



Planning and Building Services

TOWN OF NEWMARKET
395 Mulock Drive
P.O. Box 328
Newmarket, ON L3Y 4X7

www.newmarket.ca
planning@newmarket.ca
905.953.5321

April 13, 2015

Joint Development and Infrastructure Services/Planning & Building Services and Corporate Services/Financial Services - Planning Report 2015-08

Implementation Strategy for the Newmarket Urban Centres Secondary Plan

TO: Committee of the Whole

SUBJECT: Implementation Strategy for the Newmarket Urban Centres Secondary Plan
File No: NP-P 15-08

ORIGIN: Planning and Building Services

RECOMMENDATIONS

THAT Joint Development and Infrastructure Services/Planning & Building Services and Corporate Services Planning Report 2015-08 dated April 13, 2015 regarding the Implementation Strategy for the Town of Newmarket Urban Centres Secondary Plan be received and the following recommendation be adopted:

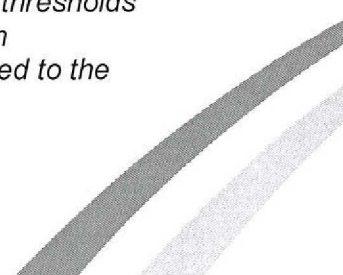
- 1. THAT the Implementation Strategy for the Newmarket Urban Centres Secondary Plan in Attachment 1 be approved.**
- 2. AND THAT staff be directed to review and update the Implementation Strategy in conjunction with the future review(s) and update(s) of the Development Charges By-law.**

ANALYSIS

1. Purpose of the Report

The purpose of this report is to provide Council with a comprehensive Implementation Strategy, including the identification of the projects, studies and partnerships associated with the implementation of the Newmarket Urban Centres Secondary Plan in response to the June 23, 2014 Council resolution cited below:

"In order to further define and address the appropriate sequencing of development, staff be directed to report back prior to Regional approval of the Plan with a binding implementation strategy addressing population thresholds and the infrastructure necessary to support the identified population targets. Infrastructure considerations might include but not be limited to the



following: roads, parks, recreation facilities, schools and water and wastewater conveyance."

2. Executive Summary

The following outlines the salient provisions of the attached Implementation Strategy for the Newmarket Urban Centres Secondary Plan (Implementation Strategy).

- a) Implementation of the Secondary Plan requires the collaboration between Town departments, external partners, and the building industry and will be implemented over several decades.
- b) The Implementation Strategy identifies the studies, projects and infrastructure that have been identified in 2015 required to be implemented over the time frames of 2021, 2031, 2041 and 2051 in order to support the planned development. (See Attachment 1 of the Implementation Strategy.)
- c) The Implementation Strategy relies upon the studies prepared in support of the Secondary Plan¹, the policies of the Secondary Plan, the 2014 Development Charges Background Study and planned Regional and Provincial projects identified to date.
- d) The majority of studies and the capital projects identified in Attachment 1 have been included in the 2014 Development Charges Study. Those not included in the 2014 Development Charges Study are in yellow "highlight", e.g., the design and development of the Urban Centres Neighbourhood Parks.
- e) It is important to note that studies underway or planned may result in additional projects not currently identified on Attachment 1, e.g., the Water and Waste Water Master Plan will identify the necessary improvements to the infrastructure which will then require new capital projects in subsequent years.
- f) New capital projects will be included in subsequent or updates to the Development Charges Background Study and By-law over the course of the next several decades.
- g) The Strategy is also premised on the philosophy that the Town will ensure that the necessary infrastructure will keep pace with the planned intensification within the Newmarket Secondary Plan Area, i.e., "development ready".

¹ Newmarket Urban Centres Secondary Plan Transportation Study, GHD, April 2014
Active Transportation Network Summary Report, planningAlliance and Poulos & Chung, March 24, 2014

- h) The total cost of the studies and capital projects **identified to date** in Attachment 1 is estimated at approximately **\$241 million²**.
- i) Although development charges will fund a significant portion of the projects that support new growth, the collected development charges cannot and will not pay for the full cost.
- j) In order to pay for future development there are a number of revenue streams, including:
 - Development charges, in accordance with the Development Charges By-law;
 - Known grants and subsidies;
 - Parkland dedication in accordance with the Parkland Dedication By-law (under preparation);
 - Trail contribution in accordance with the Allocation Policy (under review);
 - Public art contribution; and
 - Assessment growth – additional property tax revenue resulting from new growth.
- k) It is difficult to estimate future projects beyond 2031, therefore the Implementation Strategy provides a lens on the funding revenues required to fund the identified studies and projects to 2031 within the Urban Centres.
- l) Increased property tax revenues generated by new development and redevelopment within the Urban Centres will be required to fund the projects required to accommodate the projected growth as well as their ongoing operation. Up to **63 % of the increase in tax revenues** would need to be allocated to fund the future projects and operational expenses within the Urban Centres.
- m) It is important to note that several of the revenue streams are dedicated to specific implementation services, e.g., public art contributions will be applied only to public art, trail contributions will be applied to trails and parkland fees to parkland and other public recreational facilities. Also, certain projects such as the undergrounding hydro project are not a project that will be subject to Development Charges.
- n) The Urban Centre neighbourhood scale parks represent a significant capital investment (approximately \$18,775,000) and are recommended to be included as an eligible cost under the Parkland Dedication By-law rather than receiving funding through the Development Charges Bylaw.

