

THE REGIONAL MUNICIPALITY OF YORK

**REPORT NO. 3
OF THE REGIONAL
TRANSPORTATION AND WORKS COMMITTEE
MEETING HELD ON FEBRUARY 28, 2001**

**For Consideration by
The Council of The Regional Municipality of York
on March 8, 2001**

Chair: Mayor Wm. F. Bell

Members: Regional Councillor M. Di Biase
Regional Councillor D. Humeniuk
Mayor T. Jones
Regional Councillor B. O'Donnell
Regional Councillor D. Wheeler

Also Present: Mayor W. Emmerson

Staff Present: D. Basso, A. Campbell, P. Carlyle, S. Cartwright, J. Culshaw, B. Harrison,
P. Jankowski, D. Korolnek, P. May, K. Schipper, E. Stevenson, D. Selby,
B. Tuckey, T. Webster, A. Wells, E. Wilson

The Transportation and Works Committee began its meeting at 9:10 a.m. on February 28, 2001.

**1
LONG TERM WATER PROJECT
INDIVIDUAL ENVIRONMENTAL ASSESSMENT FOR THE LAKE ONTARIO WATER
SUPPLY VIA DURHAM WEST
FILING OF THE ENVIRONMENTAL ASSESSMENT DOCUMENT**

The Transportation and Works Committee recommends:

1. **The presentation by Debbie Korolnek, Director, Water & Wastewater Branch be referred to the April 4, 2001 Transportation and Works Committee meeting; and**
2. **The recommendations contained in the following report, February 19, 2001, from the Commissioner of Transportation and Works be adopted.**

1. RECOMMENDATIONS

It is recommended that:

1. The following report be received for information by Committee and Council.
2. Regional Council endorse the submission for approval of the Environmental Assessment (EA) document to the Minister of Environment related to the individual EA for the Lake Ontario Water Supply via Durham West.

2. PURPOSE

This report is submitted to seek council endorsement of the completed EA for the Lake Ontario Supply via Durham West. The EA document will subsequently be submitted to the Minister of Environment for final review and approval. Copies of the EA document will be available for distribution to members of the Transportation and Works Committee at the February 28, 2001 meeting.

3. BACKGROUND

The York Region/Consumers Utilities partnership was established in May 1996 and a report outlining the selection of the preferred solution for the Long Term Water Project was received on December 11, 1996. This report outlined a phased implementation strategy comprised of the following elements:

- Finalization of a Metro Toronto Agreement
- Implementation of a Water Use Efficiency Program
- Construction of a new water treatment facility at Lake Simcoe
- Development of a new Lake Ontario source supply

All phases of this original recommendation are proceeding and are regularly reported upon through status reports to Council. This report addresses specific progress for the Lake Ontario source supply. It is noted that the primary focus for this aspect has been to continue with obtaining approval to proceed with the development of the Durham West Solution. However, two other options are being actively pursued, Peel Region and the City of Toronto. These other options will continue to be pursued concurrently with the activities

outlined in this report in order to ensure that a long term source of water is available to York Region when required.

On December 19, 1996 Regional Council approved in principle, the preferred overall Long Term Water Strategy which included development of a supply from Lake Ontario via Durham West. In July 1997, the Region published its water supply Master Plan for public and agency comments. The Master Plan included the Lake Ontario Water Supply via Durham West.

In considering the magnitude of the project and the fact that major facilities were proposed outside York Region's boundaries, it was determined that the EA should proceed as an Individual EA.

The main feature of an individual EA is that it allows the proponent to first prepare Terms of Reference for the project requirements, which are subject to public review and Ministry of Environment approval. The final Terms of Reference document was completed and issued to the Ministry of Environment on October 27, 1998 with written approval granted April 30, 1999.

The EA proceeded through three stages of development consisting of 1) development and refinement of alternatives, 2) evaluation and recommendation of preferred alternative and 3) refinement of preferred alternative, preliminary design and identification of appropriate mitigation measures.

A series of Public Information Centres, meetings and consultations occurred throughout the process as documented in the final report and regular meetings were held with provincial and federal review agencies such as the Ministry of the Environment and the Department of Fisheries and Oceans.

In addition to the Public Information Centres, York Region provided funding for two peer reviewers. These reviewers were responsible for independently assisting the City of Pickering and a local community working group in evaluating and commenting on the EA documentation.

A draft EA report was assembled in January 2001 and was submitted to the stakeholder groups and review agencies for comment prior to final submission. The purpose of this pre-submission was to ensure that all aspects and concerns of the various interested parties were adequately identified and addressed in the document prior to final submission to the Minister of the Environment.

4. ANALYSIS AND OPTIONS

A key requirement of obtaining approval to continue with the implementation of the Lake Ontario Water Supply via Durham is to submit the final EA for the approval of the Minister of the Environment.

There is a Ministry of the Environment prescribed thirty-week review period, which includes public and review agency participation. It is anticipated that a decision will be received from the Minister by October 2001. This is based on the expectation that the submitted document complies with all the requirements and commitments outlined in the Terms of Reference and the Minister agrees that the benefits of the project outweigh any potential impacts.

Following the thirty-week review period, the Minister can:

- Approve the project (with or without conditions)
- Send selected issues to a mediation process or
- Send any remaining contentious issues to the Environmental Review Tribunal for hearing and determination

The time frame of a mediation or hearing process is not legislated. It could add anywhere from six months to two years to the project approval timetable depending on the number of issues sent to mediation or the tribunal for determination. Council will be informed of the progress and any unforeseen events that may arise.

5. FINANCIAL IMPLICATIONS

All project components are within budget. There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

A significant growth in population is anticipated as outlined in the Regional Official Plan. The availability of a secure water supply is a key factor in supporting the growth of all the area municipalities. This project is one of several initiatives being undertaken through the Long Term Water Supply Strategy to ensure that adequate supply is available as growth occurs.

7. CONCLUSION

It is requested that Council endorse the submission for the approval of the EA document for the Lake Ontario Water Supply via Durham West.

2

LONG TERM WATER PROJECT INDIVIDUAL ENVIRONMENTAL ASSESSMENT FOR THE LAKE ONTARIO WATER SUPPLY VIA DURHAM WEST FUNDING FOR PEER REVIEWERS

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, February 20, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council provide an additional amount of \$150,000 to an upset limit of \$340,000 plus GST for the City of Pickering Peer Review support services through the final preparation of the Environmental Assessment (EA) and preparation of the Community Benefits Agreement.
2. Regional Council provide an additional amount of \$31,000 to an upset limit of \$101,000 plus GST for the Pickering Community Working Group Peer Review support services through the final preparation of the EA.

2. PURPOSE

This report is submitted to provide additional funding for peer review services for the City of Pickering peer review team and the Pickering Community Working Group peer reviewer.

3. BACKGROUND

The Region's consultants have noted that on larger EA's, funding of peer review services for both the Municipality and a local residents group is not uncommon.

For this project, peer review funding has resulted in the following benefits to York Region:

- It has encouraged the residents to form a small more manageable working group that is dealt with more easily than the large public meetings staff had been working with.
- The peer reviewer has acted for the residents group as a reasonable intermediary when it comes to process issues.
- Both Pickering and the residents group have worked with York Region in reviewing documents and identifying issues of concern to be resolved in a timely fashion. This will save significant time if any issues are sent to a hearing for determination since these major parties are already knowledgeable with respect to the issues and a hearing could commence relatively quickly with minimal time needed for review of documents.

A summary of the peer review efforts incorporated in this project are summarized as follows:

3.1 City of Pickering Peer Reviewer

Upon completion of York's Long Term Water Project Master Plan, the Council of the City of Pickering passed a resolution September 15, 1997 stating "the Town of Pickering at this time does not support the conclusions of the Long Term Water Project Master Plan."

In February 1998, Regional Council agreed to provide "participant funding" in order that the City could retain, at no cost to them, a peer review consultant to provide technical support to the City staff and act as the City's advisor during the course of the preparation of the Terms of Reference. Mr. Derek Doyle of UMA Consulting Engineers was subsequently retained to participate in the review of the Terms of Reference.

In a report to Regional Council on September 24, 1998, Pickering's peer reviewer identified that a key factor in future co-operation with the City of Pickering would be in the commitment by the Region to enter into a "Community Benefits Agreement" with the City of Pickering. This approach to addressing local concerns would simplify the EA process by separating compensation issues from the technical aspects of the EA process. Funding for these additional efforts was approved.

In a report to Regional Council on May 11, 2000, staff requested that Council endorse the Memorandum of Understanding with the City of Pickering. This Memorandum of Understanding formed the basis of negotiation of the Community Benefits Agreement. In addition to the efforts of UMA Engineering on the Community Benefits Agreement, the City of Pickering has also committed staff time and legal counsel in reviewing and developing sections of the agreement.

In all, a total of \$190,000 plus GST was approved for UMA Engineering to cover services estimated to take the project up to submission of the EA document for approval. The scope of services subsequently agreed to included technical review of EA study work and preliminary design, attendance at Public Consultation activities, liaison with Region of York, City staff and members of Pickering Council, and negotiation of the Community Benefits Agreement.

Provision of this funding has been instrumental in maintaining the involvement of the City of Pickering despite the City's initial opposition to the project. These efforts have resulted in effectively guiding the City of Pickering in identifying and addressing the issues of primary concern to the City. This has resulted in an efficient review process for both the City and the Region of York.

It is noted that the City of Pickering Council has recently requested the Region of Durham support Pickering in their position to oppose the project. Council Resolution #9/01 was passed by Pickering Council on February 5, 2001 and stated that:

"NOW THEREFORE the Council of the Corporation of the City of Pickering hereby requests the Council of the Regional Municipality of Durham to advise the Region of York and the Ontario Ministry of the Environment that it supports the City of Pickering's opposition to the York Region Long Term Waters Supply Project via Durham West."

3.2 Pickering Community Working Group Peer Reviewer

Residents of the South Pickering area are in a unique position as they will not receive benefits from the proposed water supply, but will be impacted by construction activities over a two-year period.

At a meeting with the Pickering residents held on February 16, 2000, a request was made for York Region to provide peer review funding to represent the residents. Pickering residents were concerned that their interests would not be represented by the City, which has a political obligation to all its constituents and cannot favour target communities. York Region's legal counsel and its consultant recommended funding be approved provided specific conditions were adhered to.

A proposal was received through the Pickering Community Working Group from Dillon Consulting in the amount of \$70,000 plus GST. The work program and funding were approved by Council on April 5, 2000.

The consultation process with the local group and their peer reviewer has resulted in additional project input and has allowed the project team to focus efforts on issues that are of greatest concern to the community resulting in a more responsive EA process.

