

MOTIONS PROPOSING ADDITIONAL GROWTH AND SERVICING

ATTACHMENT 3

Motion # 1	Population and Employment Increase*	New Infrastructure Required	Preliminary Cost Estimates of New Infrastructure Required
<p>Whitebelt lands in King Township be redistributed to the settlement areas - Mayor Pellegrini</p>	<p>Growth in Nobleton based on Consultant submission/analysis:</p> <ul style="list-style-type: none"> • 24,700 residents increase 	<p>Water and Wastewater infrastructure:</p> <ul style="list-style-type: none"> • Membrane/RO Facility would be required 	<p>\$135M - \$180M</p>
		<p>Potential transportation upgrades:</p> <ul style="list-style-type: none"> • Additional improvements to King Road (west of 27) • Additional improvements to HWY 27 (north of King Road) 	<p>\$40M</p>
<p>Key Considerations regarding Motion #1</p>	<p>Planning</p> <ul style="list-style-type: none"> • Calculations reflect population requested through consultant submission for Nobleton rather than exchange for Whitebelt as King Whitebelt contribution is relatively minor at <4,000 people and can be serviced by planned infrastructure for Vaughan Whitebelt • Current density of Nobleton within the existing serviced area is 13 people and jobs per hectare, requested forecasted population results in 31 people and jobs per hectare (village wide average) <p>ENV</p> <ul style="list-style-type: none"> • Membrane/RO Facility would be required. Cost estimates are based on past YR projects and ongoing EAs • Cost per capita for plant upgrades to membrane/RO facility <ul style="list-style-type: none"> ○ Consultant proposed growth (24,700 people): \$5,000 to \$7,000 ○ Transfer of Whitebelt growth only (~3700 people): \$36,000 to \$48,000 • Consultant cost evaluation did not consider peak flows, assumed water quality limits that are higher than YR design criteria, significantly lower forcemain construction costs than YR experience and less contingency than YR • Timing of servicing at risk • Would follow the same policy we use for stand-alone systems (e.g. Sutton), no expansion until 75% reached capacity • Lake based systems cannot be considered without change in provincial policy changes. 		

Motion # 2	Population and Employment Increase*	New Infrastructure Required	Preliminary Cost Estimates of New Infrastructure Required
#2a South Gormley Employment land be expanded into the Greenbelt - Mayor Lovatt	Regional analysis: <ul style="list-style-type: none"> • 153 ha x 55 density = 8,400 jobs increase Town's/Consultant analysis: <ul style="list-style-type: none"> • 153 ha with 50-60 density ranges • Min job increase: 7,665 • Max job increase: 9,198 	New watermains and sewers	\$40-\$60M
		Potential transportation upgrades: <ul style="list-style-type: none"> • Widening of Woodbine Avenue (19th Avenue to Stouffville Road) 	\$26M
#2b Stouffville northern expansion to Bethesda - Mayor Lovatt	Regional analysis: <ul style="list-style-type: none"> • 3,600 residents increase • 120 jobs increase 	Water and wastewater infrastructure needs have not been analyzed due to Provincial policy restrictions	N/A
		No transportation upgrades required	None

Motion # 3	Population and Employment Increase*	New Infrastructure Required	Preliminary Cost Estimates of New Infrastructure Required
Request to expand assignment to include all the EG Whitebelt - Mayor Hackson	Remaining Community Whitebelt Area: 355 ha Remaining Employment Whitebelt Area: 260 ha Regional analysis: <ul style="list-style-type: none"> • 21,000 residents increase • 12,400 jobs increase 	Water and Wastewater infrastructure: <ul style="list-style-type: none"> • 2nd Expansion of WRC 	\$200M+ (2016 MP dollars)
		Potential transportation upgrades: <ul style="list-style-type: none"> • Urbanization of 2nd Concession (Doane Rd. to Queensville Road) • Urbanization of Queensville Road • Urbanization of Leslie Street (north of Queensville Road) • Widening of Leslie Street (north of Queensville Road) • Improvements to Bathurst Street (north of Queensville Road) • Improvements to 2nd Concession (north of Queensville Road) 	\$80M
Key Considerations regarding Motion #3	TRN <ul style="list-style-type: none"> • Transportation Master Plan work currently underway could be used to confirm / update preliminary cost estimates provided earlier this year ENV <ul style="list-style-type: none"> • Significant uncertainty on approvals • Considerable risk on timing of services • Would follow the same policy we use for stand-alone systems (e.g. Sutton), no expansion until 75% reached capacity 		

Motion # 4	Population and Employment Increase*	New Infrastructure required	Preliminary Cost Estimates of New Infrastructure Required
<p>Redesignation of select recommended employment lands in Markham to community land - Regional Councillor Jones</p>	<p>Employment removed: 8,100 jobs</p> <p>Conversion to Community Area:</p> <ul style="list-style-type: none"> • 8,500 residents • 300 jobs <p>Note: should be accompanied by an equivalent 147ha reduction in community expansion lands elsewhere in Markham.</p>	None	None