² Not including the \$70,280,000 for burying the Hydro lines on Yonge and Davis Drive within or beyond the 2042-51 time frame.

Development charges will not pay for the full cost of development, the revenue resulting from increased property tax assessment from new development will need to be carefully assessed to determine the portions that should be allocated to fund projects within the Urban Centres over the next several decades while recognizing the need also to fund other Town-wide growth related and operational costs.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

The Implementation Strategy reflects the following Strategic Directions and Mission Statements:

Strategic Directions:

- Well equipped & managed means implementing policy and processes that reflect sound and accountable governance
- Leadership excellence and leading edge management
- Clear vision of the future and align corporate/business plans
- Efficient management of capital assets and municipal services to meet existing and future operational demands
- Long term strategy matched with a short term action plan(s)
- Being a champion for co-operation and collaboration.

Mission

- Implementing forward-looking plans, policies and by-laws
- Providing well maintained infrastructure.

CONSULTATION

Consultation was carried out with Financial Services, Engineering Services, Recreation and Culture and Economic Development.

HUMAN RESOURCE CONSIDERATIONS

Additional staff will be necessary to implement the Secondary Plan. Requests for additional staff will be addressed through Commission specific reports for Council's consideration and approval.

BUDGET IMPACT

Both the Capital and Operating Budgets will be impacted as set out in the Implementation Strategy and the current and future Development Charges Background Study By-law(s).

CONTACT

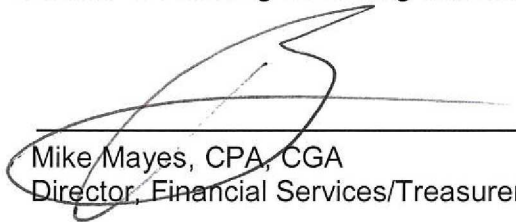
For more information on this report, contact Marion Plaunt, Senior Planner, Policy at 905 953-5300 x 2459 or at mplaunt@newmarket.ca.



Marion Plaunt, MES, MCIP, RPP
Senior Planner – Policy
Planning & Building Services



Richard Nethery, B.E.S., MCIP, RPP
Director of Planning & Building Services



Mike Mayes, CPA, CGA
Director, Financial Services/Treasurer



Jason Unger, B.E.S., M.P., MCIP, RPP
Assistant Director of Planning
Planning & Building Services



Peter Noehammer, P. Eng.
Commissioner
Development and Infrastructure Services



Anita Moore, AMCT
Commissioner, Corporate Services

Attachment: Implementation Strategy for the Newmarket Urban Centres Secondary Plan

**Implementation Strategy
for the
Newmarket Urban Centre Secondary Plan**

April 13, 2015

April 13, 2015

Implementation Strategy For the Newmarket Urban Centres Secondary Plan

1.0 Strategic Plan and Mission Statement

The Implementation Strategy reflects the following Strategic Directions and Mission Statements:

- *Well equipped & managed means implementing policy and processes that reflect sound and accountable governance.*
- *Leadership excellence and leading edge management.*
- *Clear vision of the future and align corporate/business plans.*
- *Efficient management of capital assets and municipal services to meet existing and future operational demands.*
- *Long term strategy matched with a short term action plan(s).*
- *Being a champion for co-operation and collaboration.*

Mission

*Implementing forward-looking plans, policies and by-laws.
Providing well maintained infrastructure.*

2.0 Policy Basis

The Secondary Plan provides the policy direction for implementation of the Secondary Plan as follows:

14.0 Implementation

14.2.2 Coordination and Phasing of Development

- i. It is the policy of this Plan that phasing of development shall be coordinated with the provision of the infrastructure, services and facilities identified in policy 14.2.2 ii. As such, no development shall be permitted to proceed until it can be demonstrated, to the satisfaction of the Town, that adequate

- provision of these services is available, or that arrangements satisfactory to the Town for the provision of these services have been made.
- ii. The pace of development will be coordinated to ensure that development will only be permitted where it is supported by the appropriate level of infrastructure including:
 - a) transit (conventional and rapid transit);
 - b) road network improvements;
 - c) transportation demand management measures;
 - d) pedestrian and cycling facilities;
 - e) parks;
 - f) water and wastewater services;
 - g) stormwater management facilities;
 - h) *community facilities*;
 - i) *human services*, including policing, emergency services, healthcare, social services, etc.;
 - j) streetscape improvements; and
 - k) utilities.
 - iii. The following criteria shall be addressed in the review of all development applications to ensure that new development pays for and implements the necessary infrastructure and provisions of this Plan:
 - a) the development contributes to, or can be appropriately integrated within the logical sequencing of all required sewer, water, stormwater, streets and transportation facilities, including the Rapidway stations;
 - b) the development satisfies all requirements regarding the provision of parkland, pedestrian mews, schools, boulevard space for underground hydro and *community facilities*, etc.; and
 - c) the development implements the infrastructure necessary to support the planned development, including but not limited to the construction of the planned road network, and upgrades to sewer, water and stormwater infrastructure.

