

**THE REGIONAL MUNICIPALITY OF YORK**

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**REPORT NO. 2  
OF THE REGIONAL  
TRANSPORTATION AND WORKS COMMITTEE  
MEETING HELD ON FEBRUARY 2, 2000**

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**For Consideration by  
The Council of The Regional Municipality of York  
on February 10, 2000**

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Vice -Chair: Regional Councillor D. Wheeler

Members: Regional Councillor G. Landon  
Regional Councillor J. Mabley  
Mayor J. Mortonson  
Mayor T. Taylor  
Regional Chair B. Fisch, ex officio

Staff Present: S. Cartwright, J. Culshaw, M. De Angelis, B. Harrison, P. Jankowski,  
B. Macgregor, K. Schipper, D. Selby, E. Stevenson J. Waller, A. Wells,  
E. Wilson

The Transportation and Works Committee began its meeting at 9:05 a.m. on February 2, 2000.

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HIGHWAY 404 AND 16<sup>TH</sup> AVENUE INTERCHANGE**

**The Transportation and Works Committee recommends the adoption of the following report, January 21, 2000, from the Commissioner of Transportation and Works:**

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**1. RECOMMENDATIONS**

It is recommended that:

1. The Region of York request the Ministry of Transportation to enter into a partnership agreement to advance the construction of the Highway 404/16<sup>th</sup> Avenue (Y.R. 73) interchange improvements to add the N-EW and EW-N ramps to the year 2001.
2. The York Region contribution to the Highway 404/16<sup>th</sup> Avenue (Y.R. 73) interchange improvements be a maximum of one-third of the total cost.
3. The York Region contribution to the Highway 404/16<sup>th</sup> Avenue (Y.R. 73) interchange improvements be included in the next update of the Regional Development Charges By-law.
4. Regional staff be authorized to finalize the agreement with the Ministry of Transportation.
5. Copies of this report be forwarded by the Regional Clerk to the Minister of Transportation, and the Clerks of the Towns of Markham and Richmond Hill.

**2. PURPOSE**

Regional staff in conjunction with staff of the Towns of Markham and Richmond Hill have recently met with Ministry of Transportation representatives regarding improvements to the Highway 404/16<sup>th</sup> Avenue interchange.

Council requests have been received from the Town of Markham and the Town of Richmond Hill requesting the Region to enter into a financial arrangement with the Ministry of Transportation to advance the timing of proposed modifications to the Highway 404/16<sup>th</sup> Avenue interchange. This report addresses the issues raised by Markham and Richmond Hill and recommends Regional participation in the financing of the required interchange improvements.

**3. BACKGROUND**

The Highway 404/16<sup>th</sup> Avenue interchange currently only allows for access to and from the south on Highway 404. This interchange is a non-standard configuration due to the location of Buttonville Airport, which precludes any ramps from being located in the southeast quadrant. Traffic to and from the north on Highway 404 must use either Major Mackenzie Drive or Highway 7 to access the adjacent employment areas in Markham and Richmond Hill.

The Ministry of Transportation has recently completed the interim widening of Highway 404 to 6 lanes between Highway 7 and Major Mackenzie Drive. The Ministry has indicated that they were not intending to re-configure the Highway 404/16<sup>th</sup> Avenue interchange until the ultimate widening of Highway 404 to 10 lanes is constructed. However, this project is not

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scheduled for a number of years. In the interim, the lack of access to and from the north on 16<sup>th</sup> Avenue will continue to cause operational problems in the area.

Transportation and Works Department staff, together with Markham and Richmond Hill staff, have met with Ministry of Transportation staff to discuss this issue. Ministry staff has indicated that the proposed northbound ramps are feasible but the Ministry is requesting a municipal contribution to the project in order to advance the timing. An Environmental Assessment study and detailed design is required before the project can commence. Therefore, the Ministry has indicated that 2001 is the earliest that it could be constructed.

Markham, Richmond Hill and York staff have all jointly agreed that the full interchange at 16<sup>th</sup> Avenue will be beneficial to traffic operations in the area. The Town of Markham adopted a resolution regarding this issue on October 26, 1999 which recommends:

*"That the proposed modifications to the Highway 404/16<sup>th</sup> Avenue interchange to provide access to and from the north be endorsed;*

*And that the Region of York be requested to enter into an agreement with the Ministry of Transportation for the construction and financing of the interchange modifications;*

*And that the Ministry of Transportation be requested to proceed with the Environmental Assessment/Design in 2000 and construction in 2001."*

The Town of Richmond Hill resolution was adopted on November 15, 1999 and recommends:

1. *"That the Region of York be requested to enter into a financial agreement with the Ministry of Transportation of Ontario, on a cost sharing arrangement, for the design and construction of the N-EW and EW-N ramps of the Highway 404 and 16<sup>th</sup> Avenue interchange; and,*
2. *That the construction of the N-EW and EW-N ramps be completed no later than 2001; and,*
3. *That the Region of York be requested to incorporate the cost of this work into their development charges."*

*Attachment 1* illustrates the existing Highway 404/16<sup>th</sup> Avenue interchange and the proposed additional ramps.

#### **4. ANALYSIS AND OPTIONS**

The addition of the two ramps to allow traffic movements to and from the north at the Highway 404/16<sup>th</sup> Avenue interchange will significantly improve traffic operations in the vicinity. Traffic that would otherwise use these ramps must currently exit either at Major Mackenzie Drive or at Highway 7. Therefore, traffic must sometimes take a circuitous route to reach their intended destination. This adds considerable additional vehicles to critical turning movements at intersections such as Leslie Street/Major Mackenzie Drive, Leslie Street/Highway 7, Woodbine Avenue/Major Mackenzie Drive and Woodbine Avenue/Highway 7.

Development is proceeding in the employment areas on both the Markham and Richmond Hill sides of Highway 404. Therefore, existing traffic operational problems will only worsen as new employees start travelling to jobs in this area. The Economic Development Offices of both Markham and Richmond Hill have also received numerous inquiries on the timing of the proposed Highway 404/16<sup>th</sup> Avenue interchange improvements. Many businesses in the area are concerned with difficulties experienced by employees when travelling to work.

As the ultimate Highway 404 improvements (including the 16<sup>th</sup> Avenue interchange) are not scheduled for a number of years the Ministry of Transportation have indicated that a partnership agreement will be required with the Region of York in order to advance the timing. This agreement would be similar to other agreements the Ministry of Transportation has entered into with municipalities to advance interchange improvements and now appears to be a standard business practice for the Ministry.

The proposed modifications to the interchange will accommodate future traffic demands for some considerable period of time. At such time as 16<sup>th</sup> Avenue needs to be widened to six lanes and the lands are available for interchange reconstruction from the Buttonville Airport, there may be a reconstruction of the interchange. The need for this reconstruction is not foreseen for the next 15 to 20 years.

## **5. FINANCIAL IMPLICATIONS**

The estimated total cost of constructing the two ramps at the Highway 404/16<sup>th</sup> Avenue interchange is \$3.0 million. The Ministry of Transportation has indicated that they would seriously consider advancing the construction of these interchange improvements to 2001 under a partnership arrangement with the Region. Based on previous partnership arrangements with other municipalities (Highway 401 interchange improvements in the Region of Durham and the Highway 410 extension in the Region of Peel), the Ministry of Transportation has indicated that they would anticipate a one-third/two-thirds cost sharing arrangement. Therefore, the cost to York Region of advancing the improvements to this interchange would be about \$1.0 million.

This expenditure has not been included in the Region's Development Charges By-law, nor in the 10-year road construction program. Therefore, it is recommended that this cost be included in the next update of the DC By-law. It is noted that Durham's and Peel's contributions to MTO projects are also growth related with development contributions.

## **6. LOCAL MUNICIPAL IMPACT**

Both the Town of Markham and the Town of Richmond Hill have requested the Region to enter into a financial arrangement with the Ministry of Transportation in order to advance the timing of the Highway 404/16<sup>th</sup> Avenue interchange improvements. These additional ramps to provide for access to and from the north will benefit traffic operations in this area for both municipalities.

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**7. CONCLUSION**

The Highway 404/16<sup>th</sup> Avenue interchange currently only provides for traffic movements to and from the south. This has led to traffic operational problems in this area. The Ministry of Transportation's ultimate improvements for Highway 404 include the additional ramps to allow the movements to and from the north, however, the Ministry has not scheduled these improvements for a number of years. The Ministry of Transportation has indicated that interim interchange improvements are feasible but that a partnership agreement with the Region will be required to advance the timing to 2001. Both the Town of Markham and the Town of Richmond Hill have requested that the Region enter into this agreement with the Ministry. The estimated Regional contribution to the interchange improvements is \$1.0 million. It is recommended that the Region enter into this agreement and that this cost be included in the next update of the Regional Development Charges By-law.

This report has been reviewed by the Senior Management Group.

*(Mayor Mortson declared his interest in the foregoing Clause and pursuant to the Municipal Conflict of Interest Act stated that the 404 Extension may be located in part on his farm and took no part in the consideration or discussion thereof, and refrained from voting thereon at the meeting of the Transportation and Works Committee held on February 2, 2000.)*

*(Mayor Mortson declared an interest in the foregoing Clause as it relates to the Highway 404 and 16<sup>th</sup> Avenue Interchange, as the Highway 404 Extension may be located on part of his farm, and did not take part in the consideration or discussion of, or vote on, this item at the Council meeting of February 10, 2000.)*

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the February 2, 2000 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

**2****YORK TRANSPORTATION MASTER PLAN**

**The Transportation and Works Committee recommends the adoption of the following report, January 21, 2000, from the Commissioner of Transportation and Works and Acting Commissioner of Planning and Development Services:**

**1. RECOMMENDATIONS**

It is recommended that:

1. Staff initiate the development of a Transportation Master Plan, as per the Terms of Reference (*Attachment 1*).
2. A copy of this report be forwarded by the Regional Clerk to the nine area municipalities, the City of Toronto, Regional Municipalities of Durham and Peel; County of Simcoe; the Ontario Ministry of Transportation, GO Transit, and the TTC.

## 2. PURPOSE

The purpose of this report is to inform Council and seek authorization to commence a Transportation Master Plan (TMP) Study. The TMP is intended to provide a framework for future transportation decisions, which would support the Regional goals of Sustainable Natural Environment, Economic Vitality and Healthy Communities. The TMP will incorporate an examination of the Region's emerging urban structure in order to ensure that the Region's transportation network is in keeping with the planned Regional structure. The plan will also allow the Region to address future transportation needs in an efficient, effective and integrated manner. The plan will support the urban structure and take into consideration the emerging travel patterns. This report will also be presented to the Planning and Development Services Committee.

## 3. BACKGROUND

The York Region Official Plan recognizes the importance of a long-term transportation plan as a key component of the Region's growth management strategy. Safe, efficient and effective movement of people and goods is essential to support and foster the Region's planned urban and community structure. A Transportation Master Plan provides a long term vision and direction and helps address the future needs of the Region in an integrated, timely and cost-effective manner.

