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MAY 12 2017

R.M.Y.
CLERK

May 10, 2017

Mr. Chris Raynor, Regional Clerk
Regional Municipality of York
17250 Yonge Street
Newmarket, Ontario L3Y 6Z1

Dear Mr. Raynor,

**Re: York Region's 2017 Development Charge Background Study and By-law –
(Staff Report SRPRS.17.086)**

Richmond Hill Town Council, at its meeting held on May 8, 2017, adopted the following resolution:

- a) That staff report SRPRS.17.086, regarding York Region's 2017 Development Charge Background Study and Bylaw, be received;
- b) That the Town Clerk be directed to forward a copy of staff report SRPRS.17.086 to York Region as the Town's comments and input to the Region's Draft 2017 Development Charge Background Study and Bylaw, dated March 23, 2017;
- c) That York Region be requested to advance the timing of Leslie Street improvements between 19th Avenue and Stouffville Road, including consideration for implementation of interim improvements to coincide with the build-out of the North Leslie Secondary Plan Area;
- d) That York Region be requested to include the Elgin Mills Road Grade Separation project along the Richmond Hill GO Rail Line as a project in the Region's 10 Year Capital Road Construction Program for 2018;
- e) That staff be directed to continue to work with York Region with respect to advancing timing for the remainder of the transportation infrastructure projects identified within the Town of Richmond Hill;
- f) That York Region be requested to include the widening of Carrville Road (Bathurst Street to Yonge Street) in the rate calculations or contingency list of the next Development Charges By-law update.

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Mr. Chris Raynor, Regional Clerk
Regional Municipality of York
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In accordance with Council's directive, please find attached a copy of the Council endorsed resolution.

If you have any questions, please contact the Office of the Clerk, at 905-771-8800.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'S. Huycke', with a long horizontal flourish extending to the right.

Stephen M.A. Huycke
Director of Council Support Services/Town Clerk

Copy: D. Terziewski, Town of Richmond Hill
R. Hui, Town of Richmond Hill

**Extract from Council Meeting
C#16-17 held May 8, 2017
Confirmatory By-law 50-17**

1.0 Minutes – Committee of the Whole meeting CW#07-17 held on May 1, 2017

1.14 York Region's 2017 Development Charge Background Study and Bylaw – (Staff Report SRPRS.17.086) – (Item 16)

Recommendation 14

- a) That staff report SRPRS.17.086, regarding York Region's 2017 Development Charge Background Study and Bylaw, be received;
- b) That the Town Clerk be directed to forward a copy of staff report SRPRS.17.086 to York Region as the Town's comments and input to the Region's Draft 2017 Development Charge Background Study and Bylaw, dated March 23, 2017;
- c) That York Region be requested to advance the timing of Leslie Street improvements between 19th Avenue and Stouffville Road, including consideration for implementation of interim improvements to coincide with the build-out of the North Leslie Secondary Plan Area;
- d) That York Region be requested to include the Elgin Mills Road Grade Separation project along the Richmond Hill GO Rail Line as a project in the Region's 10 Year Capital Road Construction Program for 2018;
- e) That staff be directed to continue to work with York Region with respect to advancing timing for the remainder of the transportation infrastructure projects identified within the Town of Richmond Hill;
- f) That York Region be requested to include the widening of Carrville Road (Bathurst Street to Yonge Street) in the rate calculations or contingency list of the next Development Charges By-law update.



Staff Report for Committee of the Whole Meeting

Date of Meeting: May 1, 2017

Report Number: SRPRS.17.086

Department: Planning and Regulatory Services

Division: Development Engineering

**Subject: York Region's 2017 Development Charge
Background Study and Bylaw**

Purpose:

To update Council on the Region's 2017 DC Background Study and Bylaw and seek Council's endorsement of staff comments regarding the transportation infrastructure projects within Richmond Hill, as input to the Region's consultation process.

Recommendation(s):

- a) That SRPRS.17.086, regarding York Region's 2017 Development Charge Background Study and Bylaw, be received by Council;
- b) That Council direct the Town Clerk to forward a copy of SRPRS.17.086 to York Region as the Town's comments and input to the Region's Draft 2017 Development Charge Background Study and Bylaw, dated March 23, 2017;
- c) That York Region be requested to advance the timing of Leslie Street improvements between 19th Avenue and Stouffville Road, including consideration for implementation of interim improvements to coincide with the build-out of the North Leslie Secondary Plan Area;
- d) That York Region be requested to include the Elgin Mills Road Grade Separation project along the Richmond Hill GO Rail Line as a project in the Region's 10 Year Capital Road Construction Program for 2018; and
- e) That staff be directed to continue to work with York Region with respect to advancing timing for the remainder of the transportation infrastructure projects identified within the Town of Richmond Hill.