3.0 Council Direction

On June 23, 2014 Council directed that a strategic implementation strategy be developed to guide the sequencing of development with appropriate infrastructure:

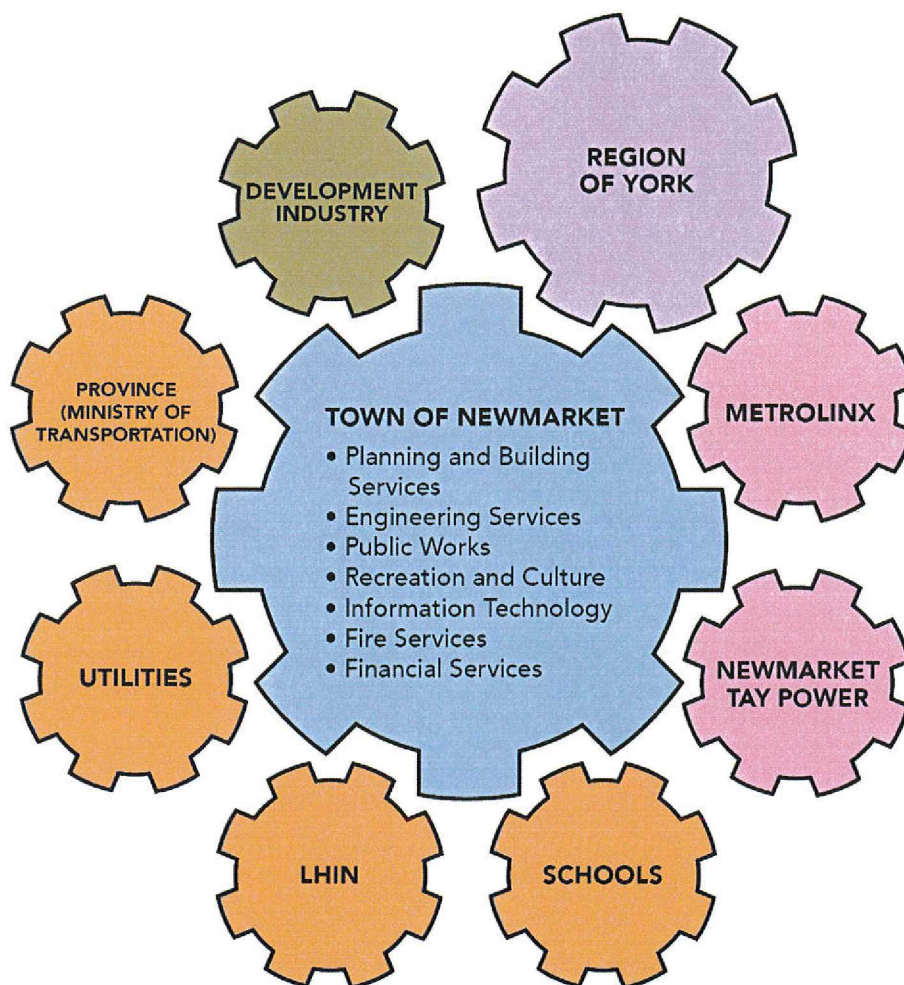
"In order to further define and address the appropriate sequencing of development, staff be directed to report back prior to Regional approval of the Plan with a binding implementation strategy addressing population thresholds and the infrastructure necessary to support the identified population targets. Infrastructure considerations might include but not be limited to the following: roads, parks, recreation facilities, schools and water and wastewater conveyance."

4.0 Implementation and Partners

Implementation of the Secondary Plan involves numerous Town departments and external partners, and will be implemented over several decades. The departments and external partners are identified on Attachment 1 and Figure 1 below. The successful implementation of the Secondary Plan will require a collaborative and cooperative approach amongst all the affected departments, external partners and the development industry. It is also acknowledged that implementation of many of the facilities and services that impact the Secondary Plan Area are outside the direct control of the Town, e.g., Regional roads, transit infrastructure, highway infrastructure, health services, GO-train facilities, schools, etc.

The following Figure 1 illustrates schematically the collaboration between and amongst all the Town partners required for the successful implementation of the Secondary Plan.

Figure 1 Implementation Strategy Partners



5.0 Background Documents

The development of the Implementation Strategy relies upon the studies prepared in support of the Secondary Plan¹, the policies of the Secondary Plan, the 2014 Development Charges Background Study and By-law, and planned Regional and Provincial projects identified to date.

In addition, a number of studies are required to further the plan and implement certain aspects of the Secondary Plan including servicing, mobility hub studies, parkland identification, longer term active transportation network implementation, etc.

Attachment 1 identifies the project type, e.g., studies or projects, which are either underway and/or planned by the Town alone or in conjunction with a partner agency, as well as those plans/projects that will be delivered by a partner agency. Attachment 1 also identifies the projected timeframe for preparation and/or implementation of the study/ project. The final column identifies the source or basis for the study/project, e.g., the Development Charges Background Study, Secondary Plan, etc.