Transportation ranks high among the concerns expressed by the residents of York Region. The recent Official Plan Report Card exercise identified road congestion and lack of convenient and timely transit as key concerns of the residents of York Region.

The Growth Management Workshop held in December 1999 confirmed the need to develop a Transportation Master Plan to assist capital forecasting and phasing of capital improvements.

York Region is experiencing rapid growth. Growth in 1999 is expected to be approximately 35,000 new residents and 15-20,000 new jobs. Major new employment centres and corridors are taking shape, contributing to a new urban form. This is resulting in significant changes in travel patterns and raises a number of transportation issues. There is a need to balance various transportation needs and to provide a choice of transportation modes, i.e., road, transit, cycling and walking.

Undertaking the York Region Transportation Plan now provides an opportunity for co-ordination with and complement the GTA Transportation Plan currently under development by the Greater Toronto Services Board. It will also allow York Region to co-ordinate its transportation planning with that of the neighbouring Regions and the Province. Regional staff are involved in the development of the GTA Transportation Plan and will ensure that the timing of both exercises is co-ordinated.

Various components of long range transportation planning have previously been done in York Region. The Transportation Master Plan will build on previous planning studies such as the York Region HOV/Rapid Transit Study and the Development Charges By-law

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background study as well as transportation planning studies that have been completed by the local municipalities.

#### **4. ANALYSIS AND OPTIONS**

York Region is one of the fastest growing regions in Canada and it is expected to continue to experience rapid growth during the next 20 to 30 years. This rapid growth has already strained the transportation system. Its performance will degrade to unacceptable levels, unless appropriate policies and plans are put in place now. A Transportation Master Plan is needed to ensure that all future transportation decisions can be made with the help of an integrated framework. The plan will allow the Region to provide a balanced transportation system to meet a diversity of needs. This will assist the Region reach its goals of Sustainable natural Environment, Economic Vitality and Healthy Communities, while providing safe, affordable, efficient and effective transportation for people and goods. The need for a long term Transportation Master Plan has been recognized by the Regional Official Plan and reconfirmed at the recent Growth Management Workshop.

The Transportation Master Plan is a long-term (2031) transportation vision and plan. It defines policies and long-term infrastructure needs to meet future transportation demands in an affordable and environmentally sustainable manner. It provides a context and framework for future transportation decisions. This allows all transportation decisions to be directed at achieving a common long-term vision. It defines short-term (5-10 year) priorities and action plans, which would form the first step towards that vision. It is a living plan, which is reviewed every 3-5 years and revised to adjust to changing circumstances.

The Transportation Master Plan will address a number of important transportation issues, which affect people and businesses in York Region. For example, it will identify solutions for moderating the growth in road congestion by such means as increasing transit share, getting the best use of existing roads through High Occupancy Vehicle (HOV) lanes and ridesharing, and a carefully planned expansion of the road system. It will look at opportunities to use advanced technologies to improve traffic flows and to assist the drivers. It will examine means by which trucks can move on the Regional road system safely, efficiently and reliably. The Plan will address the challenging issue of how to increase the transit share significantly at a time when it is showing a declining trend. It will identify rapid and commuter transit expansion needs and develop policies to achieve a growth in transit share. In light of the aging population, it will examine ways and means for addressing the growing special transportation needs.

The Transportation Master Plan Study will build upon a number of previous studies undertaken by the area municipalities, the Region and the Ministry of Transportation. As mentioned earlier, the York Region HOV/Rapid Transit Study and the DC Bylaw provide valuable inputs. The TMP will bring together all previous work into a co-ordinated plan for York Region. It will be similar to our successful Water and Wastewater master plans developed recently.

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The TMP will provide a significant benefit in terms of the need and justification component of each of the Environmental Assessment studies conducted each year. With the master plan in place we will be able to show that the larger context has been examined and that each individual project is part of a comprehensive network of improvements.

The TMP will incorporate a parallel examination of the Region's urban structure and the implications for transportation planning. Over the last 5 to 10 years the Region has become more of an urban place with increasingly diverse housing stock, as well as a significant increase in the amount and nature of employment. Trends in the workplace such as telecommunicating, varied work hours and the revolutionary effects of technology have altered work and travel patterns.

These changes are evidenced by increasing east-west travel, two-way north-south travel patterns, an intensification of key Regional corridors such as Highway 7 and Yonge Street, and changes to the average trip length. In addition, York Region residents and workers have increased expectations regarding transportation choices. These recent growth trends, as well as new information available, make it essential to examine the impact of the Region's changing urban structure on the transportation system.

The Regional Official Plan contains a series of policy directions that are closely tied to the transportation system including:

- Compact diverse new communities
- A series of Centres and Corridors
- 20% of growth through intensification, and
- a 33% transit modal split target, during peak periods in urban areas.

In order to achieve the full benefit of this compact urban form with Centres and Corridors, supportive strategic transportation investment is required. The TMP will examine this emerging regional structure as well as strategic ways to foster the urban form envisioned in the Regional Official Plan.

Pending approval of the Council, the study is expected to commence in early 2000 and finish by June 2001.

The Terms of Reference (*Attachment 1*) provide further details on the process, participants, products and schedule of the study. A Technical Advisory Committee (TAC) is proposed to be established to guide the progress of the study. The TAC will consist of representatives from the local municipalities and from other interested agencies. The TAC will have an opportunity to review the Terms of Reference before they are finalized.

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**5. FINANCIAL IMPLICATIONS**

A consultant will be retained to conduct this study under the direction of the Transportation and Works Department. It is estimated that the cost of the study will be in the range of \$200,000 - \$250,000. Sufficient funds have been included in the 2000 Transportation Capital Budget to cover the cost of this study.

**6. LOCAL MUNICIPAL IMPACT**

Transportation is an important concern throughout York Region. All nine municipalities will be involved throughout the study through participation on a Technical Advisory Committee; the Terms of Reference will be finalized after consultation with the Technical Advisory Committee.

**7. CONCLUSION**

The high growth rate and the changing urban form in the Region are contributing to rapid growth in travel and major changes in travel patterns. As confirmed recently at the Growth Management Workshop, it is necessary for the Region to undertake the Transportation Master Plan study to deal with these rapid changes. The Plan will provide a framework to address the future transportation needs of the Region in an efficient, effective and integrated manner. The TMP will also examine emerging trends in the Region's urban structure and strategic ways to foster the regional structure envisioned in the Regional Official Plan. This report presents the framework for conducting this Master Plan study and seeks authorization to initiate the consultant selection process.

This report has been reviewed by the Senior Management Group.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the January 19, 2000 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

**3****VAUGHAN CORPORATE CENTRE  
HIGHER ORDER TRANSIT CORRIDOR ALIGNMENTS STUDY**

**The Transportation and Works Committee recommends the adoption of the following report, January 21, 2000, from the Commissioner of Transportation and Works:**

**1. RECOMMENDATIONS**

It is recommended that:

1. Regional staff be authorized to jointly undertake with the City of Vaughan staff the second phase of the Vaughan Corporate Centre Corridor Study to determine alternative

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alignments for higher order transit linking the Vaughan Corporate Centre to the York University area.

2. The Region fund one third of the cost of this overall study to a maximum of \$60,000.
3. A copy of this report be forwarded by the Regional Clerk to the Clerks of the Cities of Vaughan and Toronto and to the Toronto Transit Commission.

## **2. PURPOSE**

The Region of York has received a request from Vaughan Council, dated November 9, 1999, to participate in a corridor alignments study for higher order transit between the Vaughan Corporate Centre and York University as shown on the attached map (*Attachment 1*). This report provides background information with respect to various rapid transit initiatives currently underway and recommends that the Region participate in a study, examining alternative corridors south of the Corporate Centre as requested by the City of Vaughan.

## **3. BACKGROUND**

The Region of York Official Plan has indicated the need to plan for a number of major rapid transit initiatives which generally fall into five areas – GO Transit improvements, HOV lanes, the Highway 407 and Markham/Toronto Inter-regional Transitways, the Yonge Street corridor transitway and the extensions of the Yonge and Spadina subways. In June 1995, the York Region HOV/Rapid Transit Study was completed which outlined a detailed network of HOV, GO rail and rapid transit proposals.

Several initiatives are currently underway to improve transit facilities in the Region.

1. Council approved the installation of HOV lanes on Yonge Street on November 11, 1999.
2. Design work is underway for construction of a new GO rail station at Rutherford Road in Vaughan and work continues on GO stations in Richmond Hill, Unionville and Markham. A transit right of way east of Yonge Street has been designated between Highway 7 and 16<sup>th</sup> Avenue in Richmond Hill.
3. Funds for the environmental assessment for a Yonge Street transitway between Steeles Avenue and Highway 9 have been carried over into the 2000 budget. Draft terms of reference for the study have been prepared and distributed to municipal staff.
4. City of Vaughan has been undertaking a functional design study of road and transit facilities necessary to service the Vaughan Corporate Centre. However, while the City may wish to determine the necessary corridors for transit within the Corporate Centre district, a corridor cannot be finalized until a review of a complete alignment is undertaken. If a determination of the needs for a rapid transit corridor is not made soon, then development pressures may interfere with or preclude the long-term feasibility of

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implementing a higher order transit service between York University and the Vaughan Corporate Centre.

5. The Region also intends to undertake a Transportation Master Plan study in 2000 to determine needs and policies for a coordinated road and transit capital works program to support the long term development vision of the Region and its links to surrounding regions. This Master Plan project is the subject of another report on the February 2, 2000 agenda of the Transportation and Works Committee. Through this project other major transit improvements in the Region, including the extension of the Yonge subway to Highway 7 will be studied. Subsequently a detailed implementation plan can be developed.

Environmental Assessment approval was given in 1994 for an extension of the Spadina subway line within the City of Toronto as far as York University as part of an approval for several subway projects. At present, there are no plans for actual construction of this link beyond the present Downsview Station terminal. However, the development of the Vaughan Corporate Centre area and development proposals elsewhere along the corridor between York University and the Vaughan Corporate Centre require that a review be undertaken to determine which lands may be required for a transit line in order that development on other lands may proceed. In fact, the Region Official Plan states in part that "while some of these rapid transit facilities may not be implemented for some time, the possibility of their implementation must protected." (Section 6.2.6). In spite of this, prior to final approval of such a line, a full environmental assessment for a subway or other higher order technology will still need to be completed.

Regional Council has included funding for major transit facilities within the Regional development charges bylaw and as a result Regional Council will play a significant role in the planning and implementation of major transit facilities.

#### **4. ANALYSIS**

Vaughan's OPA No. 400 Schedule K identifies a higher order transit corridor between York University in Toronto and the Vaughan Corporate Centre. Section 8.3.2 (iv) of the plan amendment specifically refers to the need to undertake studies "to confirm the possibility of providing higher order transit in potential corridors and to examine the appropriate technology and other route options."

York Region's Official Plan similarly identifies a Conceptual Transit Network on Map 10 with a "subway" link between York University and Highway 7, and includes a policy (6.2.6d) to promote various rapid transit options including an "extension of the Spadina Subway to York University and possibly north linked to Highway 7."