Cumulative results of Motions 1-4 proposing additional growth	Population and Employment Increase*	New infrastructure required	Preliminary Cost Estimates of New Infrastructure Required
	<p>Cumulative total:</p> <ul style="list-style-type: none"> • 57,800 additional people • 13,120 additional jobs 	<p>Water and Wastewater infrastructure:</p> <ul style="list-style-type: none"> • Membrane/RO Facility (Nobleton - King) • New Watermains and Sewers (404 Employment – Whitchurch-Stouffville) • 2nd Expansion of WRC (East Gwillimbury) <p>Potential transportation upgrades:</p> <ul style="list-style-type: none"> • Additional improvements to King Road (west of 27) • Additional improvements to HWY 27 (north of King Road) • Widening of Woodbine Avenue (19th Avenue to Stouffville Road) • Urbanization of 2nd Concession (Doane Rd. to Queensville Road) • Urbanization of Queensville Road • Urbanization of Leslie Street (north of Queensville Road) • Widening of Leslie Street (north of Queensville Road) • Improvements to Bathurst Street (north of Queensville Road) • Improvements to 2nd Concession (north of Queensville Road) 	<p>Water and Wastewater infrastructure:</p> <ul style="list-style-type: none"> • \$135-180M (Nobleton - King) • \$40-60M (404 Employment – Whitchurch-Stouffville) • \$200M (East Gwillimbury) <p>Transportation infrastructure:</p> <ul style="list-style-type: none"> • \$40M (Nobleton - King) • \$26M (404 Employment - Whitchurch-Stouffville) • \$80M (East Gwillimbury) <p>Total: \$521-586M</p>
	<ul style="list-style-type: none"> • Additional annual growth required is 1,900 people/year (over 30-year horizon) for a total of 28,300 people per year. • Reduces Regional intensification rate to 48% with Phased 50-55% Intensification scenario as starting point, and to 47% with 50% Intensification (March 2021) scenario as starting point. 		

MOTION PROPOSING TO REDISTRIBUTE GROWTH

Motion # 5	Analysis																																			
<p>Preliminary analysis of the 60% intensification scenario - Mayor Taylor</p>	<ul style="list-style-type: none"> • 700 Ha of WB required, distributed as follows based on timing and costs of planned infrastructure: <ul style="list-style-type: none"> ○ 500 Ha to Vaughan ○ 200 Ha to Markham <table border="1" data-bbox="782 532 1970 1295"> <thead> <tr> <th data-bbox="782 532 1104 639">Municipality</th> <th data-bbox="1104 532 1540 639">Adjusted Population for 60% Intensification*</th> <th data-bbox="1540 532 1970 639">Local Municipal Intensification Rate*</th> </tr> </thead> <tbody> <tr> <td data-bbox="782 639 1104 695">Aurora</td> <td data-bbox="1104 639 1540 695">86,000</td> <td data-bbox="1540 639 1970 695">50%</td> </tr> <tr> <td data-bbox="782 695 1104 750">East Gwillimbury</td> <td data-bbox="1104 695 1540 750">97,700</td> <td data-bbox="1540 695 1970 750">5%</td> </tr> <tr> <td data-bbox="782 750 1104 805">Georgina</td> <td data-bbox="1104 750 1540 805">70,600</td> <td data-bbox="1540 750 1970 805">36%</td> </tr> <tr> <td data-bbox="782 805 1104 860">King</td> <td data-bbox="1104 805 1540 860">47,600</td> <td data-bbox="1540 805 1970 860">47%</td> </tr> <tr> <td data-bbox="782 860 1104 915">Markham</td> <td data-bbox="1104 860 1540 915">589,400</td> <td data-bbox="1540 860 1970 915">68%</td> </tr> <tr> <td data-bbox="782 915 1104 971">Newmarket</td> <td data-bbox="1104 915 1540 971">119,700</td> <td data-bbox="1540 915 1970 971">91%</td> </tr> <tr> <td data-bbox="782 971 1104 1026">Richmond Hill</td> <td data-bbox="1104 971 1540 1026">334,000</td> <td data-bbox="1540 971 1970 1026">80%</td> </tr> <tr> <td data-bbox="782 1026 1104 1081">Vaughan</td> <td data-bbox="1104 1026 1540 1081">592,400</td> <td data-bbox="1540 1026 1970 1081">61%</td> </tr> <tr> <td data-bbox="782 1081 1104 1136">Whitchurch-Stouffville</td> <td data-bbox="1104 1081 1540 1136">82,600</td> <td data-bbox="1540 1081 1970 1136">37%</td> </tr> <tr> <td data-bbox="782 1136 1104 1192">York Region</td> <td data-bbox="1104 1136 1540 1192">2,020,000</td> <td data-bbox="1540 1136 1970 1192">60%</td> </tr> </tbody> </table> <p data-bbox="489 1328 1112 1364">Protects an additional 1600 of agricultural land</p>			Municipality	Adjusted Population for 60% Intensification*	Local Municipal Intensification Rate*	Aurora	86,000	50%	East Gwillimbury	97,700	5%	Georgina	70,600	36%	King	47,600	47%	Markham	589,400	68%	Newmarket	119,700	91%	Richmond Hill	334,000	80%	Vaughan	592,400	61%	Whitchurch-Stouffville	82,600	37%	York Region	2,020,000	60%
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*Figures are preliminary estimates and are subject to refinement