Contact Person:

Richard Hui, Manager of Transportation, phone number 905-771-5478 and/or
Dan Terzievski, Director, Development and Engineering, phone number 905-747-6358.

Submitted by:

"Signed version on file in the Office of the Clerk"

Ana Bassios
Commissioner of Planning and Regulatory Services

Approved by:

"Signed version on file in the Office of the Clerk"

Neil Garbe
Chief Administrative Officer

Background:

The Regional Municipality of York is in the process of updating its Development Charge (DC) Bylaw and the associated Background Study. The purpose of this bylaw is to fund growth-related projects and capital infrastructure. A report is expected to be brought forward to Regional Council on May 25, 2017, recommending approval of the new 2017 Development Charge Bylaw. Once approved, the new Bylaw will come into force on June 17, 2017. This will replace the current in-force Development Charge Bylaw that was approved in 2012.

The Region's Transportation Master Plan (TMP) is one of several Master Plans which help to inform the list of infrastructure projects in the DC Background Study. In turn, the DC Background Study provides an estimate of the anticipated growth-related infrastructure costs required to support the growth, which informs the rates in the Region's DC Bylaw.

The Region's November 2016 TMP identified the need for a number of transportation projects within the Town of Richmond Hill. These projects are listed in Attachment 1, along with the projected timing for their need. However, the draft version of the 2017 DC Background Study and Bylaw that was initially tabled at Regional Council on February 19, 2017 excluded a number of these infrastructure projects, as well as projects previously included in the 2012 DC Bylaw.

Concerns were raised by a number of local municipalities about the exclusion of some transportation infrastructure projects. In response to these concerns, Regional Council directed staff to undertake additional work related to the DC Background Study and Bylaw, including additional consultation with local municipalities on the roads infrastructure projects. Regional staff tabled a Revised Draft 2017 DC Background Study and Bylaw at Regional Council on March 23, 2017, following these consultations.

The 2017 DC Bylaw will recover less growth-related costs than the 2012 DC Bylaw

The draft 2017 Development Charge Background Study projects \$3.0 billion less in capital expenditures to be recovered through development charges than compared to the 2012 Development Charges Background Study. In particular, the roads component of the 2017 net DC capital expenditure recoverable from development charges is approximately \$2.0 billion, while the 2012 net DC capital expenditure recoverable from development charges is \$2.9 billion.

The Region's February 9, 2017 Committee of the Whole report explained that the lower projected growth-related expenditures in the 2017 Background Study are due to a number of factors, including:

- Reduced requirements for water and wastewater infrastructure due to a reduction in flow generation rates and due to considerable built capacity (as reflected in the current outstanding debt);

- The use of a 15-year planning horizon (2017-2031), as opposed to the 20-year planning horizon (2012-2031) used in the 2012 DC Bylaw, which results in less growth-related expenditures being required for some services; and
- The full extent of the road infrastructure program envisaged for the 2031 horizon in the Region's 2016 TMP has not been included in the draft 2017 Background Study.

With respect to the latter, the Region found that funding the non-growth component, as well as the capital operating costs for all the infrastructure recommended in the TMP to 2031 using existing Regional revenue sources, would result in significant tax levy increases and debt pressures.

As the Region's Fiscal Strategy places constraints on the amount of debt and tax levy increases available to fund growth-related infrastructure, a number of projects identified in the TMP and in the 2012 DC Bylaw have not been included in the updated 2017 development charge rate calculation, including several projects within the Town of Richmond Hill.

However, Regional staff acknowledges the need for these projects and is advocating for the need to pursue additional revenue sources to fund them.