An alternative alignments study for a high order facility comes at an appropriate time because the City of Toronto is presently undertaking an Official Plan review of city structure and long term capital needs. Following this, the Toronto Transit Commission will be reviewing their capital works priorities. In addition, the Greater Toronto Services Board is

presently developing a long-term vision and a strategic transportation plan for the Greater Toronto Area.

In December 1998, Vaughan Council approved a detailed functional design study to define the key transportation elements which would be required to support the development of Vaughan's Corporate Centre identified in both the Regional and City Official Plans. This review is currently underway by Cansult consultants and has concluded in part that transit to and from the Corporate Centre will be required to play a major role. However, continued development outside the Corporate Centre now necessitates that action be taken to protect the possibility of linking the Centre with the subway extension planned in Toronto. Vaughan Council has therefore recently passed two interim control bylaws to ensure that further development applications in the corridor do not preclude the option to build such an interconnection.

Cansult consultants is presently completing their review of detailed road and transit corridor requirements within the Corporate Centre district. However, since the link between the Corporate Centre and the City of Toronto is of a Regional scale of importance, Vaughan has requested that the Region take a major role in that portion of the study outside the Centre to determine the corridor requirements between York University and the Vaughan Corporate Centre.

Since Cansult consultants are already working on the majority of this overall project, they have also been selected to undertake the second phase of the work which deals with the definition of the preferred higher order transit corridor outside the Corporate Centre and its long-term protection. Completion of this study will allow the City and the Region to more clearly define policies for the protection of a suitable corridor. This study will become part of the Region's Master Plan and will be designed and conducted in a manner which will allow it to be used as the partial basis for the eventual submission of a full environmental assessment for a higher order transit facility in the corridor.

The City of Vaughan has also established a Transportation Task Force to deal with the Spadina Subway extension and its integration with other transit projects. It consists of politicians and staff and its mandate includes co-ordination, communication and advocacy. The Task Force held its first meeting on January 13, 2000. (Attachment 2 provides further information on the meeting and the Task Force).

## **5. FINANCIAL IMPLICATIONS**

The total budget for the Vaughan functional design study and transit corridor review within the Corporate Centre and linking to York University is \$180,000.

Vaughan has requested that the Region fund that portion of the study outside the Corporate Centre at a cost of \$60,000. It is proposed that this be funded 59% from the Region's Transit Reserve Fund (for the tax levy portion) and 41% from the development charges reserve for the growth related component.

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**6. LOCAL MUNICIPAL IMPACT**

The City of Vaughan has already funded a significant portion of the first phase of the Vaughan Corporate Centre functional design and property protection study and has now passed two interim control bylaws to allow the next phase of the study to proceed as soon as possible. Clarification of the size and alignment of a suitable corridor will allow continued development to occur elsewhere in Vaughan in the vicinity of the corridor in a timely fashion.

**7. CONCLUSION**

In order to proceed with the next stage of planning for the Vaughan Corporate Centre and to allow for continued development, it is necessary to undertake this study now. Since work is already underway on this project, Consult consultants have been retained by the City of Vaughan to complete the remaining portion of this study. The Regional share of this study is \$60,000.

This report has been reviewed by the Senior Management Group.

(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the January 19, 2000 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

**4****REGIONAL ROAD STREETSCAPING  
POLICY DEVELOPMENT – STATUS REPORT**

**The Transportation and Works Committee recommends the adoption of the following report, January 21, 2000, from the Commissioner of Transportation and Works:**

**1. RECOMMENDATIONS**

It is recommended that:

1. This report be received for information.
2. Staff be directed to continue the work of developing the draft policy, through consultation with the staffs of the local municipalities, and report back to the Transportation and Works Committee in May/June, 2000, following such consultation.

**2. PURPOSE**

The Transportation and Works Committee has directed that staff report on the costs of enhanced streetscaping, and to meet with staff of the Town of Markham with regard to the

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issue of enhanced streetscaping, to be considered as part of the Widening and Reconstruction of the Ninth Line, Project 9438.

This report is to provide information on the current landscaping policies, and on the progress of a staff initiative to develop a draft Regional Road Streetscaping policy, which could be considered for implementation, to meet the demands and expectations associated with the growing urbanization of the Region of York.

### 3. BACKGROUND

With the growing urbanization of the Region of York, and the recent introduction of Regional Standards for rights-of-way and boulevards, increased emphasis is now being placed on the need for changes in character along some of the Region's roads.

Regional roads are becoming more than vehicular corridors. They are being used more and more by pedestrians, cyclists and transit users. Arguments are being advanced that some Regional roads need to become more people friendly, and that the road design should contribute a sense of community within the local area. One of the methods being proposed to address these changing needs is the concept of streetscaping.

In addition to the request for consideration for such enhanced streetscaping on the Ninth Line, the Transportation and Works Department has recently also been considering requests from other local municipalities in the Region.

In 1999, in partnership with the Town of Newmarket, enhanced streetscaping, consisting of raised median islands with landscaping and banner poles, along with boulevard landscaping, was introduced on Yonge Street between Eagle Street and Mulock Drive.

The Region is now also considering the following requests from:

- Town of Aurora - enhanced streetscaping as part of the widening of Wellington Street from Yonge Street to Leslie Street, Project 9116.
- Town of Richmond Hill - working with the Region of York, Planning and Development Services Department, pursuing the potential implementation of significant design measures on Yonge Street as part of its Yonge North Urban Design Study.
- Town of Markham - potential enhanced streetscaping on both Ninth Line and the new Markham By-pass.
- Town of Markham - Highway 7 east and west of Warden Avenue. (Markham Regional Centre).
- The City of Vaughan - Highway 7, Vaughan Corporate Centre.
- Various - Highway 7 between the Vaughan Corporate Centre and the Markham Regional Centre.

The number of such requests is expected to grow in the future. Although a desire for such measures in some locations is understandable, it must be noted that such widespread application of additional streetscaping could have significant financial impacts to the

Regional Road Program. As streetscaping is considered a level of service enhancement, funding is not available from development charges and must therefore be funded from the tax levy allocated to the road program.

Furthermore, the Regional road network as a whole must also be able to continue to accommodate the Region's growing transportation needs.

### 3.1 Official Plan

Three of the objectives of the Region Official Plan are:

- i) *To plan and protect street and road corridors so that they can be developed in a manner that is supportive of the future urban and rural structure of York Region and that can accommodate future transportation demands.*
- ii) *To ensure that Regional roads should be improved in a manner that is supportive of all modes of transportation including walking, cycling, automobile, transit and truck and that minimizes conflicts between these different modes.*
- iii) *To increase the total person-carrying and goods-carrying capability of the Regional street and road network in a manner that is consistent with the overall goals and objectives of the Plan.*

### 3.2 Landscaping Policies

The currently approved policy on landscaping of Regional roads was adopted by Regional Council on May 14, 1987. A further policy, adopted by Regional Council on May 22, 1997, addresses landscaping specifically on Yonge Street within the Newmarket Regional Centre and other Regional Centres and roads that are in future designated gateways.

#### 3.2.1 Current (1987) Policy on Landscaping Regional Roads

- 1) *In urban and semi urban areas and areas where development is occurring:*
  - i) *the local municipality be responsible for the cost of planting trees and shrubs for landscaping Regional roads and that it also be responsible for the maintenance and replacement of trees and shrubs and for the liabilities due to the presence of the landscaping;*
  - ii) *the planting generally be carried out by the local municipality or developer subject to the approval of a landscape plan and to conditions deemed necessary by the Commissioner of Engineering;*
  - iii) *where the Regional road is being reconstructed and/or widened, the Commissioner give consideration to including landscaping in the Region's contract when requested by resolution of the local municipality subject to (i) above;*
- 2) *In rural areas where a Regional road has been or is being widened, the Region of York be responsible for the cost of planting and maintenance of landscaping.*

#### 3.2.2 Current Policy Landscaping in Regional Centres and Gateways

*In urban areas where road improvements are proposed by the Region, and where landscaping and tree planting beyond the Region's standard are requested by the local municipality, the capital cost of such works is shared equally between the Region and the local municipality. The Region assumes responsibility for*

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*maintenance of the trees, and the cost of the maintenance of the landscaping other than the trees, beyond the warranty period, is to be the responsibility of the local municipality.*

### **3.3 Region's Current Practice**

Trees and landscaping on Regional road allowances has become a major issue over the past few years. A few years ago, the Region's Transportation Operations Branch added the position of Regional Forester, who regularly plants and maintains trees on Regional road allowances. In addition, a tree planting budget has been included in the Transportation and Works Tax Levy budget.

Approximately 2,000 to 2,500 new trees are planted annually on the outside boulevards of roads, urban and rural, that have been recently reconstructed as part of the capital program. This program is currently financed at approximately \$350,000 per year.

More recently, the Region has also embarked on a process to develop an overall policy for the "greening" of York Region. The issue of streetscaping is being considered within the context of this new "umbrella" policy now under development.

### **3.4 Recent Streetscaping Issues**

#### **3.4.1 Yonge Street in Newmarket Regional Centre**

In conformance with the current policy on landscaping in Regional Centres and Gateways, the Region recently completed the construction of the first streetscaping project on the Newmarket section of Yonge Street. This section of Yonge Street falls within one of the four Regional Centres identified in the York Region Official Plan.

The implementation of these improvements was the result of extensive consultation between the Region, the Town and the public. The need for continued effective traffic operations was maintained while streetscaping design elements were successfully implemented. Of equal importance, the Region and the Town also achieved the joint objective of keeping the overall costs reasonable through an iterative process of design evaluation and revision.

The key elements were:

- A raised median was incorporated while maintaining required commercial accesses and turning lanes on Yonge Street. In the median, trees, shrubs and annual flowers were planted and banner poles were installed.
- Where past practice in urban areas (areas with concrete curb and gutter, storm sewers sidewalks etc.) has been to pave a one metre wide strip behind the curb in the area where grass growth is hampered by winter salt and sand, this "splash pad" was replaced with a patterned concrete "splash pad".
- Another enhancement used to provide a more attractive and pleasant area for residents was the use of a streetprint, an impressed coloured asphalt in the pedestrian crossing areas at signalized intersections, again at a reasonable additional cost.

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The local municipality and the Region shared these additional costs equally. The community has very positively received the finished works.

In light of the positive response, the relatively modest costs associated with the project, and the continued successful operation of Yonge Street in this area, it has been suggested that this approach could be considered as a model for future streetscaping initiatives in other areas of the Region. When pro-rated on a per kilometre basis, the total cost of these works would be approximately \$200,000-\$300,000 per kilometre, depending on the particular number of entrances/turning lanes to be accommodated, the amount of landscaping and other treatments to be included.