Due to the timing of the 2014 Development Charges Background Study, the Study has not included all the studies/projects identified in Attachment 1. The projects not included in the 2014 Development Charges By-law are identified in the last column under “Source” in yellow highlighting.

The timing of implementation of the projects will be dependent, upon the outcome of studies underway now and in the future and on pace of development.

It is important to note that studies underway or planned may result in additional projects not currently identified on Attachment 1, e.g., the Water and Waste Water Master Plan will identify the necessary improvements to the infrastructure which will then require new capital projects in subsequent years. These studies, when complete, will also impact the Capital Budget and will be included, as appropriate, in subsequent updates to the Development Charges Background Study and By-law.

6.0 Implementation Strategy

The Implementation Strategy is based on the growth projected within the Urban Centres over the next 30-40 years, e.g., 33,000 residents and 32,000 jobs. The Strategy is also premised on the philosophy that the Town will ensure that the necessary infrastructure will keep pace with the planned intensification within the Newmarket Secondary Plan Area, i.e., “development ready”.

¹ Newmarket Urban Centres Secondary Plan Transportation Study, GHD, April 2014
Active Transportation Network Summary Report, planningAlliance and Poulos & Chung, March 24, 2014

Although future development cannot be precisely predicted, the projected population in each of the four timeframes in Attachment 1 represents the best estimates for growth and identifies the studies and projects required based upon the projected growth.

The development industry will play an integral part in the implementation of the Secondary Plan through payment of development charges and the delivery of the built form to support the projected population and jobs.

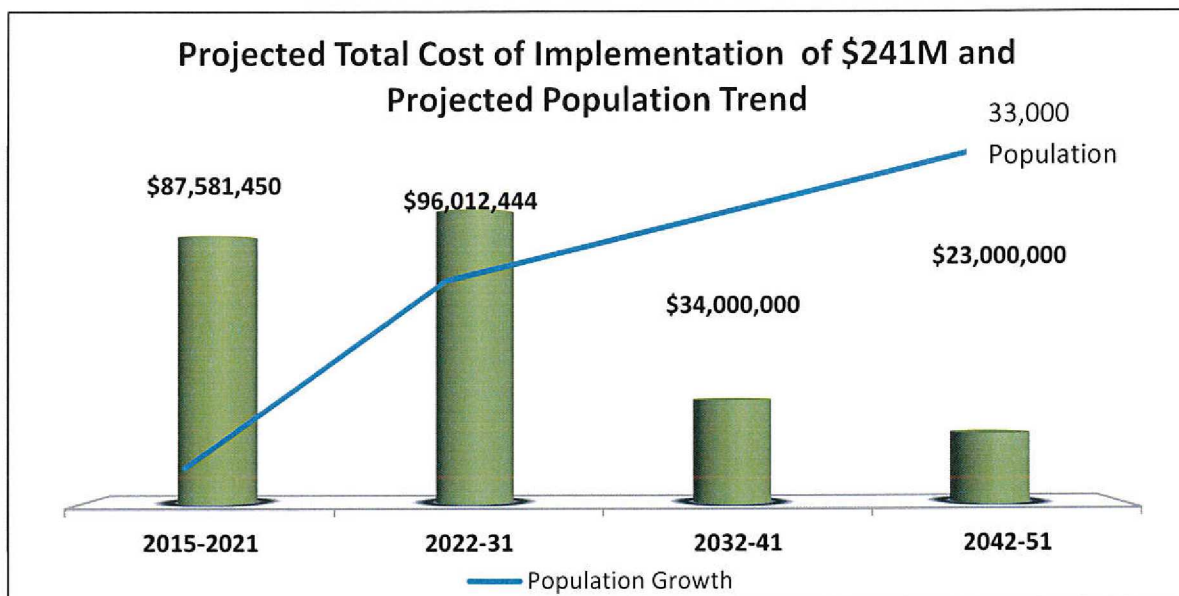
7.0 Fiscal Implications

7.1 Summary of Projected Costs and Population

Attachment 1 contains a summary of the projected costs within each of the four (4) timeframes. The costs are based on the studies and projects identified in the 2014 Development Charges Background Study and within the Secondary Plan. Figure 1 below illustrates the identified costs relative to the respective timeframes and the projected population growth.

The total cost of the studies and capital projects **identified to date** in Attachment 1 is approximately \$241 million. The total cost does not include the \$70,280,000 estimated cost for burying the hydro lines on Yonge Street and Davis Drive within or beyond the 2051 time frame.

Figure 1



Planning for change is a dynamic process and as addressed above, this Implementation Strategy reflects the projected study/projects and associated cost at this point in time. As studies are completed, and development occurs, additional costs are anticipated and will be identified through future reviews and updates to the Implementation Strategy and associated Development Charges reviews or updates over the next several decades.

