



REPORT FOR ACTION

Adjustment to the 2017-2026 Capital Budget & Plan for Transportation Services: McBride Lane

Date: May 26, 2017

To: Budget Committee, Executive Committee

From: General Manager, Transportation Services

Wards: Ward 23

SUMMARY

This report requests authority to increase the 2017 Capital Budget for Transportation Services by \$0.500 million gross and \$0 debt, for the design and construction of the McBride Lane Access Road as a component of the North York Service Road project. These costs will be fully funded by the Development Charge Reserve Fund - Roads (XR2110) and Section 37 contributions from Planning Act Reserve Funds (XR3026-3700178).

McBride Lane, which provides access to a residential townhouse complex opposite Elleslie Avenue and Beecroft Road was constructed with a skewed intersection at Beecroft Road as an interim condition. Following the transfer of lands to the City, the McBride Lane Access Road is planned to be constructed to form a four-legged intersection with Beecroft Road and Ellerslie Avenue (Attachment 1).

The property required to complete the McBride Lane Access Road has recently been secured through a Section 37 Agreement with the developer of 5220 Yonge Street.

RECOMMENDATIONS

The General Manager of Transportation Services recommends that:

1. City Council increase the 2017 Capital Budget for Transportation Services by \$0.500 million gross and \$0 debt, for the North York Service Road project (CTP-800-8) to construct the McBride Lane Access Road, fully funded by \$0.450 million from the Development Charge Reserve Fund - Roads (XR 2110) and \$0.050 million from Section 37 contributions from Planning Act Reserve Funds (XR3026-3700178).

FINANCIAL IMPACT

Adoption of the recommendation in this report will increase the 2017 Capital Budget for Transportation Services by \$0.500 million gross and \$0 debt, for the North York Service Road project (CTP-800-8) to construct the McBride Lane Access Road.

Funding of \$0.450 million is available within the Development Charge Reserve Fund - Roads (XR2110) and \$0.050 million is available from Section 37 contributions within Planning Act Reserve Funds (XR3026-3700178).

The Deputy City Manager & Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

At its meeting of February 15 and 16, 2017, City Council approved Transportation Services' 2017 Capital Budget and 2018-2026 Capital Plan, which included approval of a 2017 Capital Budget cash flow of \$420.468 million and 2016 carry-forward funding of \$107.705 million. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX22.2>

At its meeting of April 26, 27 and 28, 2017, City Council approved additional carry forward funding from unspent capital projects and adjustments to the 2017 Approved Capital Budgets for respective City Programs and Agencies in order to continue work on previously approved capital projects, with no incremental net impact on debt. The adjustment to the carry-forwards for Transportation Services resulted in an overall reduction of carry-forward funding to \$100.281million. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX24.18>

COMMENTS

As part of the North York Centre Secondary Plan, an Environmental Assessment (EA) was completed in 1993 for the North York Service Road (NYSR) Project to support the approved levels of development in the North York Centre. The NYSR Project includes an extension of Doris Avenue and Beecroft Road generally between Sheppard Avenue and Finch Avenue, as parallel routes to Yonge Street.

The "Strategy for the Implementation of the North York Centre Plan Service Road-North York Centre", North York Community Council Report No. 8, Clause No. 20 was approved by City Council at its meeting of July 29, 30 and 31, 1998. The Strategy involved the use of negotiated agreements to acquire land where possible and the use of expropriation where an amicable agreement could not be reached.

The Beecroft Road extension has been implemented over a number of years as property has been acquired by the City through negotiated agreements, expropriation, and development approvals. In some cases, interim access arrangements have been provided to adjacent properties where additional property acquisition through development approvals was anticipated.

McBride Lane, which provides access to a residential townhouse complex opposite Elleslie Avenue and Beecroft Road was constructed with a skewed intersection at Beecroft Road as an interim condition. Following the transfer of lands to the City, the McBride Land Access Road is planned to be constructed to form a four-legged intersection with Beecroft Road and Ellerslie Avenue (Attachment 1).

The property required to complete the McBride Lane Access Road has recently been secured through a Section 37 Agreement with the developer of 5220 Yonge Street.

CONTACT

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SIGNATURE

Barbara Gray
General Manager, Transportation Services

ATTACHMENTS

Attachment 1: McBride Lane

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