### **3.4.2 Lack of Standards and Gateway Definition**

#### **1. Magnitude / Scope:**

Recently several local municipalities have approached the Region for implementation of enhanced streetscaping on Gateways. Some of the initially proposed works far exceed the level of streetscaping successfully incorporated on Yonge Street. The estimated costs of the works initially proposed for one section of Wellington Street, for example, approached \$2 million. Although this proposal has been somewhat scaled back, there is a potentially significant cost implication for both the Region and the local municipality.

#### **2. Number of Locations:**

There is also a lack of clear enumeration of Gateways where this approach may be considered in the future. Carried to an extreme, it could be suggested that every Regional road leading into a local municipality could be eventually defined as a gateway. This would introduce significant additional costs to the Regional Road Construction Program. Furthermore, the implications of widespread application of streetscaping on the Regional road network without due consideration of overall traffic implications could eventually lead to widespread gridlock on the system.

## **4. ANALYSIS AND OPTIONS**

In consideration of the sometimes conflicting objectives associated with the implementation of streetscaping on Regional roads, Regional staff have started the work of developing a draft policy to deal with such requests in a considerate, consistent manner. This work is being carried out with local Municipal staff to assure local concerns are dealt with.

### **4.1 Regional Streets**

In 1997, the Transportation and Works Department, and the Planning and Development Services Department prepared a report in consultation with three consulting firms titled *Regional Streets: Standards for Rights-of-way and Boulevards*. The report offers a number of road design options, which will complement the nature of adjacent communities. The new standards in the report balance the right-of-way users interests, requirements and integrate landscaping and improve aesthetics. What is not identified is who will implement and pay for the improvements.

## **4.2 What is Streetscape**

Streetscaping goes beyond the normal planting of trees in the boulevard. It refers to the improvement of the right-of-way to create a more people friendly place. It may include patterned concrete splash pads, streetprint crossing areas at signals, wider sidewalks and centre boulevards with trees, shrubs and annual plants. Other street furniture that can enhance the people friendliness would include park benches and rest areas.

## **4.3 Streetscape Considerations**

In keeping with the Region's Official Plan, the Regional Street report and the requirements of the local municipalities, the draft policy now being developed will therefore consider the inclusion of streetscape enhancements into road projects where they are in new urban areas to the maximum extent possible.

As part of the policy considerations, the Region is considering the following issues:

- Scope/magnitude of the potential streetscaping improvements.
- Standardization of design elements to minimize overall capital costs.
- Overall maintenance considerations and future costs and cost apportionments.
- Identifications of appropriate locations.
- Cost-sharing principles.
- Capital/budgeting needs/considerations.

## **5. FINANCIAL IMPLICATIONS**

These enhancements will add to the cost of construction of Regional road contracts. However, the enhancements are in keeping with the policies in the Official Plan and new Regional Streets standards.

### **5.1 Streetscaping Costs**

The incremental costs to provide concrete splash pads instead of asphalt splash pads is approximately \$45 per metre. The approximate cost of providing the impressed asphalt at the pedestrian crossings is \$50 per metre. Each standard, boulevard tree planted costs \$100 to \$150; each special, median tree ranges from \$220 to \$800, excluding any construction costs to provide the median island.

Under the current policies, the total additional cost to provide the proposed standardized enhancements for a kilometre long section of road varies from \$200,000 to \$300,000, with the Region being responsible for half these costs and the local municipality responsible for the other half.

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**6. LOCAL MUNICIPAL IMPACT**

The proposed enhancements will improve the people friendliness of Regional roads. Improvements such as the ones proposed, make our communities more attractive and pleasant for residents and all users of the roads.

Under the current policies, a local municipality will be required to contribute 50% of the cost of the proposed streetscaping.

**7. CONCLUSION**

Regional roads provide transportation corridors that will accommodate the ever-growing demands from drivers and passengers. These demands however, are also from pedestrians, cyclists and transit users. In order to make Regional roads more people friendly, streetscaping enhancements are proposed to be included in roads reconstruction projects. These enhancements, where properly considered and integrated, will provide friendlier, safer facilities for the use of all drivers, pedestrians, cyclists and transit riders.

In light of the importance of introducing urban design and streetscaping features on some of the maturing roadways through our local communities, and in consideration of the significant potential cost implications to both the Region and the local municipalities, it is proposed that Regional staff engage in extended consultation with the staff of the local municipalities regarding the principles of the draft policy outlined above.

Regional staff will report back in May or June 2000, with the proposed principles of a new streetscaping policy.

This report has been reviewed by the Senior Management Group.

**5****PREFERRED SITE LOCATION FOR THE  
NORTH ROAD MAINTENANCE DEPOT  
PROJECT 9895**

**The Transportation and Works Committee recommends the adoption of the following report, January 21, 2000, from the Commissioner of Transportation and Works:**

**1. RECOMMENDATIONS**

It is recommended that:

1. The preferred location of the new North Road Maintenance Depot, west of Warden Avenue and north of Ravenshoe Road (Y.R. 32), as determined through the Environmental Assessment process, be endorsed.

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2. Staff be authorized to proceed with land acquisition, facility design and construction.
  3. Staff be authorized to submit the necessary rezoning and site plan applications to the Town of Georgina.
  4. Appropriate Regional officials be authorized to take all necessary steps to give effect to the above recommendations.

## 2. PURPOSE

The purpose of this report is to seek Regional Council's approval of the preferred location of a new North Road Maintenance Depot and to obtain authorization to proceed with land acquisition and facility design and construction.

## 3. BACKGROUND

The current York Region road system is 965 kilometers in length and contains over 2,900 lane kilometres. This arterial road system has expanded by 39% over the last four years due to the assumption of local municipal roads and the transfer of highways from the province to the Region. The northern road maintenance area, known as the Sutton patrol district, services the Regional road system in the Towns of East Gwillimbury and Georgina and the northern part of the Township of King. The existing North Road Maintenance Depot, located at 4385 Baseline Road in the Town of Georgina, is inadequate to meet the operational and maintenance needs of the expanding road system. It is located to the north limit of the patrol area well beyond the centroid of the service area. It is limited to an area of 0.7 hectares and the outdated buildings are inadequate.

The highest service demands of this yard are along the busy corridors of Leslie Street and Woodbine Avenue between Keswick and Newmarket. Both these routes are substantially removed from the patrol depot on Baseline Road. The current facility is also not compatible with the adjacent residential land uses making expansion of this site undesirable. A location map showing the existing site and the patrolling limit of the North Road Maintenance Depot is appended to this report (*See Attachment 1*).

On June 24, 1999, Regional Council authorized staff to proceed with the analysis of alternatives to the existing Baseline Road site with the results to be reported back to the Transportation and Works Committee. The alternatives have been evaluated and a preferred site is proposed.

The selection process for a new maintenance depot must follow the Planning and Design process in the Class Environmental Assessment (Class EA) for Municipal Road Projects. This project was completed as a Schedule B type project which required specific contact points and a Notice of Completion of the study. A Public Information Centre (PIC) was held to provide information to the residents. A Notice of Completion of the Class EA was published in the Georgina Advocate on November 26, 1999 and the Era Banner on

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November 28, 1999. Since no objections or bump-up requests were received during the 30-day review period, this project has now satisfied the requirements of the Class EA. The Region is now in a position to proceed with land acquisition, facility design and construction. Details regarding the analysis and selection of the preferred site are indicated below.

#### **4. ANALYSIS AND OPTIONS**

##### **4.1 Alternatives**

To address the current and future road maintenance demands, the following alternatives were investigated (*See Attachments 1 and 2*):

1. Continued Operation of the Existing Baseline Road Depot.
2. Joint facility with the Town of Georgina Yard Number 1 on Warden Avenue north of Old Homestead Road.
3. Joint facility with MTO Baldwin Yard on Highway 48.
4. Site 1 - west side of Warden Avenue, immediately south of Georgina Landfill/Transfer Station.
5. Site 2 – North side of Ravenshoe Road, approximately 0.4 km west of Warden Avenue.
6. Site 3 – South side of Ravenshoe Road, approximately 1 km east of Woodbine Avenue.
7. Site 4 – Northwest corner of Ravenshoe Road and Kennedy Road.
8. Site 5 – Southeast corner of Ravenshoe Road and Kennedy Road.
9. Site 6 – Northwest corner of Ravenshoe Road and Carley Road.
10. Site A – Northeast corner of Ravenshoe Road and Carley Road.
11. Site B – South side of Ravenshoe Road, immediately west of Carley Road.
12. Site C – West side of Warden Avenue, immediately north of Georgina Landfill/Transfer Station.

##### **4.2 Public Involvement in the Site Selection Process**

As part of the Class EA process, the public was advised and consulted during the planning process. In total, three public consultation points were conducted. The public were invited to review the analysis and provide comment in August 1999. At this stage, a petition representing 46 local residents was submitted objecting to a maintenance depot located at

Sites 1 through 6. As well, during this initial review period, three additional sites, Sites A, B and C, were added into the evaluation process.

A Public Consultation Centre was held on November 2, 1999 at the North Union Community Centre. A total of eleven individuals representing nine local properties attended. Verbal comments included concerns regarding salt contamination in well water and increased noise associated with yard operations. Commitments have been made to address these concerns as part of the site development. No written comments were submitted.

The third public consultation was the Notice of Completion of the study and the 30-day review requirement as dictated by the Class EA process. During this stage, members of the public may submit their objection to the Ministry of the Environment. The 30-day review period terminated on December 24, 1999 with no objections.

### 4.3 Analysis for the Preferred Site

Each of the twelve sites were evaluated and ranked on the basis of the following criteria:

#### 4.3.1 Natural Environment

- **Surface Water** – The ability to drain a site and the impact on overland flow are issues that will differentiate the sites.
- **Regulatory Flood/Fill/Recharge Areas** – Surface water issues may invoke special regulations under the jurisdiction of the Lake Simcoe Conservation Authority.
- **Vegetation** – Hedgerows are possible wildlife corridors and also serve as wind breaks for soil conservation. Site development in proximity to forested areas may impact existing wildlife vegetation.
- **Wells/Groundwater Contamination** – State of the art patrol yard design prevents much of the contamination that used to result (e.g. salt contamination of ground water from precipitation interacting with open-air salt storage and handling). The susceptibility of a contaminant entering the groundwater and migrating off the patrol yard site may impact surrounding water quality.

#### 4.3.2 Socio-Economic Environment

- **Land Use Designation** – The patrol yard will require an industrial zoning designation. Sites presently zoned industrial are preferred. In the absence of industrial zoning, planning generally encourages the grouping of like land use types and therefore sites adjacent to existing industrial zoning are more preferred over sites surrounded by rural zoning.

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- **Proximity to Existing Residences** - In contrast, maintenance yards and homes are considered incompatible land use types. Sites with fewer and more distant residential neighbours are more desirable.
  - **Agriculture Soil Classification** – All sites are located in agricultural policy area. Site selection should favour lower class soils (class 4) over higher class soils (class 1).
  - **Existing Agricultural Use** – In keeping with York Region’s agricultural policy, selecting sites on active farms is less desirable than low use or inactive farms.