York Region tabled a revised Draft DC Background Study with a contingency list

As part of the consultation on the transportation component of the Background Study, York Region staff met with all the local municipalities including separate meetings with Richmond Hill staff on February 27 and March 8, 2017. Richmond Hill staff are appreciative of the Region's consultation efforts. The list of road infrastructure projects identified for the Town of Richmond Hill in the revised draft DC Background Study tabled on March 23, 2017, are summarized in Attachment 1. This list is based on the feedback received during the consultation process and includes both road infrastructure projects that are contributing to the development charge rate calculation identified in the DC Background Study, and those that are not.

With respect to the latter, the Region has included a Contingency Items List which is a schedule of proposed capital projects that would result in the associated development charge rate increases, should certain conditions or triggers be met. This contingency schedule does not require the DC Bylaw to be amended for these projects to be added to the DC charge. However, in order to be included, these projects are subject to the following five-part financial trigger:

- The province extend the power to raise revenues from new sources to the Region;
- Regional Council approval of the implementation of those new revenue sources;
- Regional Council approval of the project(s) in the capital plan;
- Regional Council approval to allocate new revenue sources to the project(s); and

- No additional debt be required as a result of funding the project(s).

The Region indicated that these preconditions were chosen to ensure that they can fund additional growth-related projects in a fiscally prudent way. New and alternative revenue sources would be considered to fund the contingency list to avoid external development charges and additional debt pressures.

While Richmond Hill staff are generally supportive of the Region's advocacy for additional and alternative revenue sources, there are some key projects within the Town of Richmond Hill that need to be considered for DC funding within the 2017 DC Bylaw.

Richmond Hill comments regarding roads projects identified in the revised Background Study

Town of Richmond Hill staff had provided transportation comments during the consultation process on the initial draft of the Background Study. The following are additional staff comments and concerns based on our further review of the March 23, 2017, Draft DC Background Study and Contingency Items List:

Elgin Mills Grade Separation: With respect to the Richmond Hill GO Grade Separation at Elgin Mills Road, identifying the project as a need in the 10 year timeframe within the DC Bylaw is much appreciated. However, the current traffic volumes and delays to residents and drivers on Elgin Mills Road continue to make this the highest priority grade separation project in the Town. This was confirmed by the Railway Crossing Grade Separation Prioritization Study undertaken by the Town in 2016. As such, the Town requests that this project be brought forward into the 10 Year Capital Construction Program in 2018, to coincide with the timeframe identified in the Draft 2017 DC Bylaw.

Leslie Street (19th Avenue to Stouffville Road): Concerns have been raised on the potential operational and capacity issues that may result from the removal of the widening, grade separation and jog elimination of the Leslie Street project north of 19th Avenue to Stouffville Road. This is particularly a concern since there will be significant development pressures that will occur within the North Leslie and West Gormley areas, both north and south of 19th Avenue. Furthermore, the anticipated future interchange at Highway 404 and 19th Avenue is not included in the Province's Southern Highways Program.

With approximately 6,000 new residential units, lack of an interchange at 19th Avenue and Highway 404, the traffic pressures of the newly opened Gormley GO station, and limited capacity on parallel roads, this stretch of Leslie Street will continue to see an increase in travel demand and congestion. With the Region's improvements to widen Stouffville Road and the portion of Leslie Street south of 19th Avenue also being widened, this segment of Leslie Street with the existing one-lane in each direction will become a constraint in the road network.

As indicated in Attachment 1, the Leslie Street segment from 19th Avenue to Stouffville Road has a small gross project cost (\$2.0 million) which Regional staff indicated could be used for additional Environmental Assessment (EA) and design work, but not construction. However, the combined road widening, grade separation and intersection jog elimination project's construction carries significant financial costs estimated at \$98 million in total, and has been placed on the contingency list without funding.

Town staff request that the Region give consideration to a scoped down Leslie Street project as an interim measure without the grade separation at the Richmond Hill GO Rail Line and/or jog elimination at Stouffville Road. The GO Rail grade separation at this location has been identified as a lower priority in the Town's Railway Crossing Grade Separation Prioritization Study and it could be considered a longer term project. Reducing the project scope with corresponding cost reduction may allow at least the road widening of Leslie Street to four lanes (or other operational improvements if the four lane road widening is not feasible) to proceed within the 2031 time frame. This timing should match and accommodate the anticipated growth in the area. The Town further requests that the Region use the current funds being collected for this segment of Leslie Street to complete an EA study Addendum and roadway design to test the feasibility of such an interim solution, prior to the next DC Bylaw review, and that this project be considered for funding in the next DC Bylaw update, with an anticipated timing to match the build-out of the North Leslie Secondary Plan area.