Requests for additional funding have been received from both groups on the basis that additional work will be required through the thirty- week review period after submission of the EA document for Minister's approval. During preparation of the EA, additional review associated with spoil haulage and transmission main routing were undertaken by these groups in an effort to minimize local impacts and address identified concerns.

4. ANALYSIS AND OPTIONS

Provision of peer review funding by the Region recognizes the special status of the City as a host municipality that will derive no direct benefit from the construction of the water supply, has no representation within the Council of the Region of York and has no direct approval authority in the EA. It is essential to the approval of the EA to demonstrate to the approval authority, the Minister of the Environment, that the concerns of the City have been adequately addressed.

York Region's position of assisting the Community and City of Pickering by providing funding has resulted in constructive development and mitigation of the aspects of the project that directly impact that community.

It is recommended that the request be approved for the following reasons:

- The expenses cited are legitimate requests for extra work unforeseen at the outset of the EA.

- Approving this funding will ensure participation of these groups beyond filing of documentation.
- In the case of the City of Pickering, approval of the request for additional funding associated with the negotiation of the Community Benefits Agreement will assist in a timely conclusion to these negotiations. Even if the negotiations are not successful and this matter goes to mediation or a hearing, it is probable that York Region would be required to pay all their costs as part of the project. If the negotiations are successful, it is reasonable for Pickering to expect full payment of their costs as part of the compensation agreed upon. Therefore, payment will likely be required no matter what the outcome.

4.1 City of Pickering

The additional budget requested for the City of Pickering is \$150,000, which consists of:

- \$65,000 for UMA Engineering Limited for services associated with the City of Pickering Peer Review
- \$75,000 for costs incurred by the City of Pickering regarding the drafting and negotiation of the Community Benefits Agreement, including outside legal counsel, consultants and internal staff time. These funds will be disbursed based on meeting the following milestones:
 - \$25,000 for work to date
 - \$25,000 once Pickering's financial compensation expectations are submitted including support documentation
 - \$25,000 once the document is substantially complete resulting in either an agreement to recommend approval of the CBA or agreement to send the matter for dispute resolution in accordance with the Memorandum of Understanding.

The City of Pickering will agree, as conditions to receiving any part of the \$75,000, that it will:

- Waive that portion of Section 2.9 of the Memorandum of Understanding that restricts York Region from submitting the completed environmental assessment of the project to the Minister of the environment for approval prior to completion of the Community Benefits Agreement process that is set out in the remainder of Section 2.9.
- Submit a completed draft Community Benefits Agreement to York Region as proposed by the City, including all financial information in support of the position taken by the City in the draft Community Benefits Agreement no later than March 15, 2001.
- \$10,000 contingency allowance to address any additional services that may be required in the Peer Review or Community Benefits Agreements negotiations.

As of February 2001, Pickering's peer reviewer has spent the original budget for peer review services and Community Benefits Agreement development. A portion of the additional funds requests is committed to services delivered in late February.

Pickering's legal counsel, Reble Ritchie, Green and Ketcheson has been contributing to the development of the Community Benefits Agreement. The City of Pickering, on their behalf,

is requesting payment for a portion of the services provided to Pickering during the development of the Community Benefits Agreement. The \$75,000 request outlined above represents a portion of these costs. Full compensation of costs incurred by the City has been identified in the Community Benefits Agreement and is being negotiated through that process.

Approximately \$10,000 of the \$65,000 request for UMA Engineering has been committed to services provided since December, 2000. The remainder of this funding will allow the City to maintain involvement in the project through to the E.A. approval decision point.

The City of Pickering has been making reasonable efforts in the development of the Community Benefits Agreement. However, the extent and complexity of the project and their contributions to the Community Benefits Agreement have resulted in increased time to complete the Community Benefits Agreement. The Memorandum of Understanding contains a provision that states that "the Region will not submit the completed Environmental Assessment for approval by the Minister until the Community Benefits Agreement has been approved by the City and the Region or until all reasonable efforts to negotiate and obtain approval of the Community Benefits Agreements have been expended." Understanding that the Region is intending to submit the Environmental Assessment document prior to the completion of the Community Benefits Agreement, the \$75,000 payment to Pickering is a good faith gesture recognizing the efforts required. As a condition of providing this funding the City of Pickering would agree to allow the submission of the Environmental Assessment on York's timetable with the understanding that the Community Benefits Agreement negotiations will continue.

There are a number of reasons to provide additional funding to the City of Pickering for their efforts in developing the Community Benefits Agreement at this time including:

- The negotiation and Community Benefits Agreement development process has been more complex than initially anticipated.
- The costs to Pickering have been significant.
- Pickering would be agreeing to allow the submission of the Environmental Assessment document prior to completion of the Community Benefits Agreement.

Pickering would also be committing to providing a final draft of the Community Benefits Agreement to York Region by March 15, 2001, including all financial support documentation, as a condition to receiving this funding.

4.2 Pickering Community Working Group Peer Reviewer

The Pickering Community Working Group is requesting an additional \$31,000 for their Peer Reviewer Dillon Consultants, for the following additional activities:

- \$4,500 for additional meetings
- \$13,500 for additional effort in discussing and resubmitting the draft Environmental Assessment report
- \$13,000 for additional efforts in negotiating mitigation measures specifically associated with spoil haulage and tunnelling route selection.

Upon submission of the Environmental Assessment document to the Minister of the Environment, there will be additional opportunities for the public to comment through a formal submission process. The Peer Reviewers for Pickering will be involved in the final review and comment submissions on behalf of the City of Pickering and the Pickering Community Working Group. York Region will also continue to work closely with the City of Pickering towards completing the Community Benefits Agreement.

5. FINANCIAL IMPLICATIONS

The additional funding budget required for the City of Pickering is \$150,000 plus GST.

The additional funding requested from the Pickering Community Working Group's Peer Reviewer, Dillon Consultants, is \$31,000 plus GST.

This requested funding is within the approved project budget of \$9,100,000 for the EA.

6. LOCAL MUNICIPAL IMPACT

A significant growth in population is anticipated as outlined in the Regional Official Plan. The availability of a secure water supply is a key factor in supporting the growth of all the area municipalities. This project is one of several initiatives being undertaken through the Long Term Water Supply Strategy to ensure that adequate supply is available as growth occurs.

7. CONCLUSION

The purpose of providing participant funding to both the City of Pickering Peer Review and the Pickering Community Working Group Peer Reviewer during the preparation and final review process of the EA document is to ensure that the local community can participate actively and knowledgeably in the consultation process associated with the preparation of the Environmental Assessment.

Assisting Pickering in continuing with the Community Benefits Agreement negotiations will benefit York Region by either realizing agreement or reducing the time in any mediation or hearing process arising out of a failure to reach an agreement.

3

GROUNDWATER INVESTIGATION - WHITCHURCH-STOUFFVILLE

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, February 19, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. Regional staff be authorized to retain a consultant to investigate the availability of additional groundwater supplies for the eastern half of the Town of Whitchurch-Stouffville.
2. A budget of \$200,000 be authorized in advance of the approval of the 2001 Business Plan and Budget, to be funded 80% from Development Charges and 20% from user rates.
3. Staff be authorized to negotiate interests in land as required for the carrying out of the Whitchurch-Stouffville groundwater investigation and the Stouffville water supply project.

2. PURPOSE

The purpose of this report is to obtain Council's authorization to proceed with a groundwater investigation in the eastern half of the Town of Whitchurch-Stouffville as the first step in both a proposed Regional Groundwater Management Plan and in the location of an additional source of water supply for the Stouffville community.

3. BACKGROUND

At its meeting of January 18, 2001, Council approved the joint report of the Commissioners of Transportation and Works and of Planning and Development Services for the initiation of a Groundwater Management Strategy and the creation of a new position, the Water Quality Manager. The first stage of the Groundwater Management Strategy is proposed to be carried out in Whitchurch-Stouffville with a review of all existing records over a broad area including the communities of Stouffville, Bloomington, Musselman's Lake, and Ballantrae. The report will analyze the hydrogeology of the eastern half of the Town in a comprehensive manner, thereby becoming a key source of information for the Region's planned Groundwater Management Strategy. It will also recommend locations for test drilling for the second stage of the investigation.

The second stage of the investigation will involve test drilling for a source of additional supply for the community of Stouffville only. It is anticipated that the new Water Quality

Manager will be on staff in time to review the stage one report and assume responsibility for the balance of the project

The completion of the Ninth Line Trunk Sewer and its northerly extension to the Stouffville community is anticipated, subject to developer funding, to be complete early in 2002. The sewer will permit growth in the community from the current population of 11,000 to the projected 2021 figure of 24,400. The Town has requested the Region to locate an additional source of water to permit growth beyond the current water equivalent service limit of 15,000 persons.

4. ANALYSIS AND OPTIONS

The January report to Council on the Groundwater Management Strategy identified a number of benefits to be gained from completing a strategy for the protection and wise use of York Region's water resources. The investigation will fulfil three of these benefits in particular, these being:

- Providing a context for Regional decisions that may affect water systems e.g. land use decisions.
- Co-ordinating and improving corporate capability to assess the impact of development on hydrology and hydrogeology.
- Demonstrating public accountability on groundwater issues.

An increased supply of water is required for the approval of development within the community of Stouffville beyond the capacity limits of the current wells. Since the source of water for the community is presently groundwater, the preferred approach is to determine whether additional groundwater can be drawn in a sustainable manner from the known aquifers or from an aquifer yet to be discovered. In light of the Region embarking on a comprehensive groundwater management strategy, the investigative work to locate a groundwater source can follow and benefit from the broader groundwater investigation. Groundwater from the Region's deep municipal wells continues to be a safe and economical source of supply.

5. FINANCIAL IMPLICATIONS

The Region is currently negotiating with the Stouffville Developers' Group to advance construction of a York Durham Sewage System (YDSS) connection to Stouffville, the estimated cost of which is \$11.3M. An additional source of water must be identified to supply the projected growth permitted by the YDSS connection.

The cost of the broad groundwater investigation proposed is estimated to be under \$200,000, an amount that has been included in the proposed 2001 budget. Due to the initiation of a Groundwater Management Strategy, it is recommended that the Region finance this groundwater investigation, 80% from development charge revenue and 20% from user rates. Additional funding to drill and develop the production well and to design, build, equip, and commission a wellhouse specifically for this community will be the

responsibility of developers who are advancing the timing of the YDSS connection to Stouffville.

