater capacity to the Sharon community it will also provide wastewater capacity to the Holland Landing and Queensville communities. The Town of East Gwillimbury is responsible for allocating servicing capacity to this development area.

The proposed development should generate wastewater development charge revenues of approximately \$7.0 million and the proposed Holland Landing and Queensville communities should also generate wastewater development charges to ensure that the capital costs mentioned above are sufficiently funded by development charges.

Attachment 1
 Road Improvements
 Sharon Secondary Plan – OPA 122

<u>Regional Road</u>	<u>Location</u>	<u>Description</u>	<u>Est. Cost</u>	<u>Proposed Timing</u>
• Leslie Street	North of Col. Wayling	Widen to 3 lanes	\$4.2 M	2013
• Leslie Street	South of Col. Wayling	Widen to 4 lanes	\$0.3 M	2013
	TOTAL		\$4.5 M	