Carrville Road (Bathurst Street to Yonge Street): For Carrville Road, between Yonge Street and Bathurst Street, Town staff stressed the importance of boulevard, pedestrian and cycling improvements along this stretch given that this area is a future Key Development Area (KDA) in both the Regional and Town Official Plans. A Secondary Plan has been approved for the KDA and development activity is occurring. Town staff acknowledge that active transportation improvements consistent with the Environmental Assessment for Carrville Road have been included in the 2017 DC Bylaw.

However, the EA also recognizes that the Carrville Road widening to six lanes in this stretch will be needed in the longer term (beyond 2031); this has not been included in the Contingency Items List. The Region should give consideration to including this road widening project in the rate calculations or contingency list of the next DC Bylaw update.

Bathurst Street (Elgin Mills Road to Gamble Road): For the Bathurst Road segment between Elgin Mills Road and Gamble Road, the Town requests that interim sidewalk improvements along this stretch of road be considered as a priority ahead of the road improvements, given that the project has been again pushed to the latter part of the 10 year construction program.

404 Mid-Block Crossing (North of Elgin Mills Road): This project has been included in the DC Background Study with funding for an EA study, but construction costs have not been included in the DC Bylaw or Contingency Items List. The timing of this project will be important to accommodate the growth in the North Leslie area. As such, this project should be reviewed in the next DC Bylaw update to make sure it is coordinated with the build-out of North Leslie and any timing changes to the 19th Avenue Interchange.

19th Avenue Grade Separation: The four lane widening improvement of 19th Avenue from Linda Margaret Crescent/Jefferson Forest Drive to Bayview Avenue has been included in the 10 year capital construction program. However, the 19th Avenue grade separation project west of Bayview Avenue has not been included in the DC Bylaw or Contingency Items List. The need for this grade separation will become more critical in the future, as confirmed by the Town's Railway Crossing Grade Separation Prioritization Study. As such, the timing of this grade separation project should also be reviewed in the next DC Bylaw update, and should be included in the rate calculations or Contingency List, as required.

It is acknowledged that almost all the Regional TMP roads projects recommended within the Town of Richmond Hill have been included in the DC Bylaw as part of the development charges rate calculations or within the contingency list. The Town would encourage and support the Region in pursuing additional and alternative funding sources in order to advance the projects in the contingency list, and in particular, infrastructure projects such as grade separations and interchange improvements.

It is recommended that York Region staff review and seek opportunities to advance these projects, where possible.

Region to update the DC Bylaw following completion of the Municipal Comprehensive Review

The Region's proposed 2017 DC Bylaw captures growth to the 2031 horizon. However, an update will be needed once York Region's Municipal Comprehensive Review is completed to address the Province's Growth Plan and 2041 growth needs. The next update of the DC Bylaw would reflect growth-related infrastructure to the 2041 horizon. As part of the update, some of the projects in the contingency items list are expected to be reprioritized and applied to the development charges calculations. The next update of the Region's DC Bylaw is anticipated to be initiated within the next two to three years, shortly after the Municipal Comprehensive Review is completed. Richmond Hill staff request that all projects in the Contingency Items List be reconsidered for funding in the next DC Bylaw update.

Financial/Staffing/Other Implications:

There are no direct financial or staffing implications as a result of this report. Development charges are key to linking funding of infrastructure with development. The Region in consultation with the local municipalities is proposing changes to the draft DC

Background Study and contingency list to respond to local municipal input. The timing and scope of road projects could have implications on servicing future growth and development as transportation capacity and traffic operational constraints arise. The timing of infrastructure will need to be recognized as an input to the Town of Richmond Hill's Transportation Master Plan update efforts planned to occur in 2018.

Relationship to the Strategic Plan:

Providing comments and input to the Region's 2017 DC Background Study and Bylaw aligns with several of the Town's Strategic Plan goals. It aligns with the goal of Stronger Connections in Richmond Hill through planning for a connected community and advocacy for future transportation infrastructure. It also aligns with the goal of Better Choice in Richmond Hill by providing transportation choices for residents to move around in an efficient manner when infrastructure is kept up with development. The goal of Wise Management of Resources is also aligned since infrastructure improvements help to manage traffic congestion while reducing travel delays and poor air quality for residents.