6. LOCAL MUNICIPAL IMPACT

The groundwater investigation, as the initiation of the Region's Groundwater Management Strategy, will reaffirm the continuing use of the Region's groundwater as a safe, sustainable, and economical source of municipal water supply for the Town of Whitchurch-Stouffville.

The connection of the Stouffville community to the York Durham Sewage System via the Ninth Line trunk sewer will provide the sewage servicing capacity required to accommodate the projected growth in the community to the year 2021. An additional source of water is also required for this growth to take place. Successful completion of a groundwater investigation followed by the construction of new wells will allow growth to proceed.

7. CONCLUSION

The groundwater investigation covering the eastern half of the Town of Whitchurch-Stouffville will provide a better understanding of the hydrogeology of the area, and will be a valuable source of information for the Region's planned Groundwater Management Strategy. Funding for this work has been included in the draft 2001 Budget.

An additional supply of water is required for the community of Stouffville to permit the level of growth accommodated by the connection to the Ninth Line sanitary trunk sewer. The Town of Whitchurch-Stouffville has requested that the Region proceed immediately with a groundwater investigation for the Stouffville community, an activity which will benefit from the broader investigation proposed in this report.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the February 28, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

4

COMMUNICATIONS INSTALLATIONS ON REGIONAL PROPERTY

The Transportation and Works Committee recommends the adoption of the recommendation contained in the following report, February 19, 2001, from the Commissioner of Transportation and Works and Commissioner of Corporate and Legal Services:

1. RECOMMENDATION

It is recommended that:

1. It is recommended that Regional Council approve the proposed revised policy for Communications Installations on Regional Property (*see Attachment 1*).

2. PURPOSE

The purpose of this report is to revise the existing policy for the installation of communications antennae on Regional property and facilities. The proposed revision broadens the scope of the existing delegation of authority, which currently permits staff to approve the mounting of antennae on Regional elevated tanks only. It also updates the existing fee structure.

3. BACKGROUND

The Region currently operates twenty-four elevated water storage tanks. These, along with the Oak Ridges standpipe, support sixteen antennae installations for cellular companies, in addition to antennae for Water and Wastewater Branch data transmission, Roads Operations traffic signal control, Region fleet communications, York Regional Police communications, Markham fire department, Georgina fire department, and Newmarket Hydro.

In March 1996, Council adopted a policy regarding the mounting of antennae on Regional elevated tanks, which included a multi-year fee schedule for licence agreements. This original policy required that each proposal be approved on a site specific basis by Council. In March 1997, Council revised this policy by delegating to the Commissioner of Transportation and Works the authority to approve communications antennae installations on the Region's elevated tanks with agreements signed by the Clerk and Chair. The majority of the existing agreements have been entered into since 1997 on this basis.

The delegation of the approval function to staff has been a success, reducing the workload of both staff and Council while implementing Council's mandate. Recent developments lead to a recommendation for a broadening of this delegated authority, while improvement in the real estate market leads to a recommendation for a revision in the fee structure.

Microcell Connexions (Fido) is currently expanding its network in Canada, and has identified five locations where it wishes to install antennae on Regional property. Four of these locations can be approved, by the Commissioner, under the current policy. The fifth request is to erect a tower to the west of the Aurora Pumping Station at 242 St. John's Sideroad, an installation that requires the consent of Council under the current policy.

In 1996, another cellular provider, Clearnet Inc., entered into a licence agreement with the Region to erect antennae on the Gladman elevated tank diagonally across Yonge Street from the Regional Administration Centre. The Transportation and Works Department anticipates

decommissioning and removing the Gladman tank in 2002. Clearnet now wishes to examine the technical feasibility of relocating their plant to the roof of the Regional Administration Centre.

These are two examples where, under the current policy, the Commissioner cannot approve the installations. Given that the same staff analysis is required, these approvals could be accommodated under a broader delegation of authority within the policy.

4. ANALYSIS AND OPTIONS

The existing policy requires a formal agreement, reviewed by the Regional Solicitor, be entered into by the licensee. These agreements incorporate standard terms, including provision for insurance, indemnification, and review and approval of technical specifics. The details of these agreements are outlined in the attached policy, and any proposed agreement departing from these standard terms will be reported to Council.

4.1 Fee Structure

The licence agreements that the Region has with the various public agencies (including Newmarket Hydro) include no fee. The licence agreements with the cellular phone companies provided \$140,000 income to the Region in 2000.

The Stouffville elevated tank was the first Regional installation to support an antenna, and the licence agreement, which is now due for renewal, carried a fee of \$9,287.20 for 1993-1994 incremented at 4% per annum. For 2001- 2002 the value has reached \$12,710.17. There is no reason that this siting should demand a higher fee than others, and it is recommended that the standard format and standard fee be used for the renewal of this agreement.

In 1996, Council approved a standard fee structure for antennae installations of \$8,000 incremented at 2% per annum. For 2001, the value has reached \$8,832.65. Staff has researched the market, and recommends that Council approve a revised fee structure for new licenses and license renewals of \$10,000 for 2001 incremented at 5% per year.

5. FINANCIAL IMPLICATIONS

If all sixteen existing licence agreements were due for renewal in 2001, the adoption of the proposed pricing in this report would add \$14,800 (including the \$2,710 reduction at the Stouffville location) to the Region's revenue for the year. A further seven installations are anticipated in 2001, which will add an additional \$70,000 to the Region's revenue.

6. LOCAL MUNICIPAL IMPACT

The cellular companies will be required to submit site plan applications and building applications to the area municipalities to proceed with the work. The mounting of antennae

on Regional elevated tanks, where possible, reduces the proliferation of sole-use towers, thereby reducing the negative visual impact of these structures.

7. CONCLUSION

Regional Council has a policy adopted in March, 1996 and revised in March, 1997 approving in principle the use of Regional elevated tanks to support communications antennae. Under that policy, licence agreements are prepared by the Regional Solicitor approved by the Commissioner of Transportation and Works, and signed by the Regional Clerk and Chair.

This report proposes modifying the scope of the current policy to permit the Commissioner, in consultation with the Commissioner of Finance where appropriate, to approve communications installations on Regional property and facilities in general and to sign the agreements prepared by the Regional Solicitor.

The report also proposes a revision to the license fee pricing structure that reflects the improvement in the economy and real estate values since the existing structure was adopted in 1996. A modest increase in the annual fee is proposed, combined with a change in the annual increment from 2% to 5%.

The proposed relocation of Clearnet's antennae from the Gladman elevated tank to the roof of the Regional Administration Centre will maintain the existing income for the Region and the strong signal to Region cell phones within the building.

(A copy of the attachment referred to in the foregoing is included with this report and is also on file in the Office of the Regional Clerk.)

5

YORK REGION TRANSPORTATION MASTER PLAN PHASE 1 STATUS REPORT

The Transportation and Works Committee recommends the adoption of the recommendation contained in the following report, February 15, 2001, from the Commissioner of Transportation and Works and Commissioner of Planning and Development Services:

1. RECOMMENDATION

It is recommended that this report be received for information.

2. PURPOSE

The purpose of this report is to present the progress of the Transportation Master Plan (TMP) for York Region. This study, which is being conducted jointly with the Planning Department, is designed to examine the transportation network of roads, transit, bicycling

and walking facilities which will be required to support the 2031 development needs of the Region.

3. BACKGROUND

Regional Council approved the TMP study on February 10, 2000 and the selection of the team of Cansult and Marshall Macklin Monaghan consultants on June 22, 2000.

The work program for the consultants was divided into three phases, and phase 1 has now been completed.

Phase I work included the following:

- Review previous plans and policies.
- Prepare background reports on policy and funding.
 - Public Transit.
 - Transportation System Management & Intelligent Transportation Systems.
 - Transportation Demand Management & Telecommuting.
 - Air Quality and The Environment.
 - Goods Movement and The Economy.
 - Pedestrians and Cycling.
 - Asset Management.
 - Funding.
 - Assess the urban structure.
 - Assess the transportation system.
- Assess conditions relative to Regional and Municipal Official Plans.
- Prepare discussion paper on Key Issues, Challenges and Strategic Options.
- Public consultation

The reports noted above have been widely distributed to agencies and the public through the mail and through the Region's web site.

Phase II will Develop a Vision for a 2031 Road and Transit Network

- Test Land Use/Transportation Strategies
- Prepare detailed elements and costs for a master infrastructure plan.

Phase III will Define Staging Plans and Short Term Priorities

- 10 and 20 year networks
- Estimate funding requirements.

In addition to this study and the numerous class environmental assessment studies underway for roads projects, there are several other related major studies underway or recently completed.

- Vision 2021 update to 2026
- Yonge Street Transitway

- Vaughan Corporate Centre, Transportation/Transit Planning and Functional Design Study (complete).

Work from each of these will form part of the Master Plan and the TMP will in turn provide relevance for the others.

4. STATUS

The first phase of the study has focused on assessing the current state of transportation needs in York Region and the transportation network including a review of current plans and policies related to the Official Plan, the present Vision 2021 and the capital program for roads and transit allowed for through the Region's Development Charges.

4.1 Public Consultation and Workshop

Public consultation was a very important component of the Phase I work. The public were notified of the commencement of the project by means of advertisements in local newspapers. Interested members of the public were encouraged to contact the Region to place their names on the project mailing list for future notices. The advertisements included phone and fax numbers as well as an email address to allow convenient access to project staff. They also informed the public about the project web site, which provides updated information on the project. The web site also provides convenient access to newsletters, reports and public notices.

An introductory newsletter (*Attachment 1*) was prepared and widely distributed to agencies, stakeholders and interested public to inform them about the project. The newsletter contains a message from the Regional Chair, describes the Master Plan and why it is needed. It also provides an overview of the study and describes how the public can get involved in it.

Public Consultation Centres (PCC) were held in November 2000 at three locations – Vaughan, Richmond Hill and Newmarket. The purpose of the PCCs was to inform the public about the study and its current status and to seek their feedback. The format of the PCCs included an open house, with a large number of display boards, followed by a presentation and questions and answers. The comments received from the public indicated a strong support for the project and underscored the following points:

- concerns about the rapid growth and increasing congestion
- need for more transit, including rapid transit

A workshop was conducted on January 8, 2001 to discuss strategic transportation options for York Region. Over eighty senior representatives from large employers, development industry, environmental groups, transportation industry, chambers of commerce, ratepayers groups and various levels of government attended the workshop. A summary of both the public consultation centres and the workshop is attached (*Attachment 2*). A Discussion Paper on Key Issues, Challenges and Strategic Options was sent to all attendees prior to the Workshop and formed a basis for the discussions at the meeting. The Discussion Paper outlined four strategic options – Constrained Funding (Status Quo), Auto Focus, Transit

Focus and Transit Focus with Auto Disincentives. The discussions at the Workshop focused on these four options, their pros and cons and possible variations of the options. There was strong support for the Transit Focus option, but with a variation. It was felt the option should be supported strongly by Transportation Demand Management measures and transit incentives. It was also felt that auto disincentives should not be pursued. The discussions proved very valuable in formulating a preferred strategic direction for York Region as outlined in Section 4.3 below.

