

Cost of renewal is staggering

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delaying upgrades means higher costs in the long run, says Gabriel Miller of the Federation of Canadian Municipalities.

"Fixes that could have been affordable at one time can quickly turn into massive repairs."

It's a problem common to most Ontario communities today.

By the province's own estimates, there is \$100 billion worth of unprepared or unbuilt infrastructure in Ontario, with no funds available to fix or build it. That infrastructure gap can be seen more clearly every day in roadway sinkholes, flooded storm systems and deteriorating public buildings.

Ontario communities are struggling without success to meet their infrastructure needs, despite several years of stimulus funding. While the \$3.4-billion infrastructure program created jobs and helped kick-start the economy, even Ontario Infrastructure Minister Bob Chiarelli concedes the stimulus programs made only a "dent."

"I think it will be a long time before it will be easy, but collectively, we need to do it smarter," Chiarelli acknowledged.

AMetroland Special Report shows Ontario communities increasingly are borrowing and going into debt — some for the first time in decades — to deal with a worsening situation. Long-term needs are overwhelming.

Metroland surveyed 20 municipali-

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Ontario Infrastructure Minister Bob Chiarelli

palities for data on everything from the amount of money received from Ottawa and Queen's Park to long-term infrastructure needs. (See chart.)

- More than half — including Milton and York Region — have introduced a tax or levy specifically to help pay for infrastructure projects;
- More than half measure their expected capital costs over the next decade in billions of dollars, including York at \$8 billion by 2020;
- Three-quarters report they are currently short at least \$160 million for future infrastructure repairs and upgrades;

• Mississauga, which hasn't had to borrow since 1978, projects \$446 million in debt over the next 10 years. Brampton, debt-free at the moment, expects to start incurring debt as early as 2012;

- Almost half are carrying debt loads in excess of \$600 per resident.

The consequences are significant.

- In Wainfleet, more than 1,000 homes are entering the sixth year of a boil water advisory after Niagara Region decided against the \$120-million cost of connecting the commu-

nity to Port Colborne's water system;

• To close the local infrastructure gap, every Toronto resident would have to pay more than \$1,000 extra on their property tax bill. In Prince Edward County and in Perth, the figure is closer to \$2,000;

• In Hamilton, roads that are supposed to be resurfaced within 35 years are now on a 110-year cycle;

• Sinkholes are more common, opening huge gaps in roadways when broken underground pipes collapse or the surface gives out;

• Severe weather and crumbling storm systems make certain older neighbourhoods across Ontario more vulnerable to basement flooding;

• In Durham, traffic on a badly deteriorating heritage bridge has been curtailed until the \$800,000 in required funding is found;

• In Huntsville, where more than \$100 million flowed in funding for the G8 summit and federal-provincial stimulus, no assistance was available to renovate several small community halls to make them handicapped accessible.

Part of the problem is that recent government stimulus funds went to "shovel ready" projects, rather than those most in need of attention, says Saeed Mirza, professor emeritus of engineering at McGill University.

"The stimulus (program) was to create jobs, not to spend money where we needed," he said. "Our infrastructure is in very dire straits and we need to act urgently."

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CONCRETE PROBLEMS

The cost of maintaining, renewing and rebuilding Ontario's crumbling infrastructure is staggering — well into the billions of dollars for some of the communities surveyed for this Metroland Special Report. While recent infrastructure stimulus funding spread \$3.4 billion across Ontario in the past two years, the programs made only a dent. This chart provides an overview of debt and capital needs.

m = million b = billion	2011 capital budget	Long-term capital budget	Debt	Population 2011 projected	Debt per capita
Barrie	\$125.4m	\$1.91b (to 2020)	\$189m	141,000	\$1,340
Brampton	\$215.7m	\$2.1b (to 2020)	\$0	510,000	\$0
Burlington	\$40.5m	\$493.6m (to 2020)	\$100m	175,800	\$569
Durham	\$290.6m	\$1.7b (to 2015)	\$246m	660,000	\$373
Guelph	\$44.8m	NA	\$92.8m	118,000	\$787
Halton	\$214m	\$2.6b (to 2020)	\$151.1m	503,000	\$300
Hamilton	\$212m	\$1.9b (to 2020)	\$360m	540,000	\$667
Huntsville	\$2.2m	NA	\$13m	18,280	\$711
Kawartha Lakes	\$24.2m	\$367.6m (to 2020)	\$61m	80,000	\$762
Kitchener	\$118.4m	\$866.7m (to 2020)	\$98m	229,400	\$427
Mississauga	\$232m	\$1.97b (to 2020)	\$0*	738,000	\$0
Niagara Region	\$135.7m	\$1.6b (10-year)	\$294m	442,000	\$665
Oakville	\$88.6m	\$871m (to 2019)	\$40m	183,700	\$218
Peel	\$897.2m	\$5.2b (to 2020)	\$890m	1,323,000	\$673
Peterborough	\$42.7m	\$776.5m (to 2036)	\$72.6m	79,000	\$919
St. Catharines	\$25m (2010)	\$93.6m (to 2014)	\$60.2m	133,600	\$451
Simcoe County	\$62.2m	\$379m (10-year)	\$34m	484,000	\$70
City of Waterloo	\$38m	\$289.4m (to 2020)	\$66.4m	123,000	\$540
York	\$1b	\$8b (10-year)	\$1.4b	1,060,000	\$1,321

* \$446m in debt projected over the next 10 years

SOURCE: Municipalities

OAKVILLE

Notice of complete application

Zoning by-law amendment and plan of subdivision

3269 and 3271 Dundas Street West

bclMC Realty Corporation c/o Bentall Kennedy (Canada) LP
File: Z.1333.01 and 24T-11001

The Town of Oakville has received a complete application by bclMC Realty Corporation c/o Bentall Kennedy (Canada) LP for a proposed zoning by-law amendment and plan of subdivision.

The purpose of the zoning by-law amendment is to amend the town's north Oakville zoning by-law from Existing Development (ED) to Light Employment (LE), General Employment (GE), Service Area Employment (SA), Natural Heritage System (NHS) and Community Park (CP). The draft plan of subdivision application proposes to create a number of blocks for employment uses, stormwater management purposes, the natural heritage system, a park and for associated public roadways. Access to the site is from Dundas Street West.

The subject parcel of land (75 ha) is located on the north side of Dundas Street West, midway between Tremaine Road and Regional Road 25. At this time there are no other applications, under the Act, pertaining to the subject lands.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the Town of Oakville before the by-law is passed or before the approval authority gives or refuses to give approval to the draft plan of subdivision:

a) the person or public body is not entitled to appeal the decision of the Town of Oakville to the Ontario Municipal Board; and

b) the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the board, there are reasonable grounds to do so.

If you wish to be notified of the decision of the director, Planning Services, in respect of the proposed plan of subdivision, you must make a written request to the Town Clerk at the Town of Oakville, Clerk's Department, 1225 Trafalgar Road, Oakville, ON L6H 0H3.

The public may view planning documents and background material at the Planning Services department between 8:30 a.m. and 4:30 p.m., Monday through Friday, or on the town's website at www.oakville.ca/da-407west-bclMC.htm or scan here:



Questions or written submissions may be directed to Robert Thun, Senior Planner, Planning Services Department, Town of Oakville, 1225 Trafalgar Road, Oakville, ON L6H 0H3, 905-845-6601, ext. 3029 or at rthun@oakville.ca

The personal information accompanying your submission is collected under the authority of the Planning Act and may form part of the public record, which may be released to the public. Questions about this collection should be directed to the records and freedom of information officer at 905-815-6053.

Dated at the Town of Oakville on June 22, 2011.