Conclusion:

Town staff have worked collaboratively with York Region staff to address the issues with the draft 2017 DC Background Study and Bylaw. It is recognized that the Region is facing some fiscal pressures and will advocate for alternative revenue sources to fund the infrastructure projects. The Region is required to meet all statutory obligations under the Development Charges Act in order to have the new bylaw in place by June 17, 2017.

Staff will continue to work with York Region on the Background Study and provide support to advance transportation infrastructure projects within the Town of Richmond Hill as much as possible, including exploring opportunities for a Leslie Street interim improvement (between 19th Avenue and Stouffville Road) and advancing the Elgin Mills Road grade separation east of Yonge Street.

Attachments: Appendix Contents and Maps

The following attached documents may include scanned images of appendixes, maps and photographs. If you require an alternative format please call contact person listed in this document.

- Attachment 1: Region's Revised Draft 2017 DC Background Study, Roads – Growth Related Capital Projects within Richmond Hill

SRPRS.17.086

Attachment 1 – Region’s Revised Draft 2017 DC Background Study
Roads – Growth Related Capital Projects within Richmond Hill

March 23, 2017 Revised Draft DC By-law Background Study				In 2017 10-Year Construction Program	Timing in 2016 Transportation Master Plan	Timing in 2012 DC By-law Background Study
Project Number	Project Description (2017 to 2031)	Timing	Gross Project Cost (2017 to 2031)			
<u>Rail grade separation</u>						
5	Richmond Hill GO Grade Separation – Elgin Mills Road east of Yonge Street	2017-2026	51,427,643	No	2027-2031	2022-2031
<u>Interchange Improvements</u>						
12	Hwy 404 Interchange Improvements – At 16 th Avenue	2017-2021	13,750,000	Yes	2017-2021	2012-2021 under 16 th Ave project
<u>New Midblock Crossing</u>						
18	Midblock Crossing – Highway 404 north of Highway 7	2017-2021	19,042,938	Yes	2017-2021	2012-2021
19	Midblock Crossing – Highway 404 north of 16 th Avenue	2017-2021	55,650,039	Yes	2017-2021	2022-2031
20	Midblock Crossing – Highway 404 north of Major Mackenzie Drive	2022-2031	49,486,000	EA/Design Only	2027-2031	2022-2031
21	Midblock Crossing – Highway 404 north of Elgin Mills	2017-2026	908,000	EA/Design Only	2032-2041	2022-2031
22	Midblock Crossing – Highway 407 at Cedar Avenue	2017-2021	4,300,000	No	2017-2021	2012-2021
<u>Widen to 4 lanes</u>						
24	Bayview Avenue – 19 th Avenue to Stouffville Road	2017-2021	8,315,000	Yes	2017-2021	2012-2021
25	Bayview Avenue – Stouffville Road to Bloomington Road	2017-2026	700,000	EA/Design Only	2027-2031	2012-2021

26	Leslie Street – 19 th Avenue to Stouffville Road (inc. jog elimination and GS)	2017-2026	2,000,000	EA/Design Only	2022-2026 2027-2031	2022-2031
28	Stouffville Road – Yonge Street to Bayview Avenue	2019-2026	9,622,814	EA/Design Only	2022-2026	2022-2031
29	Stouffville Road – Bayview Avenue to Leslie Street	2017-2026	10,343,064	Yes	2022-2026	2022-2031
30	Stouffville Road – Leslie Street to Highway 404	2017-2026	20,566,683	Yes	2022-2026	2022-2031
31	19 th Avenue – Linda Margaret Crescent/Jefferson Forest Drive to Bayview Avenue	2017-2021	2,270,000	Yes	2017-2021	2012-2021
32	19 th Avenue – Bayview Avenue to Leslie Street	2017-2026	14,010,661	No	2022-2026	2022-2031
33	Bayview Avenue – Elgin Mills Road to 19 th Avenue	2017-2021	24,420,000	Yes	2017-2021	2012-2021
39	Elgin Mills Road – Bathurst Street to Yonge Street	2017-2026	15,396,143	Yes	2022-2026	2022-2031
44	Leslie Street – Elgin Mills Road to 19 th Avenue (inc. jog elimination)	2017-2021	10,757,253	Yes	2017-2021	2022-2031
Widen to 6 lanes						
54	16 th Avenue – Yonge Street to Bayview Avenue	2017-2026	24,947,606	Yes	2022-2026	2012-2021
55	16 th Avenue – Bayview Avenue to Leslie Street	2017-2026	18,688,228	Yes	2022-2026	2012-2021
56	16 th Avenue – Leslie Street to Woodbine Avenue	2017-2021	63,491,199	Yes	2017-2021	2012-2021
59	Bathurst Street – Highway 7 to Rutherford Road	2017-2026	21,535,000	Yes	2022-2026	2012-2021
60	Bathurst Street – Rutherford Road to Major Mackenzie Drive	2017-2026	20,368,000	Yes	2022-2026	2012-2021
61	Bathurst Street – Major Mackenzie Drive to Elgin Mills Road	2017-2026	32,311,000	Yes	2022-2026	2012-2021