7.2 Summary of Projected Revenue

In order to pay for development, there are a number of revenue streams that will contribute to the cost of implementation. The revenue streams include the Development Charges fees collected upon development, grants and subsidies, parkland dedication, trail contributions, public art contributions and projected additional property tax revenue resulting from new development. All revenue streams are based on 2015 values.

Although development charges will fund a significant portion of the projects that support new growth, the collected development charges cannot and will not pay for the full cost. It is assumed that the projected growth outlined in the Development Charges Background Study will be achieved.² On that basis, it is assumed that DC funding will be available as projected and to the extent allowable. Although the focus on growth in Newmarket will be within the Urban Centres; DC's collected in other areas of the Town will also be available to fund these projects and vis versa. For example upgrades to sewer and water systems will benefit growth within and outside the Urban Centres.

As development occurs, revenue will be collected by the Town through:

- Development charges, in accordance with the Development Charges By-law;
- Known grants and subsidies;
- Parkland dedication in accordance with the Parkland Dedication By-law (under preparation);
- Trail contribution in accordance with the Allocation Policy (under review);
- Public art contribution; and
- Assessment growth – additional property tax revenue resulting from new growth.

It is difficult to accurately estimate the cost of many of the future projects beyond 2031; therefore, the following provides an analysis of the costs and the projected revenues for the projects identified up to 2031 in order to provide a lens on the longer term strategy to fund growth.

² Projected growth was based on the Regional projections and did not include the potential new growth planned for through the Urban Centres Secondary Plan as it had not received final approval by the Region. Regional approval occurred on March 26, 2015.

7.2.1. Projected Development Charges Collected

The cost of the projects identified in the 2014 Development Charges Background Study and Updates to 2031 are approximately \$115,416,055.

In addition, a number of studies and projects have been identified in the Implementation Strategy that are not currently included in the 2014 Development Charges By-law which, when included, brings the total costs by 2031 to \$183,593,894. These projects will be addressed in subsequent reviews and updates to the Development Charges Background Report.

For these projects, \$75,200,000³ is available from Development Charges.

7.2.2 Known Grants and Subsidies

Grants and subsidies identified in the Development Charges Background Study contribute an additional \$ 29,269,500 by 2031.

7.2.3 Projected Parkland Dedication Revenue

Parkland dedication or cash in lieu are dedicated funds that apply only to parkland and other public recreational purposes. Approximately 10 % or \$780,000 of the cost of the identified projects is eligible for funding through Parkland dedication.

Although parkland dedication is projected to contribute approximately \$130,946,667, or land equivalent, by 2031, much of this will be applied to the dedication of land or the acquisition of land for parkland purposes. Development charges cannot be applied to the purchase of land for parkland purposes as parkland is intended to be secured through the parkland dedication provisions of the *Planning Act*.

Parkland studies, design, development, equipment, etc., are however, eligible for development charges as is the current practice. This practice will generally continue with the exception of the following.

In view of the current constraint on maximum allowable funding envelope for outdoor recreation⁴ and recreational facilities, and the significant capital investment to design and build the identified Neighbourhood Parks within the Urban Centres, (a cost of approximately

³ Total development related costs from Appendix B.1 Table 1 of the Development Charges By-law 2014

⁴ The Development Charges Background Report for the 10-year gross capital forecast for Outdoor Recreation totals \$41.60 million, of which \$200,000 is to be funded by grants or alternative sources. \$1.98 million is identified as a replacement or benefit to existing share, and the legislated 10 per cent discount totals \$3.94 million. These shares are netted off of the net municipal costs, leaving \$35.48 million as the total development related costs. \$6.69 million is available in the Outdoor Recreation development charges reserve fund balance to fund development-related projects. An amount of \$16.49 million represents the portion of the development-related cost which exceeds the maximum allowable funding envelope and is deemed to benefit growth beyond the 2014–2023 period. This share can be recovered through subsequent development charges studies.

\$18,775,000) it is recommended that the design and construction of the Neighbourhood Parks within the Urban Centres be included as eligible cost under the Parkland Dedication By-law rather than being funded through the Development Charges Bylaw. This topic will be addressed in detail through the Parkland Dedication Bylaw.

7.2.4 Projected Trail Contributions

The current Allocation Policy (under review) provides for a trail contribution of \$1,000 per apartment residential unit and \$1250 per townhouse unit. Based on the projected residential units to 2031 this represents \$10,496,750 and is a significant revenue source for the construction and maintenance of new trails throughout the Town that benefits residents both within and outside the Urban Centres.

7.2.4 Private Public Art Contributions

Public art contributions are another revenue source; however, since these contributions are voluntary for private installations as cash in lieu or public art contributions and for public facilities are generally part of a public facility, it is difficult to assign revenue.

Based on the above, the development charges fees collected and the projected revenues will not address all the costs, and additional funding will be necessary to support growth through increased property tax revenue generated through new growth within the Urban Centres .

7.2.5 Increased Property Tax Revenues

Increased property tax revenue generated from new development and redevelopment within the Urban Centres will play a significant role in supporting new growth. Based on a preliminary analysis which included estimated annual operating costs, ⁵ increased property tax revenues will be required to partially fund the projects required to accommodate the projected growth as well as their ongoing operation. Increased property tax revenues based on the projected growth within the Urban Centres is estimated at \$135,731,477 by 2031⁶.