#### 4.3.3 Technical Considerations

- **Geotechnical/Soil Type** – The underlying geology will influence the cost to develop each site.
- **Drainage** – The ability for a site to address stormwater run-off. Sites with good drainage are desirable since they will require less regrading prior to site development.
- **Opportunities for Joint Use Development** – York Region strives to develop shared maintenance depots to take advantage of economies of scale and reduced duplication of services. Potential candidates for joint use are other York Region operations and /or other levels of government, including the province (MTO).
- **Vehicular Access, Road Geometry** – Safe access and egress of maintenance vehicles is important. Sites where no sight line issues exist are preferable for the safety of the operators as well as the general public.
- **Site Servicing** – Not only do yards need to be approximately two hectares in size, but the site must be level for the safe and efficient operation. Therefore, the extent of regrading to produce a level site influences the design complexity and the cost to construct.

#### 4.3.4 Property Cost

In addition to site servicing, property costs have been estimated for each site. Factors influencing property cost include current zoning, site improvements in place, such as buildings on Site C and environmental clean up that must occur prior to site development. To identify the environmental issues of Site C, a Stage 1 Environmental Screening Report was prepared.

#### 4.4 Preferred Site

Based upon the analysis, Site 1, on the west side of Warden Avenue immediately south of the Georgina Transfer Station, was identified as the preferred site (*See Attachment 3*).

Through the analysis and evaluation process it was determined this site would best suit the needs for the new yard. Site 1 scored high in all areas of the evaluation and was rated the highest overall. It is approximately 400 metres north of the Hamlet of Ravenshoe and outside of the regulatory flood and fill lines and has no ponds or streams. Since the site is immediately south of the Georgina Transfer station, it has the potential for future joint use.

The northeast corner of the proposed site has poor drainage and is subject to ponding, which makes it unsuitable for farming but would be suitable for a dry pond to control the drainage run-off from the site after development. Grading of the site would be minimal. The road grade on Warden Avenue is flat which would provide excellent visibility for the new access.

Keeping the existing Baseline Road location would require upgrades and replacement of the existing buildings and an expanded site to facilitate existing and future needs. This alternative would have higher operating costs due to its non-centralized location (a non-centralized location is estimated to cost \$28,000 per year more to operate than a centralized location) and disruption in service during reconstruction of the maintenance depot.

## **5. FINANCIAL IMPLICATIONS**

The total project estimate is \$1.4 million with implementation scheduled over two years. An amount of \$278,000 is included in the 2000 Transportation Roads Capital Budget, and \$1,132,000 is shown to be included in the future 2001 Transportation Roads Capital Budget.

All project funding is from Development Charge Reserves and the Transportation Capital Reserve Fund, with no impact on the tax levy. The direct operations savings from reduced trip length for both regional and contracted roads maintenance activities is estimated at \$28,000 per year compared to the existing depot location.

## **6. LOCAL MUNICIPAL IMPACT**

Regional staff has discussed the project with the Towns of Georgina and East Gwillimbury Planning and Engineering staff. The relocation of the North Road Maintenance Depot will provide a more efficient and timely operation and maintenance of the roads in each of these municipalities, thus providing a higher level of service to the residents of East Gwillimbury, Newmarket and Georgina.

## **7. CONCLUSION**

To address the current and future road maintenance demands of the Sutton patrol district, a new patrol depot is required to replace the current substandard facility at 4385 Baseline Road in the Town of Georgina. Funding for the new North Road Maintenance Depot is included in the 2000 Transportation Roads Capital Budget and future 2001 Transportation Roads Capital Budget, with implementation scheduled over two years.

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The Class EA for the planning, design and construction of the North Road Maintenance Depot has been completed and meets the requirements of the Class EA.

The construction of the North Road Maintenance Depot is scheduled for 2000/2001. It is appropriate to authorize the works and acquire the necessary lands and interests in lands, in order to meet the construction timing schedules.

This report has been reviewed by the Senior Management Group.

(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the February 2, 1999 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

## 6

### CLASS ENVIRONMENTAL ASSESSMENT AND DETAIL DESIGN WELLINGTON STREET TOWN OF AURORA, PROJECT 9116

**The Transportation and Works Committee recommends the adoption of the following report, January 21, 2000, from the Commissioner of Transportation and Works:**

#### 1. RECOMMENDATIONS

It is recommended that:

1. The upset fee payable to Cole Sherman Associates, the Region's consultant, for the Class Environmental Assessment (Class EA) and detail design of Wellington Street (Y.R. 15) from Yonge Street (Y.R. 1) to Leslie Street (Y.R. 12) in the Town of Aurora, be increased by \$70,000 from \$366,000 to \$436,000, GST not included.
2. The Commissioner of Transportation and Works be authorized to disburse funds as outlined in this report.

#### 2. PURPOSE

The purpose of this report is to seek authorization for an increase in consulting fees for additional work required to prepare the final design drawings and contract documents for this project.

#### 3. BACKGROUND

The present approved upset fee for this project is \$366,000, excluding GST. Regional Council increased this fee from \$306,000, excluding GST, on December 10, 1998 in

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recognition of major changes in the proposed design compared with the original terms of reference. These changes included a review of the Holland River crossing options, landscaped median treatment, additional illumination design and reduction in the median width from 9.0 metres to 6.5 metres between Bayview Avenue and Leslie Street. The revised fee reflects the fact that the right-turn lane at Yonge Street/Wellington Street (east to north) was deleted from the project.

#### **4. ANALYSIS AND OPTIONS**

Since that time, a considerable number of changes have been made to the preliminary design plans and other additional work has been incurred beyond what was envisaged when the fee was last increased.

The major items of extra work are:

- Design of two new concrete box culverts to replace the two steel culverts crossing Wellington Street between the Holland River and Bayview Avenue. The new culverts will offer better flood control and avoid the need to replace the steel culverts during the life of the road surface.
- Topographic survey and drainage design revisions to reflect recent land grading by others between Bayview Street and Leslie Street.
- Incorporation of Regional watermain and Town of Aurora sewer into the contract.
- Inclusion of right-turn lane (east to north) at Yonge Street intersection, requested by the Town of Aurora.
- Liaison with Town staff and consultants on watermain and sewer design locations and ongoing liaison regarding the scope and scale of the proposed landscaped median and the infrastructure required to maintain the landscaping.

The additional fee requested is \$70,000 plus GST. This work must be completed immediately to allow the project to be tendered in Spring 2000. It is appropriate in the circumstances to increase the consulting fees for this project.

#### **5. FINANCIAL IMPLICATIONS**

Approval of the recommendation of this report will increase the consulting fee for the project by \$70,000 from \$366,000 to \$436,000, GST extra. The additional fee is deemed to be fair and reasonable by Transportation and Works staff and it can be accommodated within the proposed 2000 Capital Roads Budget. In view of the construction activity and the ongoing planning for the lands adjacent to Wellington Street that may require amendments to the design drawings, it is also recommended that a confidential contingency of \$10,000, GST not included, be approved for disbursement at the discretion of the Commissioner of Transportation and Works.

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**6. LOCAL MUNICIPAL IMPACT**

Completion of the design assignment and tender package will enable the Region to reconstruct Wellington Street within the project limits, including the Regional watermain and the Town sewer. This will be of benefit to the residents of Aurora and will facilitate the longer term development planning in the Wellington Street corridor by the Town and landowners. There are no financial implications on the Town from this report, beyond those that exist already.

**7. CONCLUSION**

Several items of extra work have been identified and must be completed immediately to allow this project to be tendered in Spring 2000 for construction in this year. The additional fee of \$70,000 is deemed to be fair and reasonable for the work involved. This would increase the current approved fee from \$366,000 to \$436,000, GST not included. It is therefore recommended that the increase be authorized for disbursement. The additional fee can be accommodated within the proposed 2000 Roads Capital Budget. A contingency of \$10,000, GST not included, is also recommended to accommodate additional changes that may be required as a result of ongoing construction and planning in this area.

This report has been reviewed by the Senior Management Group.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the February 2, 2000 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

**7****REGIONAL ROAD TRUCK ROUTES  
GUIDANCE SIGNS  
WHITCHURCH-STOUFFVILLE**

**The Transportation and Works Committee recommends the adoption of the following report, January 21, 2000, from the Commissioner of Transportation and Works:**

**1. RECOMMENDATIONS**

It is recommended that:

1. "Truck Route" guidance signs be installed at key intersection locations on the Regional road network to promote trucks to use the following road sections:
  - i) Bloomington Road (Y.R. 40) between York/Durham Line (Y.R. 30) and Highway 404
  - ii) Davis Drive (Y.R. 31) between York/Durham Line (Y.R. 30) and Highway 404.

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- iii) Stouffville Road (Y.R. 14) between Highway 48 and Highway 404.
  - iv) Woodbine Avenue (Y.R. 8) between Bloomington Road (Y.R. 40) and Davis Drive (Y.R. 31).
  - iv) York/Durham Line (Y.R. 30) between Bloomington Road (Y.R. 40) and Davis Drive (Y.R. 31).
2. The Regional Clerk forward a copy of this report to the Clerk of the Town of Whitchurch Stouffville.

## 2. PURPOSE

The purpose of this report is to obtain authorization to place Truck Route Guidance Signs to deter trucks from using Aurora Road and Vivian Road in the Town of Whitchurch-Stouffville. The report has been prepared in response to a Council resolution from the Town of Whitchurch-Stouffville requesting that the Region designate Bloomington Road, Davis Drive and Stouffville Road West of Highway 48 as "east/west truck routes" and, York/Durham Line north of Bloomington and Woodbine Avenue as "north/south truck routes".

## 3. BACKGROUND

In 1998 the Township of Uxbridge completed the paving of Wagg Road and established a designated truck route for local trucking companies that are associated with the numerous gravel pits in the vicinity. Wagg Road intersects York/Durham Line as a T intersection to the east between Aurora Road and Bloomington Road. The trucks originating from Uxbridge Township previously used 3<sup>rd</sup> Concession (which passes by a school in the Community of Goodwood) and Highway 47 as the main east-west connection to York Region. Now access to the major east-west Regional routes is further north than the previous route. The location of these roads is shown on the map listed as *Attachment 1* to this report. A steep grade on York/Durham Line south of Wagg Road discourages left turns onto York/Durham Line to access Bloomington Road. Instead, trucks turn right and go north to use Aurora Road and Vivian Road as primary westerly truck routes to Highway 404 and the communities of Aurora and Newmarket.

On April 8, 1999 the Transportation and Works Committee received a resolution from the Town of Whitchurch-Stouffville Council regarding the increased travel of large trucks going to and from surrounding aggregate extraction pits in the Uxbridge vicinity. This resolution requests the Region to designate Davis Drive, Bloomington Road and Stouffville Road as the primary east-west truck routes and York/Durham Line and Woodbine Avenue as the primary north-south truck routes.

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### 3.1 Regional Truck Route Designations

The Regional Road network is designed as arterial roads network capable of accommodating vehicular and truck traffic. The Region does not currently have restrictive regulations to truck traffic on the Regional Road system except for half load restrictions as required by the presence of road structures such as bridges or culverts and during the spring half load times. This allows the truck traffic to be distributed more equally across the Regional road network.