62	Bathurst Street – Elgin Mills Road to Gamble Road	2017-2026	14,023,656	Yes	2022-2026	2022-2031
65	Bayview Avenue – Highway 7 to 16 th Avenue	2017-2026	17,798,000	Yes	2022-2026	2012-2021
66	Bayview Avenue – 16 th Avenue to Major Mackenzie Drive	2017-2026	19,652,400	Yes	2022-2026	2012-2021
67	Carrville Road – Bathurst Street to Yonge Street (AT Improvements)	2022-2031	1,000,000	No	2021-2031	2012-2021
91	Major Mackenzie Drive – Leslie Street to Woodbine Avenue	2017-2026	24,097,174	Yes	2022-2026	2022-2031
Reconstruction						
128	King Road – Bond Crescent to Yonge Street	2022-2026	4,543,613	Yes	N/A	2012-2021
169	16 th Avenue – 16 th Avenue to 16 th Avenue	2017-2021	366,403	Yes	N/A	N/A
188	Highway 7 – Yonge Street to Bayview Avenue	2022-2026	3,424,654	Yes	N/A	N/A
189	Highway 7 – Bathurst Street Interchange – Highway 7 to Bathurst Street	2022-2026	539,627	Yes	N/A	N/A
190	Highway 7 – Bayview Avenue Interchange – Highway 7 to Bayview Avenue	2022-2026	502,355	Yes	N/A	N/A
191	Highway 7 – Yonge Street Interchange – Highway 7 to Yonge Street	2022-2026	658,042	Yes	N/A	N/A
197	Leslie Street – Highway 7 to 16 th Avenue	2017-2021	2,325,268	Yes	N/A	N/A
200	Major Mackenzie Drive – Major Mackenzie Drive West/Yonge Street to Bayview Avenue	2022-2026	2,387,855	Yes	N/A	N/A
203	Major Mackenzie Drive – Bathurst Street to Major Mackenzie Drive East/Yonge Street	2022-2026	2,949,919	Yes	N/A	N/A

Roads Contingency Items for Growth Related Capital Projects within Richmond Hill

March 23, 2017 Revised Draft DC By-law Background Study				In 2017 10-Year Construction Program	Timing in 2016 Transportation Master Plan	Timing in 2012 DC By-law Background Study
Project Number	Project Description (2017 to 2031)	Timing	Gross Project Cost (2017 to 2031)			
<u>Rail grade separation</u>						
9	Richmond Hill GO Grade Separation – Leslie Street south of Stouffville Road (inc. Jog Elimination)	2027-2031	39,801,250	No	2027-2031	2022-2031
10	Richmond Hill GO Grade Separation – 19 th Avenue west of Bayview Avenue	2027-2031	21,690,864	No	2027-2031	2022-2031
<u>Interchange (New)</u>						
15	Hwy 404 New Interchange at 19 th Avenue	2022-2031	40,250,000	No	2027-2031	2022-2031
<u>Widen to 4 lanes</u>						
19	19 th Avenue – Leslie Street to Woodbine Avenue	2022-2031	18,904,230	No	2027-2031	In contingency
24	Jefferson Sideroad – Bathurst Street to Yonge Street	2024-2031	8,348,889	No	2027-2031	N/A
36	Bayview Avenue – Stouffville Road to Bethesda Road	2027-2031	13,007,505	No	2027-2031	2012-2021
43	Leslie Street – 19 th Avenue to Stouffville Road	2022-2026	58,194,000	No	2022-2026	2022-2031