In order to fund future projects, it is estimated that up to 63 % of these new revenues would need to be allocated to fund the future projects within the Urban Centres.

Since development charges will not pay for the full cost of development, increased property tax revenues from new development and redevelopment will need to be carefully assessed and allocated to fund projects within the Urban Centres over the next several decades. It is recommended that dedicated reserve funds be established for the larger and longer term

⁵ Annual operating costs have been estimated at 6 % of capital costs.

⁶ Based on projected development, approximately \$538 million in increased property tax revenues is projected by full build out.

projects, including but not limited to future recreational facilities, infrastructure, undergrounding Hydro, etc.

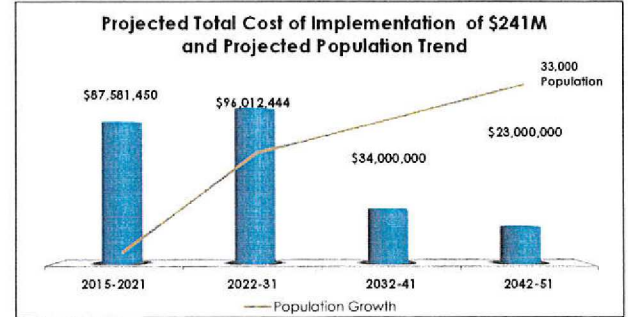
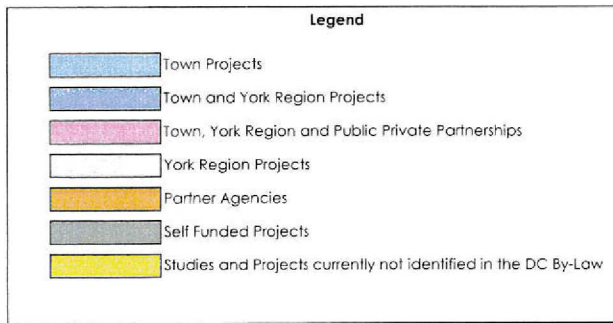
8.0 Conclusion

This Implementation Strategy set outs the work plan for intensification within the Newmarket Urban Centres Secondary Plan and demonstrates that development can and will pay for itself through careful fiscal planning of the revenue streams including the early allocation of increased tax revenue generated by new development to specific projects. In this way the appropriate revenue will be available when needed.

The Implementation Strategy is a dynamic document that is intended to be updated from time to time in conjunction with any updates to, or the review of the Development Charges By-law.

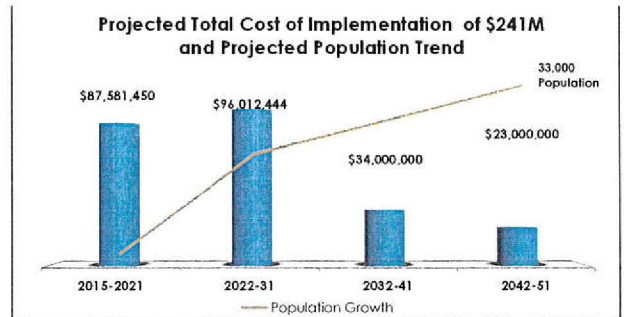
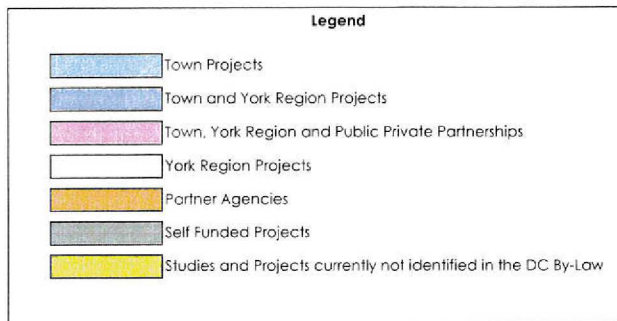
ATTACHMENT 1