In previous situations where trucks were encouraged to avoid communities or certain road sections, truck route guidance signs have been used. These signs are advisory in nature and do not require a Regional by-law. To supplement these signs, Regional staff approached the pertinent trucking companies to request they use the preferred truck routes. This approach has historically resulted in sufficient compliance and further restrictive regulations were not required.

## 4. ANALYSIS AND OPTIONS

The Region's Operations Branch conducted an operational review in response to the Town's resolution requesting truck routes be designated for trucking companies accessing the Region from the Township of Uxbridge. This review consisted of the following activities:

- A review of community safety issues.
- A survey of vehicle counts including truck traffic on all major trucking corridors.
- An interview with trucking companies in the vicinity of Uxbridge Township.
- An evaluation of the existing truck route designations.

One of the primary community safety issues referred to in the Town resolution is the location of the Ballantrae Public School. This school fronts Aurora Road between Highway 48 and Ninth Line. The presence of students bussed to the school and the frequent use of Aurora Road by trucks results in potential safety issues.

Previous vehicle counts demonstrate that during the times of day when students are accessing the school, approximately 11% of all vehicles on Aurora Road are trucks. This percentage is higher than the Regional average of 7% truck traffic.

Discussions were held between Regional staff and representatives of the trucking companies in the Township of Uxbridge to inform them of the resolution from the Town of Whitchurch-Stouffville, and to request their assistance in complying with proposed truck route guidance signs for the areas east of Highway 404 to the York/Durham Line. It was acknowledged through these discussions that some of the trucks will continue to use Aurora Road and Vivian Road under certain circumstances, but community safety issues will be addressed and preferred designated truck routes will be used wherever possible.

Currently, truck route guidance signs exist in the Newmarket area for trucks travelling through the community to access Yonge Street to and from the north. These signs result in

a positive guidance plan with sufficient compliance from trucking companies that further restrictive regulations are not required.

Given the co-operative attitude of the trucking company representatives, the precedent of establishing non-regulatory trucking routes and acknowledgement of the community safety issues, it is proposed that a preferred truck route signing plan be installed at key location points on the Regional road system. This proposed plan is summarized in *Attachment 2*.

It is also proposed that the major trucking companies in the Uxbridge Township vicinity be approached by Regional staff with the recommended preferred truck route guidance plan and requested to co-operate by observing the preferred routes wherever possible.

A further review of the traffic operations along those routes identified in the Town's resolution should be carried out during the summer months of 2000 to determine the compliance level with the preferred truck route guidance plan. Further restrictions or regulatory changes should be assessed in conjunction with this review.

## **5. FINANCIAL IMPLICATIONS**

The costs associated with the manufacture and installation of the necessary truck route signs are contained in the 2000 Transportation Operations budget.

## **6. LOCAL MUNICIPAL IMPACT**

On April 8, 1999 the Transportation and Works Committee received a resolution from the Town of Whitchurch-Stouffville Council regarding the increased travel of large trucks on certain sections of the Regional road network through the Town. The Transportation Operations Branch has completed the necessary review and established a proposed plan using preferred truck route guidance signs to encourage truck traffic to use those routes identified in the Town's resolution.

## **7. CONCLUSION**

In response to a resolution from the Town of Whitchurch-Stouffville Council requesting the Region of York designate certain roadways as truck routes, a detailed traffic operational review was carried out. The review concludes that preferred truck route guidance signs be implemented at key locations on the Regional road network to encourage trucks to use routes that will minimize the impact on local communities.

It is proposed that these trucking companies be informed of the proposed plan and requested to acknowledge the community and safety issues through compliance with the designated routes.

It is also proposed that a further review of the traffic operations along those routes identified in the Town's resolution be carried out during the summer months of 2000 to determine the

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compliance level with the preferred truck route guidance plan. Further restrictions or regulatory changes should be assessed in conjunction with this review.

This report has been reviewed by the Senior Management Group.

(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the February 3, 1999 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

## 8

### RIGHT TURN ON RED RESTRICTIONS VAUGHAN/RICHMOND HILL

**The Transportation and Works Committee recommends the adoption of the following report, January 21, 2000, from the Commissioner of Transportation and Works:**

#### 1. RECOMMENDATIONS

It is recommended that:

1. "No Right Turn on Red" traffic restrictions be implemented at the following signalized intersections:
  - a) Keele Street (Y.R. 6) at Rutherford Road (Y.R. 73) for southbound traffic.
  - b) Highway 7 (Y.R. 7) at Famous Avenue for eastbound traffic.
  - c) Highway 7 (Y.R. 7) at Hunter's Point Drive for southbound traffic.
2. The Regional Solicitor prepare the necessary by-laws.
3. The Regional Clerk forward a copy of this report to the Clerks of the City of Vaughan and the Town of Richmond Hill and to the Chief of Police.

#### 2. PURPOSE

This report proposes "No Right Turn on Red" restrictions at signalized intersections to address potential operational safety concerns. A Regional by-law is required before the necessary signs can be posted and enforced.

#### 3. BACKGROUND

Recent adjustments to the configurations of the signalized intersections of Keele Street at Rutherford Road and Highway 7 at Famous Avenue have resulted in potential safety

conflicts for turning traffic. At both of these locations, double left turns have been integrated into the intersections. These left turns move from a double storage lane into two receiving lanes. This operation may contribute to driver confusion as it does not allow for right turns to be made on a red indication while the left turn movements are provided right-of-way.

The intersection of Highway 7 and Hunter's Point Drive has demonstrated a history of collisions involving westbound through traffic and the right turning traffic from Hunter's Point Drive. This history is due, in part, to the high operating speeds of traffic on Highway 7 and the reduced visibility to the east from Hunter's Point Drive.

Location plans showing the proximity of each of these three signalized intersections on the Regional road network are provided in *Attachments 1, 2 and 3* to this report.

#### **4. ANALYSIS AND OPTIONS**

A "No Right Turn on Red" restriction is primarily used when there is reduced visibility or an unexpected conflict between right turning traffic and the traffic given the right-of-way.

The following three intersections have been identified and justify the implementation of this turning movement restriction:

- Keele Street at Rutherford Road for southbound traffic.
- Highway 7 at Famous Avenue for eastbound traffic.
- Highway 7 at Hunter's Point Drive for southbound traffic.

##### **4.1 Keele Street at Rutherford Road**

The Keele Street and Rutherford Road intersection was recently reconstructed as part of the Region's capital program. This reconstruction included the addition of dual northbound left lanes. The northbound double left turn lanes carry into two receiving lanes. This lane configuration creates a conflict when traffic is turning left into the two receiving lanes while southbound right turning traffic is attempting a right turn on a red indication.

A "No Right Turn On Red" restriction for the southbound traffic will eliminate this conflict. However, some level of southbound congestion may result from the implementation of this restriction. A further review will be conducted shortly after the implementation of the proposed regulation to assess alternative phasing and timing arrangements to alleviate potential congestion.

##### **4.2 Highway 7 at Famous Avenue**

The signalized intersection of Highway 7 at Famous Avenue was recently implemented as part of the Trinity Development project occurring within the southwest quadrant of Highway 7 and Highway 400. This intersection operates as a "half" signal for access to and from Famous Avenue. The signal configuration creates a conflict when traffic is turning left

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into the two receiving lanes while the eastbound right turning traffic is attempting a right turn on a red indication.

A "No Right Turn On Red" restriction for the eastbound traffic will eliminate this conflict. No significant congestion or delay is anticipated from this proposed regulation.

### **4.3 Highway 7 at Hunter's Point Drive**

The intersection of Highway 7 and Hunter's Point Drive has a demonstrated history of severe collisions. To address this safety concern, the Transportation Operations Branch implemented protected eastbound left signal phasing. However, numerous collisions have also occurred between westbound Highway 7 traffic and right turning traffic from Hunter's Point Drive. This conflict may be, in part, due to the high operating speed of traffic on Highway 7. Recent speed studies have measured the speed limit compliance at 23% and the average speed over 87 km/h.

A limited sight distance is available for southbound right turning traffic due to the presence of a hill on Highway 7 east of Hunter's Point Drive. The limited sight distance, in conjunction with high operating speeds on Highway 7, justifies the implementation of a "No Right Turn On Red" turning movement restriction. It is anticipated that this regulation will address the safety issues highlighted by the collision history review.

## **5. FINANCIAL IMPLICATIONS**

Funds for the necessary signing is contained within the 2000 Operating budget for the Transportation Operations Branch.

## **6. LOCAL MUNICIPAL IMPACT**

There are no local municipal impacts associated with this report.

## **7. CONCLUSION**

Recent adjustments to the configurations of the signalized intersections of Keele Street at Rutherford Road and Highway 7 at Famous Avenue have resulted in potential safety conflicts for turning traffic. Additionally, the intersection of Highway 7 and Hunter's Point Drive has demonstrated a history of collisions involving westbound through traffic and the right turning traffic from Hunter's Point Drive. The proposed "No Right Turn on Red" restrictions at these intersections will improve the operations of traffic at these signals and address potential safety issues.

This report has been reviewed by the Senior Management Group.

(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the February 2, 2000 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

## 9

### **CONTRACT ADJUSTMENTS CONTRACT 97-100, NEWMARKET/EAST GWILLIMBURY CONTRACT 99-106, VAUGHAN CONTRACT 99-301, MARKHAM**

**The Transportation and Works Committee recommends the adoption of the following report, January 18, 2000, from the Commissioner of Transportation and Works:**

#### **1. RECOMMENDATIONS**

It is recommended that:

1. The contract amount for Contract 97-100, for the reconstruction of Leslie Street (Y.R. 12) from Wayne Drive to approximately 182 metres north of Green Lane/Herald Road (Y.R. 19), including 800 metres on Green Lane (Y.R. 19) and 195 metres on Herald Road (Y.R. 19), in the Towns of Newmarket and East Gwillimbury, be increased by \$16,730.03 from \$3,818,386.01 to \$3,835,116.04. The additional cost will be paid by the Town of Newmarket
2. The contract amount for Contract 99-106, for intersection improvements at Keele Street (Y.R. 6) and Rutherford Road (Y.R. 73) in the City of Vaughan be increased by \$18,173.54 from \$549,826.46 to \$568,000.
3. The contract amount for Contract 99-301, for supply and installation of traffic control signals, illumination and pavement markings at the intersections of Markham Road (Y.R. 68) and Elson Street, and Warden Avenue (Y.R. 65) and Cedarland Drive in the Town of Markham be increased by \$5,417.63 from \$126,582.37 to \$132,000.

#### **2. PURPOSE**

The purpose of this report is to obtain authorization to adjust the contract amounts for:

- A. Contract 97-100, Leslie Street reconstruction from Wayne Drive to Green Lane in the Towns of Newmarket and East Gwillimbury.
- B. Contract 99-106, intersection improvements at Keele Street and Rutherford Road.
- C. Contract 99-301, traffic control signals at Markham Road and Elson Street; Warden Avenue and Cedarland Drive.

