September 20, 2006

Fiscal Impact Analysis
Keswick Business Park Secondary Plan
Official Plan Amendment – OPA 97
Town of Georgina

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 Official Plan Amendment 97 in the Town of Georgina. The Regional Finance Department, in conjunction with the Regional Transportation and Works Department and the Regional Planning Department has prepared this financial review.

The Keswick Business Park Secondary Plan redesignates the subject lands to permit: prestige office, employment, commercial uses in mixed-use development and supporting public and institutional uses. Secondary Plan boundaries include the Woodbine Avenue to the west, Ravenshoe Road to the south, on the easterly limits of the community of Keswick. The proposed amendment would permit approximately 540 acres of gross employment area with a potential of generating approximately 10,800 jobs. These details are shown in Table 1.

Table 1
Keswick Business Park Official Plan Amendment – OPA 97
Growth Projections

Communities	Additional Population	Additional Employment	Residential Dwelling Units
Keswick Business Park	n/a	10,800	n/a

REGIONAL ROADS/TRANSPORTATION

The Regional Planning and Development Services and Transportation and Works Departments have reviewed Amendment No.97 (Keswick Business Park Secondary Plan) and have provided the following comments. The infrastructure required within the Secondary Plan is part of the broader system of Regional service improvements that have been identified in long term servicing master plans. The cost of these Regional works are scheduled to be recovered through the uniform Region wide development charges, based on the growth anticipated to occur within the Region.

Major Capital Roads Projects
There are a number of road improvements included in the Region's 2006 – 10 Year Roads Capital Program in the vicinity of the Keswick Business Park Corridor OPA area, and there are additional road improvements that have been identified as being required in the short term (i.e. 2006-2015). The following improvements have been identified in the current 10 Year Regional Roads Construction programme:

- Woodbine Avenue widened from 2 lanes to 4 lanes, from Morton Road to Ravenshoe Road required in 2007 at an estimated cost of $14.8 million.

The total cost of the road improvements required by the year 2015 to service traffic demand in the Keswick Business Park Secondary Plan is estimated at $14.8 million. Other road improvements are noted in the Region's Development Charge By-law as being required after 2016 to year 2031. These include construction of several road widenings and intersection improvements. Woodbine Avenue widened from Green Lane to Morton Road is the largest road construction improvement in the area, at an estimated cost of $18.6 million, and will be under construction between 2012-2021. The total cost of the road improvements required to the year 2031 to service traffic demand in the Keswick Business Park Secondary Plan and other areas of the Region, as shown in Attachment 1 is estimated at $64.9 million, with approximately $50.1 million in capital works required outside of the current 10 year timeframe.

It should be noted that traffic related to development in the Keswick Business Park OPA 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 Georgina and East Gwillimbury also contributes to the requirement for certain transportation improvements.

Other Road Improvements
Other road improvements that have not been specifically identified in the Region's 2006 – 10 Year Roads Program may be required to support future traffic volumes generated by the specific development of the Keswick Business Park Secondary Plan. These include traffic control signals at Woodbine Avenue and Riverglen Drive, Dovedale Avenue, Glenwoods Avenue (southern approach) and Sothern Gateway. The timing of these improvements will be dependent on development phasing and signal warrants. At an average cost of $150,000 per traffic signal the total cost of the improvements required is estimated at $0.6 million.

The Keswick Business Park study identified the need for a future interchange at Highway 404 and jog elimination of Glenwoods Avenue. The proposed interchange at Glenwoods Avenue was endorsed by Regional Council on October 24, 2004. Glenwoods Avenue east of Woodbine Avenue is not currently a Regional Road, however it should be recognized that if Glenwoods Avenue becomes a candidate for

Regional assumption, the cost of a jog elimination and widening of Glenwoods Avenue from 2 to 4 lanes from Woodbine Avenue to east of Highway 404, including the construction of a future interchange, is estimated at $32 million.

Based on development charge rates approved in accordance with Regional Development Charge By-law No. DC-0005-2003-050, development proposed in the Secondary Plan area should generate roads development charge revenues of approximately $15.1 million.

Transit

Vision 2026, the Region's Transportation Master Plan and the Region's 25-year strategic plan have visions of creating strong communities. The Transportation Master plan, in particular, has identified that by the year 2031 the Region will have to invest $5.6 - $7.3 billion in transit in order to achieve the Region's transportation goals.

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 Keswick Business Park Secondary Plan area. This Secondary Plan area and vicinity will require 1 new bus, passenger standing areas, shelter pads and other infrastructure in order to be functional, estimated at a total cost of $0.6 million. This service will provide transportation opportunities for residents and businesses in the community.

Based on development charge rates approved in accordance with Regional Development Charge By-law No. DC-0005-2003-050, development proposed in Keswick Business Park OPA area should generate transit development charge revenues of approximately $3.8 million.