April 1, 2015



Timeframe and Projected Population




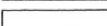

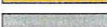
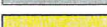
Line No.	Project Type	Implementa- tion Body/ies	Infrastructure /Services	2015-2021	2022-31	2032-41	2042-51	Internal Studies	Source
				3,500	21,000	26,000	33,000		
		Town Projects							
1	Planning Study	Planning	DP /Zoning By-law & Design Review Panel						DC By-law Section 1.1.6 and 1.1.7
2	Planning Study	Planning	Parkland Dedication By-law					internal	OPA # 7
3	Planning Study	Planning	Community Improvement Plan						DC By-law Section 1.1.8 Project to be defined
4	Planning Study	Planning	Bonusing Implementation Guidelines (Sec 37)					internal	Policy 14.2.9 v.
5	Planning Study	Planning	Urban Design Guidelines						Policy 7.3.1 v.
6	Planning Study	Planning	Site Plan Guidelines Update					internal	
7	Planning Study		Landmark Study					internal	Policy 7.3.10
8	Planning Study	Planning	Guidelines for Complete Applications Studies					tbd	Policy 16.1.6 of Official Plan
9	Planning Study	Planning & Eng. Services	Public Parking Strategy& Parking Auth.					tbd	Policy 9.3.6.1
10	Planning and Engineering	Planning & Engineering Services	Yonge Corridor Parks Implementation						DC By-law Section 5.5.6 and 5.5.10
11	Planning and Engineering	Planning & Engineering Services	Davis Drive Corridor Parks Implementation						DC By-law Section 5.5.12 and 5.5.17
12	Parkland Study	Planning & Engineering Services	Strategic Parkland Implementation Strategy 1.						1. Parkland Implementation Strategy to identify the general location of new parks outside the identified parks in Sec. Plan
13	Parks	Engineering Services & Recreation	Urban Centre Parks 1-6						Secondary Plan (Policy 10.3.2)
14	Trails Study	Planning & Engineering Services	Detailed Trail Implementation Plan						DC By-law Section 1.1.13
15	Trails	Engineering Services	AT Off Road Trails						OPA 11 AT Network and DC By-law Section 5.2.5
16	Trails	Engineering Services	Haskell Park Trail Connection to Davis Dr.						OPA 11 AT Network and DC By-law Section 5.2.1
17	Active Transportation (AT)	Engineering Services	TDM and Bike lane provisions (0-5 yrs.)					tbd	OPA # 11 AT Network Report & DC By-law Section 8.1.1
18	Streets	Engineering Services	Urban Centre Roads incl. land (2014-31)						GHD Report & DC By-law (Section 8.1.2, 8.1.3 & 8.1.4) including land costs, engineering, grading, street lighting, landscaping sewers, and utilities)
19	Streets	Engineering Services	Town Improvements Davis Dr. vivaNext incl. Streetscaping						DC By-law (Sections 8.4.1, 8.4.2)
20	Streets	Engineering Services	Davis Drive Watermain & Sewers outside vivaNext						DC By-law Section 8.5.3
21	Streets	Engineering Services	Yonge Street Streetscaping revitalization						DC Bylaw Section 8.4.4
22	Streets	Engineering Services	Yonge Street Ped Lighting						DC By-law (Section 8.4.5)
23	Water/Waste water/storm water	Engineering Services	Stormwater Master Plan Urban						DC By-law Section 8.6.5 & 6
24	Water/Waste water/storm water	Engineering Services	Yonge Street Watermain Revitalization						DC Bylaw (Section 8.4.3)
25	Water/Waste water/storm water	Engineering Services	Water/ Wastewater Master Plan						DC By-law (Section 8.6.3 & 4)

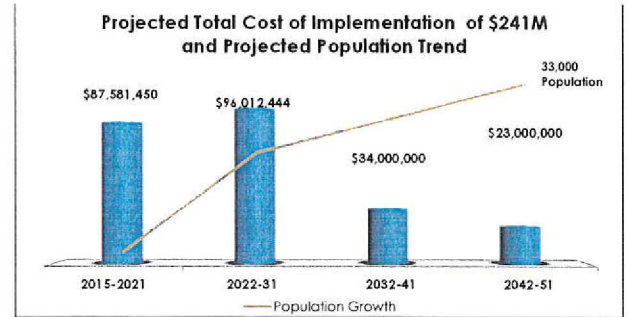


Timeframe and Projected Population									
Line No.	Project Type	Implementa-tion Body/ies	Infrastructure /Services	2015-2021	2022-31	2032-41	2042-51	Internal Studies	Source
				3,500	21,000	26,000	33,000		
26	Recreation	Recreation & Culture	Town wide Recreation Master Plan						DC By-law (Section 1.1.9)
27	Recreation	Recreation & Culture	Repl. of Community Space Hollingsworth Arena						DC By-law 4.1.1
28	Recreation	Recreation & Culture	Urban Corridor Com Facilities						DC By-law 4.1.3
29	Utilities	Information Technology and Economic Dev	Broad Band Study & Implementation Davis Drive					tbd	Council Priority
30	Fire	Fire Services	New Fire Station Buildings & land						DC Bylaw Section 3.1.2, 3.1.3, 3.1.4, 3.1.5
Total				63,911,450	73,012,444	11,000,000	-		\$147,923,894