4.2 Public Opinion Survey

As part of the TMP research, a survey of York Region residents was conducted in October/November 2000 (*Attachment 3*). Highlights from the survey are listed below:

- Large majorities believe
 - York Region is growing too fast (75%)
 - Road expansion not keeping up (74%)
 - More concentrated development needed to combat sprawl (62%)
- More than 8 in 10 think people must shift from the use of private vehicles to alternative modes
 - just under 7 in 10 agree that employers should take measures to encourage workers to use transit, carpool, walk or bike to work
 - more than 8 in 10 support creating incentives to encourage people to carpool, walk, bike or take public transit instead of driving alone in their cars
- Protecting the environment & reducing congestion are the top transportation planning priorities
- To improve transportation in the Region
 - more frequent transit service & better connections are needed
 - subways should be extended into York Region
 - local bus & GO services must be improved
- 7 in 10 support dedicated special lanes on freeway & arterials for carpoolers and buses
- Just under 6 in 10 believe the Province should fund transit improvements; 4 in 10 think the Region should
- If additional funds are needed, more residents favour funding transit through higher fares & surcharge on vehicle/driver licences vs increased taxes.

4.3 Preferred Strategic Direction

Based on the results of the Public Consultation Centres held in November, 2000 and the January 8, 2001 Strategic Options Workshop and subsequent review by the consultant team, the preferred strategic direction is a variation of Option 3 described in the "Key Issues, Challenges and Strategic Options" discussion paper. It is called "Transit Focus Plus" and represents a hybrid of the transit-oriented Options 3 and 4 in urban York and a hybrid of Options 2 (roads focus) and 3 (transit focus) in rural York.

The Transit Focus Plus preferred direction is best described by the following key objectives.

KEY OBJECTIVES OF THE PREFERRED STRATEGIC DIRECTION

1. To improve the competitive position of public transit, particularly in Urban York through development of an integrated network of facilities and services, and implementation of a variety of transit incentives, including priority measures for surface transit vehicles on the road network.
2. To refine the existing land use and growth management policies, to reduce the need to travel, reduce average trip lengths, support a higher proportion of travel by non-auto modes and achieve an improved directional balance of travel on York Region roads and transit services.
3. To support the efficient and safe movement of goods, including provision of inter-modal facilities.
4. To support strategic improvements to the highway and road network, which would complete missing links in the network, support the planned urban structure for the Region, support transit initiatives, support the movement of goods or relieve critical network bottlenecks.
5. To implement Travel Demand Management (TDM) initiatives in order to minimize increases in peak period auto travel.
6. To develop and implement policies and programs to support cycling and walking as viable alternative modes of travel to the automobile.
7. To develop a significant role for York Region employers in implementing the Transportation Vision and Plan.
8. To secure authority from the Province for the GTSB and municipalities to implement a wide variety of alternative sources of funding for transportation improvements.

4.4. Vision 2026

It should be emphasized that the Transportation Master Plan work is being undertaken in conjunction with the update of the Region's Vision 2021 strategy. This update has been initiated to evaluate the Region's ability to achieve the goals set by Vision 2021 and to better understand how Regional operations have evolved to meet new challenges and responsibilities. The Vision 2026 initiative will mark the Region's first opportunity to assess its overall performance toward aims such as service integration and high quality customer service.

The 'measures of success' evaluation process that was used in the Vision 2021 exercise identified over 50 factors in eight subject areas:

- Quality of Community Life.

- Education and Continuous Learning.
- Adequate and Affordable Housing.
- Businesses and Jobs.
- The Environment.
- Management of Growth.
- An Integrated Services Network.
- Role of Regional Government.

This broad evaluation process will be reviewed and enhanced to become a major component of the 2026 Vision Strategy.

The development of a Transportation Master Plan for the Region will be a fundamental part of this Vision exercise.

4.5 Next Steps

The remainder of the study will be divided into two phases – the first to be completed by the end of June 2001 and the final report due by October 2001.

During the next phase, a Transportation Vision for 2031 will be developed which will be tested using the future 2031 population and employment projections for the Region. The Master Plan will recognize that land use and overall transportation needs are directly related, particularly in areas of urban structure and growth management. The results of this will be analysed to determine deficiencies and test alternative transportation plans. This will lead to policies which can be implemented to foster the desired urban structure and support transit. The final element of this phase will be to determine the detailed elements and funding needs for new infrastructure.

An additional newsletter, workshop, symposium and set of public consultation centres will also be scheduled to present this material.

During the final phase, the consultants will develop and analyse 10 and 20 year networks and travel demand in order to develop staging plans, estimate capital and operating needs and determine overall funding requirements. A priority setting framework will also be developed along with a performance monitoring and a review process. A key component of the infrastructure planning will be identifying the rapid transit infrastructure needs of the Region. The use of alternatives technologies and their property need implications will be carried out. The Master Plan will identify these needs and coordinate with other transit infrastructure initiatives currently underway.

5. FINANCIAL IMPLICATIONS

The TMP study is still within the approved budget of \$242,500 plus contingency. The contingencies will be disbursed only if required and these upset limits will not be exceeded without prior authority from Council.

6. LOCAL MUNICIPAL IMPACT

It was noted in earlier reports that the staff of all nine municipalities would be involved throughout the study through participation on a Technical Advisory Committee. The project also includes an extensive public participation and information process which is scheduled to continue in both the second and third phases.

7. CONCLUSION

Considerable amount of progress has been made to date on the York Region Transportation Master Plan Study. The technical work carried out to date resulted in a series of background reports and culminated in a Discussion Paper on Key Issues, Challenges and Strategic Options. In parallel with the technical analyses, extensive consultation was undertaken with stakeholders, agencies, general public and elected officials. The consultation provided valuable inputs for formulating the preferred strategic direction, which is an important step in developing the Transportation Master Plan.

Phase 1 of the study is now complete. The work to date has proceeded generally on schedule and within budget.

(A copy of the attachments referred to in the foregoing is included with this report and is also on file in the Office of the Regional Clerk.)

6
TREE BY-LAW ENFORCEMENT OFFICERS

The Transportation and Works Committee recommends the adoption of the recommendation contained in the following report, February 15, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council authorize the Regional Solicitor to prepare the necessary by-law to appoint Mr. Douglas Wells and Mr. James Lane as provincial offences officers for the Regional Tree By-law (TR-1-19-154).

2. PURPOSE

The Regional Tree By-law TR-1-91-154 has been in effect since 1991 with only one by-law officer appointed to provide enforcement and education. The importance of the Regional forest has been identified within the context of the Regional Official Plan Report Card, and within the Greening of York Region Strategy, as a public place in the natural environment. Increased education and enforcement are required if the Region is to maintain and enhance

the forest cover. In order to effect this increased education and enforcement, additional tree by-law enforcement officers are required.

3. BACKGROUND

On December 17, 1991, the Minister of Natural Resources approved the Regional Municipality of York By-law TR-1-91-154 as enacted by Regional Council on November 28, 1991. This by-law is to restrict and regulate destruction of trees in the Regional Municipality of York related to the provincial statute, the Trees Act (now the Forestry Act).

3.1 Current Enforcement of Regional Tree By-law TR-1-91-154

The Regional Forester enforces the current Regional Tree by-law. To date, there have been approximately 300 calls per year with approximately 100 site visits required annually. From 1991 to 2001 the Region has only had to prosecute 14 times. This low prosecution rate has been achieved through the "Education before Legislation" philosophy. This philosophy has enabled the forestry section to meet the public and provide education on methods to harvest forest cover, while maintaining the integrity of the overall forest.

4. ANALYSIS AND OPTIONS

The Region's total area is 435,000 acres. The Regional Official Plan target of 25% forest cover would amount to 108,780 acres of forest within the Region. Currently, the Region's forest cover, based on the Regional Tree By-law definition of forest cover, is at 18% or approximately 78,300 acres.

The Region of York has adopted in principal the York Region Greening Strategy to assist in conserving and enhancing the forest cover within the Region of York. The strategy speaks to the implementation of a new tree by-law and increasing the level of education related to trees and forest cover. The strategy further speaks to the need to maintain the forest cover that currently exists.

The two Operation Technicians – Forestry are both professional foresters. They are both well qualified to provide both enforcement and education related to "Good Forestry Practice". Additionally, both technicians have just completed the Tree By-law Officers Training – Violation and Court Proceedings held on January 28-30, 2001 at the Centralia Training Academy. Both Technicians were successful in the completion of the course.

With increased development and logging pressures being directed toward the remaining forested areas in the Region, it is extremely important that the Region increases its ability to respond by enacting a by-law to appoint two staff as provincial offences officers. The qualified staff within the Forestry Section of the Transportation Operations Branch of the Transportation and Works Department will provide the Region the ability to deliver an improved service. This improved service will provide additional education to private landowners through forest information and tools available, to meet their property objectives, while meeting the objectives of the Regional Official Plan and maintaining the integrity of

the Regional Tree By-law. The increase will also permit an added enforcement capability when required.

5. FINANCIAL IMPLICATIONS

There is no financial impact as a result of these appointments. Educational material that will be required has been included in the proposed 2001 budget.

6. LOCAL MUNICIPAL IMPACT

This is no direct impact on the local municipalities. The increase in Regional enforcement staff will assist in providing forestry expertise in both enforcement and education to the local municipalities.

7. CONCLUSION

With the increase in development and logging pressure being directed to the remaining forest cover in the Region of York and the requirement within the Regional Official Plan and the Greening of York Region strategy to protect and enhance the forest, it is proposed that a by-law be prepared designating Mr. James Lane and Mr. Douglas Wells as provincial offences officers for the purpose of enforcing the Regional Tree By-law.

7
INTERSECTION IMPROVEMENTS
DUFFERIN STREET AND VICEROY ROAD - VAUGHAN

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, February 15, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council approve funds in the amount of \$350,000 for the Region's share of the intersection construction of Dufferin Street and the extension of Viceroy Road in the City of Vaughan in advance of the approval of the 2001 Business Plan and Budget.
2. The Commissioner of Transportation and Works be authorized to disburse the funds as outlined in this report.
3. The Regional Clerk forward a copy of this report to the City of Vaughan.