#### **3. BACKGROUND**

The background for each of the contracts is provided as follows:

### **3.1 Contract 97-100, Leslie Street**

Contract 97-100 was awarded to Bot Construction Limited for the reconstruction of Leslie Street from Wayne Drive to Green Lane in the Towns of Newmarket and East Gwillimbury for a total contract amount of \$3,618,386.01.

Regional Council, at its meeting held November 27, 1997, adopted Clause 9 of Report No. 19 of the Transportation and Works Committee, authorizing the expenditure of the funds plus a contingency of \$200,000 for a total amount of \$3,818,386.02.

### **3.2 Contract 99-106, Keele Street at Rutherford Road**

Contract 99-106 was awarded to Ferpac Paving Inc. for the reconstruction of Keele Street at Rutherford Road for a total contract amount of \$549,826.46.

Regional Council, at its meeting held June 24, 1999, adopted Clause 5 of Report No. 11 of the Finance and Administration Committee, authorizing the expenditure of the funds.

### **3.3 Contract 99-301, Markham Road and Elson Street; Warden Avenue and Cedarland Drive**

Contract 99-301 was awarded to Guild Electric Limited for supply and installation of traffic control signals, illumination and pavement markings at the intersections of Markham Road and Elson Street, and Warden Avenue and Cedarland Drive for a total contract amount of \$126,582.37

This contract was awarded on September 9, 1999, by the Commissioner of Transportation and Works in accordance with Bylaw No. A-187-96-8

## **4. ANALYSIS AND OPTIONS**

Each contract is discussed and analysed by the following:

### **4.1 Contract 97-100, Leslie Street**

This contract is complete and the total cost for the contract is \$3,835,116.04, which is an addition of \$16,730.03 to the previously authorized amount of \$3,818,386.01.

This overrun is due to additional roadworks on Stellar Drive as requested and payable by the Town of Newmarket. The Region has invoiced the Town for \$336,800.58 for their works on this project.

### **4.2 Contract 99-106, Keele Street at Rutherford Road**

The contract is complete and the total cost for the contract is \$568,000, which is an addition of \$18,173.54 to the contract amount of \$549,826.46.

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The overrun is due to the following extra works that were not evident at the time of tendering:

- 50% due to additional electrical work, including a new service for the existing illumination, repair and reinstallation of existing underground electrical conduit and an additional optical detector and cable.
- 40% due to the emergency repair of an existing watermain after a City of Vaughan's shut off valve failed.
- 10% due to maintenance hole frames and grates that were required and not included in the original tender.

#### **4.3 Contract 99-301, Markham Road and Elson Street; Warden Avenue and Cedarland Drive**

This contract is complete and the total cost for the contract is \$132,000, which is an addition of \$5,417.63 to the contract amount of \$126,582.37.

This overrun is due to a design change involving two additional pole bases, poles and signal heads that were not included in the original tender.

## **5. FINANCIAL IMPLICATIONS**

The financial implications of this report offers a comparison between the current approved budget, the current approved expenditures and the current projected expenditures for each contract.

Funds for the additional work in these contracts were available in the 1999 Roads Capital Budget. Since the work was carried out in 1999, these funds will be accrued. Payment will be made from these accrued funds upon Regional Council approval.

### **5.1 Contract 97-100, Leslie Street**

A comparison between the budget, current approved expenditures and projected expenditures is provided in Table 1.

**Table 1**  
Financial Implication of Changes to Contract

	Budget	Current Approved Expenditures	Current Projection
<b>Expenditures</b>			
Cost of materials supplied by Region	\$36,000	\$36,000	\$36,000
Survey and Inspection	45,000	45,000	45,000
Utility Relocation	180,000	180,000	180,000
Quality Control	36,000	36,000	20,000
Contingency		200,000	

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Contractor Payments	3,820,000	3,618,386	3,835,116
Less G.S.T. Rebate (4%)		(135,256)	(143,369)
Pavement Markings		20,000	20,000
<b>Total Expenditures</b>	<b>\$4,117,000</b>	<b>\$4,000,130</b>	<b>\$3,992,747</b>
<b>Recoveries</b>			
Newmarket	250,000	250,000	336,800
Trust Fund	820,000	820,000	820,000
Tax Levy	716,045	688,581	666,448
Development Charges	2,330,955	2,241,549	2,169,499
<b>Total Recoveries</b>	<b>\$4,117,000</b>	<b>\$4,000,130</b>	<b>\$3,992,747</b>

### 5.2 Contract 99-106, Keele Street at Rutherford Road

A comparison between current approved budget, current approved expenditures and projected expenditures is provided in Table 2.

**Table 2**  
Financial Implication of Changes to Contract

	1999 Approved Budget	Current Approved Expenditures	Current Projection
<b>Expenditures</b>			
Design	\$30,000	\$30,000	\$30,000
Utility Relocation	20,000	20,000	20,000
Contractor Payments	700,000	549,826	568,000
Less G.S.T. Rebate (4%)		(20,554)	(21,234)
<b>Total Expenditures</b>	<b>\$750,000</b>	<b>\$579,272</b>	<b>\$596,766</b>
<b>Recoveries</b>			
Trust Fund	42,000	42,000	42,000
Tax Levy	166,380	126,259	130,370
Development Charges	541,620	411,013	424,396
<b>Total Recoveries</b>	<b>\$750,000</b>	<b>\$579,272</b>	<b>\$596,766</b>

### 5.3 Contract 99-301, Markham Road and Elson Street; Warden Avenue and Cedarland Drive

A comparison between current approved budget, current approved expenditures and projected expenditures is provided in Table 3.

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**Table 3**  
Financial Implication of Changes to Contract

	1999 Approved Budget	Current Approved Expenditures	Current Projection
<b>Expenditures</b>			
Design and Survey	\$19,000	\$19,000	\$19,000
Utility Relocation	4,000	4,000	4,000
Contractor Payments	164,000	126,582	132,000
Less G.S.T. Rebate (4%)		(4,732)	(4,935)
Supervision and Inspection	4,000	4,000	4,000
Traffic Operations	38,000	38,000	38,000
<b>Total Expenditures</b>	<b>\$229,000</b>	<b>\$186,850</b>	<b>\$192,065</b>
<b>Recoveries</b>			
Tax Levy	53,815	43,910	45,135
Development Charges	175,185	142,940	146,930
<b>Total Recoveries</b>	<b>\$229,000</b>	<b>\$186,850</b>	<b>\$192,065</b>

## 6. LOCAL MUNICIPAL IMPACT

### 6.1 Contract 97-100, Leslie Street

The Town of Newmarket will be reimbursing the Region for a total amount of \$335,800.58 for their portion of the works on this project.

### 6.2 Contract 99-106, Keele Street at Rutherford Road

There is no impact to the local municipality.

### 6.3 Contract 99-301, Markham Road and Elson Street; Warden Avenue and Cedarland Drive

There is no impact to the local municipality.

## 7. CONCLUSION

It is proposed that the Commissioner of Transportation and Works be authorized to approve the expenditures for the additional contract costs as outlined in this report.

This report has been reviewed by the Senior Management Group.

## 10 SITE PLAN APPROVALS

**The Transportation and Works Committee submits for the information of Council the following report, January 18, 2000, from the Commissioner of Transportation and Works:**

### 1. RECOMMENDATION

It is recommended that:

1. This report be received for information.

### 2. PURPOSE

At its meeting of November 23, 1995, Regional Council authorized the Commissioner of Transportation to approve the conditions of site plan approval and execute site plan agreements on behalf of the Regional Corporation. At that meeting, the Commissioner was directed to report, on a regular basis, on recently approved site plans.

### 3. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

### 4. LOCAL MUNICIPAL IMPACT

There are no local municipal impacts resulting from this report.

### 5. CONCLUSION

From October 1, 1999 to December 31, 1999, a total of 19 approvals have been processed, compared to 11 for the same period one year ago. The following is a break-down of the approvals by municipality:

Town of Aurora	-	0	Town of East Gwillimbury	-	0
Town of Georgina	-	3	Township of King	-	1
Town of Markham	-	3	Town of Newmarket	-	1
Town of Richmond Hill	-	2	City of Vaughan	-	8
Town of Whitchurch-Stouffville-		1			

A description of each approved site plan is provided in *Attachment 1*.

This report has been reviewed by the Senior Management Group.

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(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the February 2, 2000 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

## 11

### LAND ACQUISITION VARIOUS PROJECTS

**The Transportation and Works Committee recommends the adoption of the following report, January 13, 2000, from the Commissioner of Corporate and Legal Services:**

#### 1. RECOMMENDATIONS

It is recommended that:

The following agreements be accepted and that the Regional Solicitor be authorized to complete the transactions in accordance with the terms of the agreements.

#### 2. BACKGROUND

##### 2.1 Property No. 1

OWNER: Alice Wilkinson

PROJECT: The widening and reconstruction of Islington Avenue (Y.R. 17) from Steeles Avenue to approximately 450 metres north of Highway No. 7 (Y.R. 7) in the City of Vaughan

SUBJECT PROPERTY: Part of Lots 15 and 16, Registrars Compiled Plan 9831, City of Vaughan, designated as Parts 7 and 8 on Expropriation Plan D775

AUTHORITY: By-Law No. R-1186-1999-053

TOTAL OWNERSHIP: 3.8 ha (9.5 acres)

AREA TAKEN: 446.7 m<sup>2</sup> (0.110 acre), fee simple interest  
547.2 m<sup>2</sup> (0.135 acre), temporary limited interest

COMMENTS: The subject is an improved estate residential property that is located on the east side of Islington Avenue. The Region's requirements are located across the front of the subject property. There are no development applications or site plan approvals pending on this property.

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PROJECT NUMBER: 8609

## 2.2 Property No. 2

OWNER: York Region District School Board

PROJECT: The construction of the 404 Trunk Sewer, in the Town of Markham

SUBJECT PROPERTY: Part of Block 113, Registered Plan 65M-2512, and Part of Block 155, Registered Plan 65M-2528, Town of Markham, designated as Parts 1 and 2, on Reference Plan 65R-21584

AUTHORITY: Clause 1, Report 17, adopted by Regional Council at its meeting held on October 26, 1998

TOTAL OWNERSHIP: 2.84 ha (7.02 acres)

AREA TAKEN: 4761 m<sup>2</sup> (1.176 acres), temporary limited interest (one year)

COMMENTS: The subject is an improved institutional property that is located on the south side of John Button Boulevard. The Region's requirements are located across the easterly boundary of the subject property. There are no development applications or site plan approvals pending on this subject property.