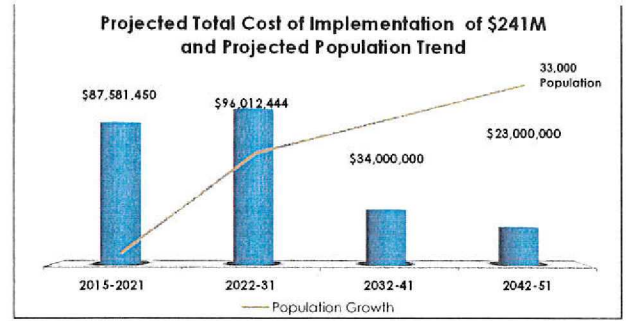
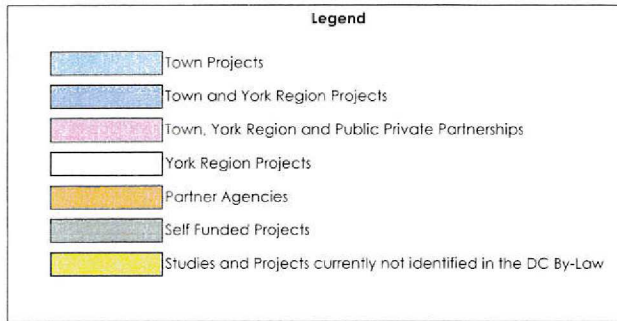
		Town and York Region	Town's Component						
31	Streets	Planning/Eng. Services Region of York	Streetscape Master Plan						DC By-law Section 1.1.10
32	Inflow and Infiltration	Operations Region of York	Inflow and Infiltration Study and Impl.					na	Regional Study
Total				200,000	-	-	-		\$200,000

		Town/York Region and Other Partners							
33	Streets (study)	Town/Region/Metrolinx/	Mobility Hub and N/S E/W Rd Ntwk Plan						Town portion of the Study only - Secondary Plan & DC Bylaw Section 1.1.11 and 1.1.14. Funding to total \$500,000 to be jointly funded in conjunction with Metrolinx and the Region
34	Special Study	Town/Region/Metrolinx/LSRC A/ Upper Con. Mall and Sears	Regional Shopping Centre Study including Preliminary design of Iconic Park						Town Portion Study Only Policy 5.3.4
35	Special Study	Metrolinx/Town/Region	Go Train Station at Mulock						Regional OP/ Town OP and Big Move /Secondary Plan
36	Utility Study	Town/Newmarket Hydro	Preliminary Design for Underground Hydro					Internal	Secondary Plan Policy 13.2.4.v. This study is to determine the location of the access chambers to identify where the additional space (3m vs 5m) is required in advance of development.
Total				470,000	-	-	-		\$470,000

Legend	
	Town Projects
	Town and York Region Projects
	Town, York Region and Public Private Partnerships
	York Region Projects
	Partner Agencies
	Self Funded Projects
	Studies and Projects currently not identified in the DC By-Law



Timeframe and Projected Population									
Line No.	Project Type	Implementa- tion Body/ies	Infrastructure /Services	2015-2021	2022-31	2032-41	2042-51	Internal Studies	Source
		York Region Projects		3,500	21,000	26,000	33,000		
37	Active Transportation	York Region	AT cycling facilities on Reg. St. (0-16)						Regional Pedestrian and Cycling Master Plan (Apr. 2008) to be updated with the Regional Transportation Master Plan initiated in 2014
38	Streets	York Region	Davis Drive Rapid Transit						
39	Streets	York Region	Yonge Street Rapid Transit						EA
40	Streets	York Region	Bathurst Street Extension						EA
41	Street	York Region	Bathurst St. and Davis Dr. Intersection Improvements						Regional 10 Year Capital Construction Program
42	Streets & Active Transportation	York Region	Transportation Master Plan						
43	Water Waste Water Study	York Region	Water & Waste Water Master Plan/ & Implm.						EA
44		York Region	Upper York Sewage Solution -						Includes reclamation plant, York Durham twinning of sanitary forcemain from Bayview Parkway to Aurora and Storm management retrofits to reduce phosphorous loading
45	Social Services	Social Services	As determined by Region of York					NA	
		Partner Agencies							
46	Schools	Public Schools	4 new schools as required					NA	School Bds. and Secondary Plan
47	Health Services	Health and Hospital Facilities	As required by Central LHIN					NA	
48	Utilities	Utilities	As determined by individual utilities					NA	
49	Province	MTO	Bradford Bypass						Regional OP/ Regional Transportation Master Plan/Provincial Project
50	Province	MTO	Mulock Drive & 404 Interchange improvements						Regional OP/ Regional transportation Master Plan/ Prov. Project
51	Province	MTO	St. John's Sideroad and 404 Interchange						Regional OP/ Regional transportation Master Plan/Prov. Project
52	Province	MetroLinx	All day 2 Way Go Service						Big Move
		Dedications & Contributions							
53	Parkland Acquisition	Planning/CAO	Parkland Acquisition and Dedication as opportunities permit						Dev. Infrastructure Services Report 2014-47 - Based on cost of land required for parkland 23.1 ha which will be obtained through parkland dedication or cash in lieu.



Timeframe and Projected Population									
Line No.	Project Type	Implementa- tion Body/ies	Infrastructure /Services	2015-2021	2022-31	2032-41	2042-51	Internal Studies	Source
				3,500	21,000	26,000	33,000		
				23,000,000	23,000,000	23,000,000	23,000,000		
54	Culture	Recreation & Culture	Public Art						Secondary Plan Policy 12.3.3. To be implemented with private public art contributions encouraged at 0.5 % of value of construction. The potential amount included represents approximately full participation.
Total				23,000,000	23,000,000	23,000,000	23,000,000		
Grand Total				87,581,450	96,012,444	34,000,000	23,000,000		\$240,593,894