WATER/SEWER CAPITAL INFRASTRUCTURE

Water Supply

An update of the Region's Long Term Water Supply Master Plan was completed in 2004. An update to this Master Plan has been scheduled for 2007-2008. In order to accommodate the full build out of the proposed development within the Keswick Business Plan OPA area the following water infrastructure is required:

- additional water supply from the Georgina Phase 2 Water Treatment Plant Expansion, scheduled for completion in 2008,
- the Woodbine Avenue/Ravenshoe Road Watermain, scheduled for completion in 2009, and
- the Keswick North Elevated Tank and Watermain, scheduled for completion in 2011.

The total cost of the above mentioned works is estimated to be $24.5 million. Based on the projected water demand generated from the proposed development, the proportionate share of this infrastructure attributable to the Keswick Business Park Secondary Plan is approximately $8.4 million.

Based on development charge rates approved in accordance with Regional Development Charge By-law No. DC-0005-2003-050, development proposed in the Steeles Corridor Secondary Plan area should generate water development charge revenues of approximately $6.7 million.

<u>Sewage Servicing</u>
As outlined in the 2002 York Durham Sewage System ("YDSS") Master Plan Update, the Keswick Business Park Secondary Plan area is to be serviced by the YDSS.

The full build-out of the Keswick Business Park OPA area will require the completion of the Joe Dales Pumping Station and Forcemain, scheduled for completion in 2008 and the Keswick Pollution Control Plant (WPCP) Phases 1 and 2 Expansions. The Keswick WPCP Phase 1 expansion is scheduled for 2009 completion, and the timing of Phase 2 expansion is uncertain at this time. Based on projected flows from proposed developments in this Secondary Plan, the proportionate share of this infrastructure is estimated at $4.7 million.

Based on development charge rates approved in accordance with Regional Development Charge By-law No. DC-0005-2003-050, development proposed in the Secondary Plan area should generate wastewater development charge revenues of approximately $6.4 million.

OPERATING – TAX IMPACTS

At full build-out, the development proposal will increase the existing employment of the Town of Georgina by approximately 10,800 jobs. 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 build out on Human Services requirements. It should be noted that the build-out of this development is all non-residential and does not have a balanced residential/non-residential assessment mix.

CONCLUSION

A summary fiscal impact review of the Keswick Business Plan indicates that the proposed development within the Secondary Plan will not adversely impact the Regional tax rate (tax levy). The infrastructure required within the OPA is part of the broader system of Regional service improvements that have been identified in long term servicing master plans. The cost of these Regional works are scheduled to be recovered through the uniform Region wide development charge, based on the growth anticipated to occur within the Region.

The Regional Planning Department - Infrastructure Planning Branch has identified several capital projects that are required in the vicinity of this Secondary Plan. These include construction of several road widenings and construction of traffic control signals. Woodbine Avenue widening from Green Lane to Morton Road is the largest road construction improvement in the area, at an estimated cost of $18.6 million. The total cost of the road improvements required to the year 2031 to service traffic demand in this Secondary Plan area and other areas of the Region is estimated at $64.9 million, with approximately $50.1 million required outside the current 10 year timeframe. The development proposed within the Keswick Business Park Secondary Plan area should generate road development charge revenues of approximately $15.1 million.

To support this initiative, transit improvements included in the Region's current long term capital program for the Keswick Business Park Secondary Plan and vicinity are estimated at $0.6 million. The proposed development should generate transit development charge revenues of approximately $3.8 million.

To provide water servicing capacity for the full build-out of this Secondary Plan area, additional water supply will be required from the Georgina Phase 2 Water Treatment Plant and other water infrastructure. Based on the Keswick Business Park development demands, the proportionate share of the infrastructure attributable to the area is estimated at $8.4 million. The proposed development should generate water development charge revenues of approximately $6.7 million.

In order for full build-out of the Keswick Business Park area the completion of the Joe Dales Pumping Station and Forcemain and the Keswick Water Pollution Control Plant Phase 1 and 2 are required. Based on projected flows from the OPA area, the proportionate share of this infrastructure is estimated at $4.7 million. The proposed Keswick Business Park Secondary Plan development should generate wastewater development charge revenues of approximately $6.4 million.

Attachment 1

Road Improvements

Keswick Business Park Secondary Plan – OPA 97

Regional Road	Location	Description	Est. Cost	Proposed Timing
• Woodbine Avenue	Morton Road to Ravenshoe Road	Widen to 4 lanes	$14.8M	2007
• Glenwoods Avenue	The Queensway South to Woodbine	Widen to 4 lanes	$4.0 M	2012-2021
• Woodbine Avenue	Green Lane to Morton Road	Widen to 4 lanes	$18.6M	2012-2021
• Leslie Street	Mount Albert Road to Ravenshoe Road	Widen to 4 lanes	$15.5M	2022-2031
• Intersection Improvements	Highway 404 to Ravenshoe Road	n/a	$12M	2022-2031
	TOTAL		**$64.9M**	