2. PURPOSE

The Region of York has been requested by the City of Vaughan to contribute towards intersection construction and the installation of traffic control signals and partial illumination at Dufferin Street and the extension of Viceroy Road. This report responds to this request.

3. BACKGROUND

On April 3, 2000 the City of Vaughan endorsed the following resolution:

"The Committee of the Whole recommends that the Region of York be requested to allocate the necessary funding for the installation of traffic signals to accommodate the extension of Viceroy Road to Dufferin Street."

Since that time, Regional Transportation and Works staff have been working with City of Vaughan staff and the adjacent landowners to resolve a number of issues related to the location and design of the intersection. Those issues have now been resolved to the satisfaction of the City of Vaughan, the Region of York and the affected landowners on the east and west sides of Dufferin Street.

Viceroy Road is an existing local road in the City of Vaughan. It runs east-west, immediately north of Steeles Avenue, but currently ends in a cul-de-sac west of Dufferin Street. The City of Vaughan has proposed to extend Viceroy Road to intersect Dufferin Street. The attached map illustrates the proposed Viceroy Road extension in the City of Vaughan (*Attachment 1*)

4. ANALYSIS AND OPTIONS

Transportation and Works Department staff are in support of the proposed Viceroy Road extension as it will provide better access to the employment lands it serves and will help to alleviate and divert some of the high volume of turning movements that occur at the Dufferin Street/Steeles Avenue intersection. This should help to improve the traffic operations at Dufferin Street/Steeles Avenue and relieve some of the current congestion.

As part of the Viceroy Road extension project, the access to the existing commercial properties on the west side of Dufferin Street will be realigned to intersect Viceroy Road. A new road intersecting directly opposite the Viceroy Road extension will serve the properties on the east side of Dufferin Street. By realigning these existing entrances through a signalized intersection, it will also help to improve traffic operations on this section of Dufferin Street.

It is proposed that the City of Vaughan will issue the tender and award the contract to undertake all of the works for this project, including those works within Dufferin Street. The Region of York would then reimburse the City of Vaughan for the Regional portion within the Dufferin Street right-of-way. All works on Dufferin Street must be approved and inspected by the Transportation and Works Department.

5. FINANCIAL IMPLICATIONS

The total cost of the project is proposed to be split between the City of Vaughan and the Region of York. Under this arrangement, the City of Vaughan would be responsible for the Viceroy Road extension and the Region of York would be responsible for all required works within the Dufferin Street right-of-way including the cost of the installation of the traffic control signals and partial illumination. The total cost of the project is estimated at \$642,000. The Regional portion of the project is estimated at \$350,000. Funds have been included in the draft Transportation and Works 2001 capital budget for this project.

6. LOCAL MUNICIPAL IMPACT

This report responds to a request from the City of Vaughan.

7. CONCLUSION

The City of Vaughan has requested the Region of York to contribute to the cost of intersection construction on Dufferin Street at the proposed Viceroy Road extension. This proposed project will yield benefits to both the local and the Regional road network. Therefore, it is recommended that a Regional expenditure of \$350,000 representing the cost of Regional works on Dufferin Street be endorsed.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the February 28, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

8
INTERSECTION IMPROVEMENTS
LLOYDTOWN/AURORA ROAD - KING

The Transportation and Works Committee recommends the adoption of the recommendation contained in the following report, February 19, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATION

It is recommended that:

1. The appropriate Regional Officials be authorized to advertise, in compliance with Section 300 of the Municipal Act, Regional Council's intention to pass a by-law authorizing the following works:
 - a) The reconstruction of intersections on Lloydtown/ Aurora Road (Y.R. 16) at Weston Road (Y.R. 56), Jane Street North (Y.R. 55), Jane Street South (Y.R. 55) and Dufferin Street (Y.R. 53), in the Township of King, requiring additional property beyond the standard intersection configuration to accommodate cuts, fills, water course

crossings and stream realignment of the Pottageville Creek tributary, and including the construction of left turn lanes and channelized right turn lanes as required.

- b) Installation of traffic control signals and associated illumination at the intersections as required to accommodate the proposed improvements.
- c) The carrying out of all related works and undertakings in connection with the above.
- d) The acquisition of the necessary lands and interest in lands for the works described above.

2. PURPOSE

The purpose of this report is to seek authorization to advertise Regional Council's intention to pass a by-law authorizing the works outlined in this report and to hear any claims that lands may be prejudicially affected by the by-law, in accordance with Section 300 of the Municipal Act. Section 300 of the Municipal Act requires that before passing a by-law for altering a highway, notice of the proposed by-law shall be published at least once a week for four successive weeks, and Council shall hear any person who applies to be heard and who claims that the person's land will be prejudicially affected by the by-law.

3. BACKGROUND

The project limits include the intersection areas for each of Weston Road, Jane Street North, Jane Street South and Dufferin Street at Lloydtown/Aurora Road. All of these intersections have experienced a higher than usual accident history during the past five years. The characteristics of the existing road and increasing traffic are possible contributors to road safety along Lloydtown/Aurora Road. The Class Environmental Assessment process was initiated in 1999 to examine potential roadway improvements that would reduce accidents while maintaining the road continuity. The project limits are shown in *Attachment 1*.

3.1 Status of Class Environmental Assessment

The Class Environmental Assessment (Class EA) for the Lloydtown/Aurora Road project was carried out with the second public consultation being held in March 2000. The Environmental Study Report (ESR) report is expected to be filed into the public record in late February or early March 2001 and will be subject to a thirty-day review period. The report identifies left turn lanes and traffic control signals at all four intersections, channelized right turn lanes at Jane Street North, Jane Street South and Dufferin Street, and major profile adjustments at Weston Road. Additionally, property is identified to satisfy potential requirements for relocating a portion of the Pottageville Creek at the southeast corner of Weston and Lloydtown/Aurora Road.

The public will have an opportunity to review the ESR during the review period.

3.2 Status of Design

The design has been developed in sufficient detail to identify property requirement and to outline the general detail of the proposed construction.

3.3 Proposed Timing of Construction

The intersection improvements within the project limits for Weston Road and Lloydtown/Aurora Road are scheduled in the 10-Year Roads Construction Program approved by Council for construction in 2001. The intersection improvements for Dufferin Street and Lloydtown/Aurora Road are scheduled in the minor capital program for 2003. The intersection improvements for Jane Street North and Jane Street South are scheduled for after 2003 (tentatively 2004 and 2005, respectively).

In order to meet the schedule for the Weston and Lloydtown/Aurora Roads intersection, a by-law authorizing the acquisition of land for the project, and the construction of the project, as outlined in the recommendation, is required.

4. ANALYSIS AND OPTIONS

The Class EA process was followed to evaluate various options for improving each of the four intersections within the project limits. These options were evaluated based on social/land use, economic, natural environmental, engineering and cost impacts. Alternative design profiles were also considered and evaluated to determine the recommended design alternative.

The ESR recommends left turn lanes and traffic control signals at all four intersections, channelized right turn lanes at Jane Street North, Jane Street South and Dufferin Street, and major profile adjustments at Weston Road.

4.1 Options Considered for Lloydtown/Aurora Road Intersections

The preferred option at Weston Road is to maintain the existing horizontal alignment, adjust the vertical profile and widen the pavement through the intersection. The preferred option for the Jane Street North, Jane Street South, and Dufferin Street intersections is to eliminate the radius and construct four-legged intersections. channelized right turn lanes are included in the intersection improvements.

Variations to the preferred option were considered for each of the intersections. The recommended design alternative at Weston Road increases the profile yet maintains the existing entrances to the east of the intersection. The recommended design alternative for the Jane Street North intersection uses a profile close to the existing to minimize fill requirements and impacts on grading. The recommended design alternatives for the Jane Street South and the Dufferin Street intersections adjust the profile to minimize fill requirements, grading, and land implications.

4.2 Detailed Design

The detailed design has progressed to the point that the consultant has established the key design features. These include turning lane requirements, grading, profile changes, culvert work, and watercourse impacts. The additional property requirements necessary to construct the intersections have been identified.

It is appropriate for Council to pass a by-law authorizing the acquisition of necessary lands and interests in lands and the construction of the project. The detail design process will continue to the completion of contract documents.

5. FINANCIAL IMPLICATIONS

The intersection improvements at Lloydtown/Aurora Road and Weston Road have been included in the 10-Year Roads Construction Program. The preliminary construction cost estimate is \$1.4 million, a portion of which is in the proposed 2001 budget, with the remainder projected to be budgeted in 2002 due to the planned carryover of this construction contract. The estimate will be refined as the detailed design process proceeds.

The preliminary construction cost estimates for the Jane Street North, Jane Street South, and Dufferin Street are \$945,000, \$980 000, and \$1.2 million, respectively. These costs will be budgeted for in the appropriate construction year. The estimates will be subject to refinement through the detailed design process and adjustment for changing prices.

6. LOCAL MUNICIPAL IMPACT

The improvement of these four intersections along Lloydtown/Aurora Road will reduce accidents while preserving road continuity of the corridor. The installation of traffic control signals will further assist with safe turning moves. The inclusion of the channelized right turn lanes will encourage traffic to follow the current traffic patterns.

During the course of the Class EA, comments were received from the Township of King. This liaison will continue during the detailed design stage.

7. CONCLUSION

The Class EA for the intersection improvements along the Lloydtown/Aurora Road is currently being finalized. The detailed design for the intersection of Lloydtown/Aurora and Weston Roads has been completed to a point that the land requirements have been identified. The construction of the Weston Road intersection is scheduled in the approved capital program for 2001.

It is appropriate to pass a by-law to authorize the works and to acquire the necessary lands and interests in lands so that the construction timing may be met.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the February 28, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

9

CONTRACT EXTENSION - PAVEMENT MARKINGS

CONTRACT T-99-04

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, February 15, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The Region exercise its option to extend Contract T-99-04, for line painting, with Woodbine Pavement Markings Ltd. for a two-year period from May 15, 2001 to May 15, 2003 at a cost of \$1,637,071, plus \$114,595 GST for a total of \$1,751,666.
2. Funds in the amount of \$836,000 for the line painting in 2001 be approved in advance of the approval of the 2001 Business Plan and Budget.
3. The Regional Solicitor be authorized to prepare the contract documents.
4. The Regional Chair and Clerk be authorized to sign the contract on behalf of the Region.
5. 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 Council approval to extend Contract T-99-04 for a two-year period for pavement marking throughout the Region for the years 2001 and 2002.