PROJECT NUMBER: 9383

## 2.3 Property No. 3

OWNER: Ronald Rodda, Hilda Rodda & Elaine Mintz

PROJECT: The widening and reconstruction of Woodbine Avenue (Y.R.8) from approximately 250 metres south of Queensville Sideroad (Y.R. 77) to approximately 250 metres north of Queensville Sideroad (Y.R. 77), and the widening, re-alignment and construction of Queensville Sideroad (Y.R. 77) to eliminate the jog at Woodbine Avenue (Y.R. 8) from approximately 300 metres west of Woodbine Avenue (Y.R. 8) to approximately 300 metres east of Woodbine Avenue (Y.R. 8), in the Town of East Gwillimbury

SUBJECT PROPERTY: Part of Lot 20, Concession 4, Town of East Gwillimbury, designated as Parts 3, 4 and 5, on Reference Plan 65R-21958, and Part 1, on Reference Plan 65R-21965

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AUTHORITY: By-Law No. R-1109-96-141

TOTAL OWNERSHIP: 36.374 ha (89.88 acres)

AREA TAKEN: 2268.1 m<sup>2</sup> (0.560 acre), fee simple interest

COMMENTS: The subject is a rural property that is located on the southeast side of the intersection of Woodbine Avenue and Queensville Sideroad. The Region's requirements are located across the front of the subject property. There are no development applications or site plan approvals pending on this subject property.

PROJECT NUMBER: 9513

#### **2.4 Property No. 4**

OWNER: The Markham Sand and Gravel Limited

PROJECT: The construction of Bayview Avenue (Y.R. 34) from Stouffville Road (Y.R. 14) to Bloomington Road (Y.R. 40), in the Town of Richmond Hill

SUBJECT PROPERTY: Parts of Lot 9 and 10, Concession 2, Town of Richmond Hill, designated as Part 1, on Reference Plan 65R-22054, and Parts 1 and 2, on Reference Plan 65R-22056

AUTHORITY: By-Law No. R-1187-1999-056

TOTAL OWNERSHIP: 97.13 ha (240 acres)

AREA TAKEN: 14,144.1 m<sup>2</sup> (3.49 acres), fee simple interest

COMMENTS: The subject is an improved golf course property that is located on the east side of Bayview Avenue. The Region's requirements are located across the Bayview Avenue frontage of the subject property. There are no development applications or site plan approvals pending on this subject property.

PROJECT NUMBER: 8025

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**3. FINANCIAL IMPLICATIONS**

The total amount of compensation involved in connection with the above transactions is the sum of \$283,316.00. Interest, where applicable, together with legal and consulting fees are payable in addition to the foregoing.

**4. LOCAL MUNICIPAL IMPACT**

There are no local municipal implications associated with this report.

**5. CONCLUSION**

The lands, which are the subject of this report, are required as part of various road and sewer improvement projects being done in the Region and it is recommended that these acquisitions be completed.

This report has been reviewed by the Senior Management Group.

(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the February 2, 2000 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

**12**  
**TENDER AWARD**  
**HIGHWAY 404 TRUNK SANITARY SEWER**  
**APPLE CREEK BOULEVARD TO WOODBINE AVENUE**  
**TOWN OF MARKHAM**  
**CONTRACT T-99-49, PROJECT 7920**

**The Transportation and Works Committee recommends the adoption of the following report, January 31, 2000, from the Commissioner of Transportation and Works:**

**1. RECOMMENDATIONS**

It is recommended that:

1. The tender of Clearway Construction, in the amount of \$3,486,100.31 be accepted for constructing a sanitary sewer from approximately 300 metres east of Highway 404, south of Major Mackenzie Drive, in the Town of Markham, north-westerly to Leslie Street, in the Town of Richmond Hill, as shown on *Attachment 1*.
2. The Regional Solicitor be authorized to prepare the contract documents.
3. The Regional Chair and Clerk be authorized to sign the contract on behalf of the Regional Municipality.

4. The design contract with MacViro Consultants Inc. be extended to include construction related engineering services in the amount of \$150,000.
5. The Commissioner of Transportation and Works be authorized to disburse project funding as summarized in this report.

## **2. PURPOSE**

The purpose of this report is to award Contract No. T-99-49 for construction of a sanitary sewer from approximately 300 metres east of Highway 404, south of Major Mackenzie Drive, in the Town of Markham, westerly through an open space containing a golf course, to the intersection of Leslie Street and Major Mackenzie Drive, in the Town of Richmond Hill, as shown on *Attachment 1*.

## **3. BACKGROUND**

This project is part of the 404 Corridor Sewer, which was one of several priority projects identified in a comprehensive report adopted by Council on June 26, 1997. The report was completed as part of the YDSS Master Plan and provided a program of priority and strategic capital works with a total estimated cost of \$220.5 million. An estimated \$51.6 million worth of forcemain, sewer and a pumping station construction was identified in a priority program to be constructed by 2001. The program includes the 404 Corridor Trunk Sewer that extends from the existing YDSS trunk at Warden Avenue and Highway 7 to Leslie Street, north of Elgin Mills Road. The location of the sewer is provided in *Attachment 1* to this report. The project is being constructed in six stages – four of which have been previously awarded. This report deals with the tendering and award of the contract for stage five.

Tender documents were prepared and advertised in the Daily Commercial News and via the Electronic Tender Network System. As a result of these advertisements, twenty-eight firms took out plans and specifications.

Tenders were received and publicly opened by the Deputy Clerk in the presence of the Supplies and Services Branch at 1:00 p.m. on January 25, 2000, at the Regional Administrative Centre.

## **4. ANALYSIS AND OPTIONS**

A total of twelve tenders were received.

### **4.1 Construction Timing**

The Supplies and Services Branch reviewed the submitted tenders and have recommended that this contract be awarded to Clearway Construction, the lowest responsive and responsible bidder. The engineering firm of MacViro Consultants Inc. has reviewed the top three tenders and concurs with this recommendation.

A summary of the bid amounts is provided in Table 1.

**Table 1**  
**Summary of Bid Amounts**

Contractor	Bid Amount
1. Clearway Construction	\$3,486,100.31
2. Fernview Construction	\$3,491,590.83
3. Tacc Construction	\$3,547,359.44
4. Memme Construction	\$3,596,993.32
5. Mardave Construction	\$3,638,000.00
6. Dom-Meridian Const. Ltd.	\$3,690,123.98
7. Pachino Construction	\$3,723,600.00
8. Pilen Construction	\$3,750,311.48
9. North Rock Group Ltd.	\$3,754,794.00
10. FCM Construction	\$3,789,417.84
11. Taggart Construction	\$3,896,405.00
12. Con-Drain Co. (1983) Ltd.	\$4,030,122.40

## **4.2 Engineering Services During Construction**

MacViro Consultants Inc. completed the environmental assessment and the design for this project on time and on budget. A preliminary estimate for engineering construction services was submitted with the design proposal. With their background in this project, it is recommended that the contract with MacViro Consultants Inc. be amended to include construction services in the amount of \$150,000. This amount is necessary to accommodate the extra effort associated with a tunnel crossing of Highway 404.

## **5. FINANCIAL IMPLICATIONS**

The entire 404 Corridor Sewer project has been divided into six separate stages. This stage is the fifth to be awarded. The five stages that have been awarded represent approximately 80% of the overall length of this sewer project.

This project is within the proposed 2000 budget. The funding is \$10,851,000. This project will be funded 20% by debenture as identified in the proposed 2000 Budget. The remainder will be funded from the Development Charge Reserve Fund.

Table 2 summarizes the budgeted and projected expenditures and recoveries for the project, based on the results of the tender.

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**Table 2**  
**Budgeted Expenditures and Recoveries**

	Approved Budget (\$)	Increase/ (Decrease) (\$)	Projected Expenditures (\$)
<b>Expenditures</b>			
<b>Stage 5-Hwy. 404 to Leslie Street (T-99-49)</b>			
Contract	3,500,000	(13,900)	3,486,100
Engineering Services	150,000	0	150,000
Contingencies	350,000	0	350,000
GST Rebate	(149,525)	520	(149,006)
Other Contracts	7,000,525	13,380	7,013,906
<b>Total Expenditures</b>	<b>\$10,851,000</b>	<b>\$0</b>	<b>\$10,851,000</b>
<b>Recoveries</b>			
Development Charge Reserve Fund	(8,680,800)	0	(8,680,800)
User Rates	(2,170,200)	0	(2,170,200)
<b>Total Recoveries</b>	<b>(\$10,851,000)</b>	<b>\$0</b>	<b>(\$10,851,000)</b>

As identified in Table 2, the Total Project Expenditures are within the total project cost proposed in the 2000 budget. A contingency amount of up to \$350,000 is recommended for this particular project on account of ground conditions and the Highway 404 crossing.

## 6. LOCAL MUNICIPAL IMPACT

The 404 Corridor Sewer, Contract T-99-49 will be constructed in the Town of Markham and in the Town of Richmond Hill. There is on-going dialogue with staff from the Town of Markham and the Town of Richmond Hill to ensure minimal disruption to local facilities (water supply, roads, parks, etc.). The need for this sewer, in combination with the rest of the 404 Corridor Sewer, has been clearly established in these discussions.

Completion of this sewer and other contracts will facilitate growth in the Town of Richmond Hill along the 404 Corridor.

This section of the sewer will be constructed abutting a golf course (in the Town of Markham) and a strawberry farm (in the Town of Richmond Hill). Permissions to enter for construction purposes are being obtained prior to commencement of construction. Awarding the tender at this time will minimize the impact of construction on these businesses and on the environment.

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**7. CONCLUSION**

Awarding the construction contract for the 404 Corridor Sewer, Contract T-99-49 will allow the contractor to complete major components of this contract during the winter which will minimize the impact of this contract on local businesses and on the environment.

This report has been reviewed by the Senior Management Group.

*(Mayor Mortson declared his interest in the foregoing Clause and pursuant to the Municipal Conflict of Interest Act stated that the 404 Extension may be located in part on his farm and took no part in the consideration or discussion thereof, and refrained from voting thereon at the meeting of the Transportation and Works Committee held on February 2, 2000.)*

*(Mayor Mortson declared an interest in the foregoing Clause as it relates to the Tender Award for the Highway 404 Trunk Sanitary Sewer, as the Highway 404 Extension may be located on part of his farm, and did not take part in the consideration or discussion of, or vote on, this item at the Council meeting of February 10, 2000.)*

A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the February 2, 2000 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

**13****UPDATE – COMMITTEE PROCEEDINGS**

**The Transportation and Works Committee advises Council of the following matter having been considered by the Transportation and Works Committee with the corresponding action as noted:**

**DEPUTATION**

1. Ms. Nadia Magarelli, President, Weston Downs Ratepayers Association made a deputation to Committee regarding the Langstaff Road Environmental Study Report dated January, 2000. Committee received the deputation and requested that Staff convene a formal meeting in the community at an appropriate time to review the Langstaff Road Environmental Study Report and discuss concerns of the area residents.

The Transportation and Works Committee meeting adjourned at 10:05 p.m.

**Respectfully submitted,**

**February 2, 2000  
Newmarket, Ontario**

**D. Wheeler  
Vice-Chair**

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*(Report No. 2 of the Transportation and Works Committee was adopted, without amendment, by Regional Council at its meeting on February 10, 2000.)*