3. BACKGROUND

Contract T-99-04 was awarded to Woodbine Pavement Markings Ltd. by Regional Council on April 15, 1999 by its adoption of Clause 10 of Report No. 6 of the Transportation and Works Committee. The current contract has a duration of two years, ending on May 15, 2001, with an option to renew for an additional two-year period subject to a satisfactory contractor performance and negotiated prices.

4. ANALYSIS AND OPTIONS

In accordance with the requirements of the contract for an extension, staff assessed the performance of the contractor and negotiated unit prices.

Extending the contract will provide continuity and a contractor who is now familiar with the Regional road system. The negotiated prices are in line with prices in some municipalities and favourable to prices in others.

The prices are higher for the next two years, but it is expected that, if tenders were let, prices may even be higher than those negotiated with the contractor. It therefore makes good business sense to extend the existing contract.

The rates negotiated by staff are comparable with rates in other area municipalities based on contracts awarded in 2000 or earlier.

The unit rates for the work were confirmed by Woodbine Pavement Markings Ltd. in a letter dated January 24, 2001 to the Region.

The prices established for 2001 and 2002 represent an overall average increase of 17.6% compared with the prices that were included in the original contract signed in spring 1999. The most significant factor in the increase is the increase in oil prices, which affects the cost of the pavement marking materials (i.e. oil based paints) and the operating costs of the vehicles. Even with the increase, the prices proposed are in line with prices established by tender in recent years by neighbouring municipalities.

Based on estimated quantities of pavement marking for 2001 and 2002, the total cost of the work for each year is expected to be \$836,000 and \$915,666 respectively. The actual cost may vary depending on the exact amount of work undertaken for local municipalities and on the amount of patching and paving work that requires the road section to be re-marked.

It is noted that during the current contract, there was a fatality that occurred when one of the contractor's workers was hit by a car. The Ministry of Labour (MOL) investigated the fatality and modifications to the contractor's operations have been made to the satisfaction of MOL and the Region. In consideration of this, the overall contractor's performance is acceptable.

5. FINANCIAL IMPLICATIONS

The cost of extending Contract T-99-04 is \$1,751,666 based on estimates of the work to be undertaken in 2001 and 2002. This includes work to the value of \$71,740 for local municipalities in each year. The funds for the work in 2001 have been included in the proposed Transportation and Works Department budget for 2001.

It is recommended that funds in the amount of \$836,000 be approved for inclusion in the 2001 budget in advance of the approval of the 2001 Business Plan and Budget, and that funds in the amount of \$915,666 be included in the future 2002 Business Plan and Budget. A

contingency is included in the Purchasing By-law A-0276-2000-041 authorized by Regional Council on May 25, 2000.

Table 1
Financial Implication of Contract Prices

	Total Contract	Proposed 2001 Budget	Proposed 2002 Budget
Expenditures			
Payment to Contractor	\$1,637,071	\$781,308	\$855,762
GST	114,595	54,692	59,904
Total Expenditures	1,751,666	836,000	915,666
Recoveries			
Local Municipalities	143,480	71,740	71,740
Tax Levy	1,608,186	764,260	843,926
Total Recoveries	\$1,751,666	836,000	\$915,666

6. LOCAL MUNICIPAL IMPACT

In the past, certain local municipalities have taken advantage of the Region's pavement marking contract for work on municipal infrastructure.

Regional staff will liaise with local municipal staff and incorporate their work into the contract on a cost recovery basis.

7. CONCLUSION

It is recommended that Contract T-99-04 for line painting be extended for a two-year period, to expire on May 15, 2003, at an estimated cost of \$1,751,666 on the basis of unit prices negotiated by staff and confirmed in a letter dated January 24, 2001 from the current contractor, Woodbine Pavement Markings Ltd.

10

CONTRACT EXTENSION FOR TRAFFIC SIGNALS AND ILLUMINATION MAINTENANCE

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, February 15, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The Region exercise its option to extend contract T-99-01 for the maintenance of traffic signals, illumination and electrical traffic control devices for the two-year period from April 1, 2001 to March 31, 2003.
2. The Commissioner of Transportation and Works be authorized to disburse contingency funds of 20% to cover minor traffic signal improvements and potential changes to the contract quantities.
3. The Director of Supplies and Services be authorized to issue a new purchase order for the amount \$3,202,920 to Stacey Electric Company Ltd.
4. Funds in the amount of \$1,153,037 for electrical maintenance in 2001 be approved prior to the approval of the 2001 Business Plan and Budget.
5. The Regional Chair and Clerk be authorized to execute the necessary documents to extend the existing contract for a two-year period.

2. PURPOSE

This report is to seek Regional Council approval for a two-year extension to Contract T-99-01 for the maintenance of traffic signals, illumination and other electrical traffic control devices.

3. BACKGROUND

The Transportation and Works Department currently operates and maintains 538 signalized intersections and over 3400 streetlights on the Regional road system. The infrastructure replacement value of this traffic control and electrical system inventory is approximately \$60 million. A comprehensive preventative maintenance and emergency response program is required to ensure the safe and effective operation of this system. The Region does not have qualified staff to perform this work so, as in the past, contracted services are required.

In 1999, the Region tendered contract T-99-01 entitled Supply, Installation and Maintenance of Traffic Control Devices and Luminaires. Within the scope of this contract, the contractor is required to carry out routine and emergency maintenance service of traffic control devices and overhead streetlights on a 24 hour, seven-days per week basis. This contract covered an initial two-year term with an option for an additional two-year extension.

Stacey Electric Company Ltd. was the successful contractor for the initial two-year term. On February 25, 1999, Council adopted Clause 4 of Report No. 4 of the Transportation and

Works Committee recommending the award of the initial two-year period of the contract from April 1, 1999 to March 31, 2001 to Stacey Electric Company Ltd.

4. ANALYSIS AND OPTIONS

In compliance with the purchasing procedures, tenders were called in 1999 for a service contract to maintain the Region's traffic signals, streetlights and electrical traffic control devices. To provide a level of continuity in contracted maintenance personnel, the Region and many other road agencies enter into multiple year contracts for this type of work.

The Region's tender was for an initial two-year period commencing on April 1, 1999. The resulting contract was awarded to Stacey Electric Company Ltd. at a value of \$2,762,400. (This figure includes a contingency value of 20% for minor traffic signal improvements and potential changes to the contract quantities.) The contract also specifies an optional two-year extension that is subject to an assessment of the contractor's performance and a negotiated agreement on costs.

4.1 Assessment of Contractor's Performance

The assessment of the contractor's performance has been on going throughout the two-year period of the contract. The following list summarizes the results of this assessment:

- All electrical maintenance activities have been performed within the required budget.
- Stacey Electric has performed all work diligently and responded within the terms of the contract.
- Stacey Electric has consistently demonstrated an efficient knowledge of the Region's electrical systems and procedures and performed all work proficiently.

Given the favourable assessment of the contractor, negotiations with Stacey Electric were carried out under the terms of the contract for the possible extension.

4.2 Negotiation for Contract Extension

The contractor has recently submitted revised prices for the proposed two-year contract extension. Within the terms of the contract, the labour rates are adjusted annually in accordance with the union contract between the Electrical Contractors Association of Toronto and the International Brotherhood of Electrical Workers Local 353. However, the bid items for pre-planned preventative maintenance and materials will remain fixed for the proposed two-year extension of the contract. The resulting negotiated contract price is \$3,074,803. Accounting for the annual adjusted labour rates and increases in quantities from the current contract, this represents a 4% increase to the tendered price in 1999. The reasons provided by the contractor for the price increases include:

- Higher gasoline and fuel costs.
- Changes to the Occupational Health and Safety Act requiring additional safety measures when working in traffic.
- Inflationary increases in vehicle and equipment costs.

Given the favourable assessment of the contractor's performance and the justifiable increases to the contract costs, it is recommended that the Region exercise its option to extend contract T-99-01 for a two-year period. Stacey Electric Company Ltd. has several years' experience with the Region's traffic control system and extending their contract offers an element of continuity and familiarity that would not be guaranteed with a public tender.

4.3 Contingency for Additions and Signal Improvements

The previous electrical maintenance contract contained a contingency value to cover additional minor electrical system improvements that do not warrant the full design and tendering process. These improvements involve such installations as flashing signs, signal phase/head revisions, electrical control equipment upgrades, etc. As each site improvement is unique, it cannot be specified as a tender item at this time.

The original contract specifies that each improvement is to be covered by a work quotation to be submitted for review and Regional acceptance prior to implementation. These terms also provide the option for the Region to call separate tenders for any such miscellaneous work should secondary prices be required. It is proposed that a contingency value of 15% be included with the award of this contract to cover these types of electrical improvements.

A further 5% contingency value is proposed to cover potential increases to the quantities contained in the contract tender. The tendered quantities reflect an estimate of the planned and emergency maintenance work required for both the existing and expanded electrical systems over the next two years. These quantities are, however, subject to change from both weather and traffic conditions, including accident damages, plus the future system expansion under the Capital Roads program.

5. FINANCIAL IMPLICATIONS

Based on the negotiated terms for a contract extension, the estimated expenditure for electrical maintenance for traffic control devices and streetlights for a two-year contract extension is \$3,074,803. This expenditure includes a 20% contingency value to cover minor traffic signal improvement and potential changes to contract quantities. The expenditures and cost recovery details related to this contract extension are provided in the following table:

Table 1
Contract Electrical Maintenance – Expenditure Summary

	2001 Budget Apr. – Dec.	2002 Budget Jan. – Dec.	2003 Budget Jan. – Mar.	Total Contract
Expenditures				
Contract Maintenance	\$1,000,900	\$1,334,560	\$333,640	\$2,669,100
Contingency (20%)	\$200,180	\$266,912	\$66,728	\$533,820
Total Expenditures	\$1,201,080	\$1,601,472	\$416,378	\$3,202,920
Recoveries				
MTO	\$89,300	\$119,100	\$29,750	\$238,150
Highway 407 ETR	\$61,400	\$81,850	\$20,450	\$163,700
Town of Newmarket	\$5,600	\$7,450	\$1,850	\$14,900
Sundry Revenues	\$217,500	\$290,000	\$72,500	\$580,000
Tax Levy	\$827,280	\$1,103,072	\$275,818	\$2,206,170
Total Recoveries	\$1,201,080	\$1,601,472	\$416,378	\$3,202,920

The table shows that a total of \$416,750 will be recovered from the Ministry of Transportation -MTO (\$238,150), the Highway 407 ETR Consortium (\$163,700) and the Town of Newmarket (14,900) for the operation and maintenance of signals and illumination under their jurisdiction and on a cost recoverable basis. Additionally, sundry revenues are received from insurance companies for the replacement of traffic signal equipment damaged in collisions. In 2000, this recovery totalled just over \$290,000. Similar projections have been estimated for 2001 through 2003.

The first nine months of the contract cost is contained in the proposed 2001 Transportation and Works operations budget. To accommodate the contract schedule, it is recommended that funds in the amount of \$1,153,037 for electrical maintenance in 2001 be approved prior to the approval of the 2001 Business Plan and Budget.

6. LOCAL MUNICIPAL IMPACT

An agreement is in place with the Town of Newmarket to operate and maintain their traffic signals. This agreement is based on a prorated cost of actual operations and maintenance expenditures for each year. The Town of Newmarket has been notified of the negotiated results and agrees with the option of extending the current contract.

The Town of Markham “piggy-backs” the Region’s contract and therefore receives similar prices. The Town’s staff has been forwarded the negotiated prices for their review and consideration.

7. CONCLUSION

The effective and cost efficient maintenance of the Region's electrical traffic control equipment is critical in ensuring public safety on the Regional road system. As the Region's Transportation Operations Branch has no qualified electrical maintenance staff, all routine and emergency repairs and maintenance is contracted out.

To improve the level of competition and to provide a level of continuity to the maintenance personnel, the Region tendered the maintenance contract in April 1999 for an original two-year period with an option for a two-year extension period. As the original two-year period expires on March 31, 2001, the Region has undertaken an assessment of the contractor's performance and negotiated contract prices for the optional two-year period. The result of the performance review was favourable and the negotiated contract price of \$3,074,803 is acceptable and in line with expected prices. (This price includes a contingency value of 20% to cover minor traffic signal improvements and potential changes to the contract quantities.) In addition, using the same contractor offers an element of continuity and familiarity to maintaining our traffic control system.

For these reasons, it is recommended that the Region exercise its option to extend contract T-99-01 for the maintenance of traffic signals, streetlights and other electrical traffic control devices for a two-year period. It is further recommended that funds for the traffic signal and illumination maintenance in 2001 in the amount of \$1,153,037 be approved for inclusion in the proposed 2001 Business Plan and Budget prior to the approval of the overall Regional Budget.

11

TENDER AWARD PURCHASE OF SNOW-PLOW TRUCKS CONTRACT T-01-10

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, February 15, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The tender for Contract T-01-10 in the amount of \$346,294.90 for the supply of two 2001 International 58000 GVW Snow-Plow Diesel Tandem Trucks complete with winter equipment be awarded to Newmarket Truck Centre.
2. The Director of Supplies and Services be authorized to issue the purchase order.
3. Funds in the amount of \$346,294.90 be approved in advance of the approval of the 2001 Business Plan and Budget.

2. PURPOSE

The purpose of this report is to award the tender for the supply of two 2001 International 58000 GVW snow-plow diesel tandem trucks. One tandem truck was tendered as a Regional fleet replacement, and one truck is an addition to the Regional fleet.

3. BACKGROUND

To maintain the Regional road system, the Transportation and Works Department operates a fleet of heavy-duty trucks. These units are used for routine road operations in the summer and then adapted with snow-plows and spreaders for winter maintenance. One tandem truck from Tender T-01-10 is scheduled as a replacement for a 1989 International, which has completed its in service life cycle. Funding for the replacement unit in the amount of \$175,000 has been included in the proposed 2001 Business Plan and Budget.

To meet the increasing demands of the expanding road system the Transportation and Works department included one additional new snow-plow truck as an addition to the Regional fleet, complete with winter equipment. Funds in the amount of \$175,000 are included in the proposed 2001 Business Plan and Budget with a funding allocation of 80% from the Public Works (Vehicles and Facilities) Development Charge Reserve and 20% from the Fleet Reserve.

The tender for the supply of two snow-plow trucks was prepared and advertised in local newspapers by the Supplies and Services Branch. Five suppliers picked up bid documents from Supplies and Services and two completed bids were submitted.

4. ANALYSIS AND OPTIONS

A summary of the tenders is provided in Table 1.

Table 1
Summary of Bid Amounts

Supplier	Amount (including GST)
Newmarket Truck Centre	\$346,284.90
Woodbine Truck Centre Limited	359,174.90
Transportation and Works Estimate	\$350,000.00

The tenders of the two bidders were reviewed for compliance. The heavy-duty truck supplied by Newmarket Truck Centre Limited had only minor deviations to the required specifications which are acceptable to staff. The difference in the two tenders is \$12,890, which is reduced to \$12,375 after GST rebate. Newmarket Truck Centre has previously

supplied heavy-duty International trucks to the Transportation and Works Department with good results.

In order to meet the schedule for the production of the trucks, it is necessary to place the order prior to the approval of the 2001 Business Plan and Budget. The supply period for this specialized snow-plow truck is listed at approximately 20 weeks, subject to assembly line schedules.

5. FINANCIAL IMPLICATIONS

Funds are included in the proposed 2001 Transportation and Works Budget in the amount of \$350,000. It is recommended that funds in the amount of \$346,294.90 be approved for the purchase of two snow-plow trucks prior to the approval of the 2001 Business Plan and Budget. Funding for these trucks is from development charges and the fleet reserve. There is no impact on the 2001 tax levy.

Table 2
Financial Implication of Tender Bid

	Proposed 2001 Budget	Current Projection
Expenditures		
	\$350,000	\$346,294.90
Total Expenditures	350,000	346,294.90
Recoveries		
Development Charges	140,000	138,517.96
Fleet Reserve	210,000	207,776.94
Total Recoveries	\$350,000	\$346,294.90

6. LOCAL MUNICIPAL IMPACT

There is no local municipal impact as a result of this report.

7. CONCLUSION

It is recommended that the bid submitted by Newmarket Truck Centre Limited for the supply of two snow-plow trucks in the amount of \$346,294.90 be accepted, and the Director of Supplies and Services be authorized to issue the purchase order.

It is also recommended that funds in the amount of \$346,294.90 be approved for this purchase prior to the approval of the 2001 Business Plan and Budget.

12

TRAFFIC SIGNAL ASSESSMENT

ISLINGTON AVENUE AT THISTLEWOOD AVENUE - VAUGHAN

The Transportation and Works Committee recommends that this matter be referred back to Staff for further discussions with City of Vaughan Staff.

1. RECOMMENDATIONS

It is recommended that:

1. Traffic signals at the intersection of Islington Avenue (Y.R. 17) and Thistlewood Avenue not be installed at this time.
2. Staff conduct a full road-user safety review within the area of Islington Avenue (Y.R. 17) and Thistlewood Avenue to ensure adequate safety measures are incorporated in the contract for the widening and reconstruction of Islington Avenue.
3. The Regional Clerk forward a copy of this report to the Clerk of the City of Vaughan.

2. PURPOSE

This report presents the results of a recent staff review of the intersection at Islington Avenue and Thistlewood Avenue based on traffic studies conducted during January 2001. The Transportation and Works Committee requested this review and a staff report upon consideration of a deputation on January 31, 2001.

3. BACKGROUND

On January 10, 1997, Regional Council considered a report of the Transportation and Works Committee recommending that traffic signals not be installed at the intersection of Islington Avenue and Thistlewood Avenue. This recommendation was based on a comparison of the measured traffic and pedestrian volumes taken at the time against conditions specified by the Region's traffic signal warrant policy.

During the Transportation and Works Committee meeting on January 31, 2001, Committee directed staff to update the traffic study and reconsider the implementation of traffic signals at Islington Avenue and Thistlewood Avenue. In anticipation of this request, a traffic study was conducted on Thursday January 25, 2001.

4. ANALYSIS AND OPTIONS

The intersection of Islington Avenue at Thistlewood Avenue is located in the centre of the Woodbridge Community. Islington Avenue consists of a two-lane urban cross section that carries an average volume of 16,510 vehicles per day. Thistlewood Avenue intersects

Islington Avenue as a "T" to the east and services a senior's residence and a commercial plaza and medical centre. A location map is provided as *Attachment 1*.

The Region's policy for the assessment of new traffic signals is based on a warrant process established by the Ministry of Transportation. This use of this process results in a uniform application for new traffic signals throughout the Province of Ontario.

The need for traffic signals at the intersection of Islington Avenue and Thistlewood Avenue has been reviewed previously. A traffic study is conducted to measure the traffic demands throughout the day. The results of the most recent study and assessment are detailed in Table 1 along with the results of the study conducted in 1996.

Table 1
Signal Warrant Analysis
(% Of Required Threshold)

Study Year	Collision Hazard	Total Vehicle Volume	Delay to Cross Traffic
October 1996	0	15	36
January 2001	0	36	44

To meet the minimum warrants for the installation of traffic signals, two of the three components are required to be 80% fulfilled or one component at 100% fulfilment. This analysis shows traffic signals are not warranted at this time.

Table 1 shows an increase over the last five years in the warrant compliance. This increase is attributed to the general increases in traffic volumes throughout the Woodbridge community. This general traffic growth has initiated the need for the widening of Islington Avenue to four lanes, which is currently scheduled for construction this year.

Recently, an action plan was adopted by Regional Council to enhance road safety throughout the Region. This plan included a safety appraisal of the Regional road network. Within the scope of this action plan, Islington Avenue between Highway 7 and Langstaff Road was identified for a safety review with the results to be incorporated into the new design of the roadway.

Given the current traffic demands at the intersection of Islington Avenue and Thistlewood Avenue, traffic signals are not currently recommended. However, with the large number of senior pedestrians using the intersection, a full road-user safety review is recommended to ensure adequate safety measures are incorporated into the new roadway design.

5. FINANCIAL IMPLICATIONS

There are no direct financial implications associated with this report. However, the request for a review of the intersection of Islington Avenue and Thistlewood Avenue included the cost associated with implementing traffic signals at this intersection. If signals are

implemented as part of the road re-construction the cost is estimated at approximately \$110,000.

6. LOCAL MUNICIPAL IMPACT

There are no local municipal impacts associated with this report.

7. CONCLUSION

Staff has completed an assessment of the need for traffic signals at the intersection of Islington Avenue at Thistlewood Avenue using recently acquired traffic data.

The measured traffic and pedestrian volumes were compared against the standard warrants for signalization. The conclusion of the assessment is that the justification warrants are not currently met. However, given the increasing trend in traffic demands at Islington Avenue at Thistlewood Avenue, it is recommended that staff continue to monitor traffic demands at this intersection. It is also recommended that staff conduct a full safety review to ensure that adequate safety measures are implemented into the new road design to accommodate all road users.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the February 28, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

13
TRAFFIC SIGNAL ASSESSMENT
ELGIN MILLS ROAD AT BLUE GRASS BOULEVARD
RICHMOND HILL

The Transportation and Works Committee recommends:

- 1. The recommendations contained in the following report, February 15, 2001, from the Commissioner of Transportation and Works be adopted; and**
- 2. Staff be requested to further investigate installation of a pedestrian refuge island at this location:**

1. RECOMMENDATIONS

It is recommended that:

1. Traffic Signals at the intersection of Elgin Mills Road East (Y.R. 49) and Blue Grass Boulevard not be installed at this time.

2. The Regional Clerk forward a copy of this report to the Clerk of the Town of Richmond Hill.

2. PURPOSE

This report presents the results of a recent staff review to assess the requirement for traffic signals at the intersection of Elgin Mills Road East at Blue Grass Boulevard.

3. BACKGROUND

At the Transportation and Works Committee meeting of January 31, 2001, the Commissioner of Transportation and Works was requested to prepare a staff report summarizing the warrant evaluation for traffic signals at Elgin Mills Road East and Blue Grass Boulevard. Traffic signal warrant evaluations are generally conducted using a field study to measure the traffic demands at the intersection and to compare these measured demands against those of the Region's traffic signal warrant policy.

Elgin Mills Road between Yonge Street and Bayview Avenue in the Town of Richmond Hill was recently reconstructed to a four-lane urban cross section. There are approximately 14,800 vehicles per day travelling along this section of Elgin Mills Road. Blue Grass Boulevard intersects Elgin Mills Road in a "T" configuration to the south and services a residential subdivision. A location map is provided as *Attachment 1*.

Currently, there are traffic signals located on Elgin Mills Road East approximately 200 metres west of Blue Grass Boulevard, at Newkirk Road North. There are also signals approximately 200 metres east of Blue Grass Boulevard at Neal Drive/Rose Branch Drive. Residents in the area of Blue Grass Boulevard can access these two streets to enter or exit Elgin Mills Road East.

4. ANALYSIS AND OPTIONS

The Region's policy for the assessment of new traffic signals is based on a warrant process established by the Ministry of Transportation. The use of this process results in a uniform application for new traffic signals throughout the Province of Ontario.

The justification for traffic signals at the intersection of Elgin Mills Road East and Blue Grass Boulevard has been reviewed using a ten-hour turning movement count and observation study that was conducted on Thursday February 1, 2001. This study included traffic demand measurements during the morning, off-peak and afternoon peak periods. The results of our study are detailed in Table 1.

Table 1
Signal Warrant Analysis
(% Of Required Threshold)

Collision Hazard	Total Vehicle Volume	Delay to Cross Traffic
0	42	55

To meet the minimum warrants for the installation of traffic signals, two of the three components are required to be 80% fulfilled or one component at 100% fulfilment. As shown in Table 1, the study results demonstrate that traffic signals are not warranted at this time. It is therefore recommended that the request for traffic signals be denied at this time, and that the Regional Clerk forward a copy of this report to the Clerk of the Town of Richmond Hill.

5. FINANCIAL IMPLICATIONS

There are no direct financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

When roadways under two distinct jurisdictions intersect each other, they are usually under the jurisdiction of the upper tier municipality. As a result, traffic signal assessments and installations for Regional roads are carried out through Regional staff. It is therefore, recommended that the Regional Clerk forward a copy of this report to the Clerk of the Town of Richmond Hill.

7. CONCLUSION

The traffic demands at Elgin Mills Road and Blue Grass Boulevard were compared against the standard warrants for signalization. The conclusion of the assessment is that the justification warrants are not yet met.

As a result of the study and observations, traffic signals at the intersection of Elgin Mills Road and Blue Grass Boulevard should not be installed at this time. The Regional Clerk should forward a copy of this report to the Clerk of the Town of Richmond Hill.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the February 28, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

14

TRUCK TRAFFIC ASSESSMENT ELGIN MILLS ROAD WEST RICHMOND HILL

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, February 15, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. A truck restriction on Elgin Mills Road West (Y.R. 49) between Yonge Street (Y.R. 1) and Bathurst Street (Y.R. 38) in the Town of Richmond Hill not be implemented and that staff continue to monitor the area on a semi-annual basis.
2. The Regional Clerk forward a copy of this report to the Clerk of the Town of Richmond Hill.

2. PURPOSE

At the Regional Council meeting of November 23, 2000, the Commissioner of Transportation and Works was requested to prepare a staff report on the feasibility of restricting heavy trucks on Elgin Mills Road West between Yonge Street and Bathurst Street (*See Attachment 1*). This report outlines the results of a detailed truck study undertaken as a result of this request.

3. BACKGROUND

A "No Heavy Trucks" restriction was placed on Elgin Mills Road West between Yonge Street and Bathurst Street in the early 1970's prior to its assumption by the Region. In 1993 Regional Council enacted a by-law that consolidated the existing by-laws restricting heavy trucks on Regional roads, including Elgin Mills Road West. The heavy truck restriction was implemented because of the poor pavement structure that was unable to provide the necessary support for the trucks.

In recognition of the poor pavement and the growing traffic volumes, Elgin Mills Road was included in the 10-Year Road Construction Program. The reconstruction of Elgin Mills Road would provide a pavement structure suitable for heavy trucks. As a result of the pending reconstruction of Elgin Mills Road, a report was prepared for the Transportation and Works Committee recommending the "No Heavy Trucks" prohibition be rescinded upon completion of the reconstruction of Elgin Mills Road West from Yonge Street to Shaftsbury Avenue. In addition, the gross weight of commercial vehicles was restricted to five tonnes per axle on the sections of Gamble Road/19th Avenue between Leslie Street and Bathurst Street, for the period between October 1, 1999 and November 21, 2001.

In preparation of this report, discussions took place between Regional staff and staff of the Town of Richmond Hill. Both authorities agreed that the "No Heavy Trucks" restriction on Elgin Mills Road West should be removed to provide a more uniform distribution of truck traffic throughout the area. Regional Council adopted the rescinding of the "No Heavy Trucks" by-law on May 27, 1999. Reconstruction of Elgin Mills Road West was completed in the spring of 2000. According to the revised by-law, the "No Heavy Trucks" restriction was removed in October of 2000.

Several reports have been prepared on this subject matter. This report is in response to a recommendation in the November 23, 2000 report on the results of a truck traffic assessment on Elgin Mills Road West.

4. ANALYSIS AND OPTIONS

A standard review process was established in the fall of 2000 to address requests for truck prohibitions. The first step of this process is to conduct a truck identification study that requires staff to collect truck company names and truck types using the section of road that may be affected by the requested restriction. Regional staff then contacts the truck companies that are frequently using the road. Representatives from these companies are typically informed of the request for a heavy truck restriction and are requested to consider redistributing their routes to reduce the number of trucks using the road section in question. To date, this process has been generally successful each time it has been used.

The Region's Transportation Operations Branch recently conducted a truck identification study on Elgin Mills Road West between Yonge Street and Bathurst Street to address the truck restriction request. This review consisted of the following activities:

- A vehicle count at the intersections of Elgin Mills Road West with Yonge Street and with Bathurst Street.
- A determination of the number of trucks using Elgin Mills Road West as a percentage of the total traffic.

In the summer of 1996 a traffic count was carried out. This count showed the percentage of trucks on Elgin Mills Road West was approximately 6%. This level of truck traffic is comparable to other similar Regional roads. In January 2001, another count was completed indicating the truck percentage has gone down significantly since 1996. The truck percentage on Elgin Mills Road West between Yonge Street and Bathurst Street is now less than 3%. This low truck percentage indicates trucks within the Richmond Hill area have either chosen alternate routes or the trucking operations in the area have changed.

Additionally, a truck traffic identification study was conducted on Elgin Mills Road West in January of 2001 to identify trucking companies frequently using this section of road. Two staff members completed this study by tracking the company names and the truck types on Elgin Mills Road West from Bathurst Street to Yonge Street. The results of the truck identification study indicate there is no pattern of trucks frequently using Elgin Mills Road

West. The majority of the truck traffic observed was making deliveries to businesses within the surrounding area.

As a result, it is proposed that the truck restriction on Elgin Mills Road West not be implemented at this time and that staff continue to monitor the traffic operations, along this section of road, for any changes in traffic composition on a semi annual basis.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

The removal of the "No Heavy Trucks" restriction on Elgin Mills Road West and the implementation of the weight restriction on Gamble Road/19th Avenue were authorized by by-law. Discussions between Region of York and Town of Richmond Hill representatives took place and it was agreed to remove the "No Heavy Trucks" restriction and limit the weight restriction on Gamble Road, which would provide a more uniform distribution of truck traffic throughout the area.

7. CONCLUSION

Regional Council adopted Clause 1 of Report No. 6 of Transportation and Works Committee on November 23, 2000 requesting staff to prepare a report on the feasibility of restricting trucks on Elgin Mills Road West between Yonge Street and Bathurst Street in the Town of Richmond Hill.

Regional staff has recently reviewed this section of Elgin Mills Road West. As a result of the study, it was found the volume of truck traffic has actually reduced by 3% from 6% in 1996 to 3% in 2001. It is therefore recommended that a truck restriction not be implemented on this section of roadway.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the February 28, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

15
TEMPORARY ROAD CLOSURE HIGHWAY 9

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, February 15, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council authorize the temporary closure of Highway 9 from Bathurst Street (Y.R. 38) to Jane Street (Y.R. 55) for the purposes of installing aerial hydro cables across Highway 9 from 7:00 a.m. to 9:00 a.m. on Sunday, March 11, 2001, or Sunday March 25, 2001.
2. The Regional Solicitor be authorized to prepare the necessary by-law to give effect to the foregoing.

2. PURPOSE

The purpose of this report is to seek Regional Council authorization to temporarily close Highway 9 from Bathurst Street to Jane Street in order to allow Hydro One to install aerial hydro cable across Highway 9 in several locations. A location plan for the recommended road closure is appended to this report. (*See Attachment 1*)

3. BACKGROUND

In preparation for the reconstruction of Highway 9 in the summer of 2001, it is necessary for the utilities along the road to be relocated. Along the full length of the Highway 9 contract, from Bathurst Street to Jane Street, Hydro One is required to complete a relocation of their plant. Because of the numerous bends in the alignment of Highway 9, the hydro lines will have to cross the road in several locations. There are four 4-phase aerial crossings, five single-phase aerial crossings and five span-guy crossings. In addition, Bell Canada has a number of crossings that will have to be carried out as the Bell cable is attached to the hydro poles. In order to complete these crossings in a timely and safe manner, Hydro One has requested that Highway 9 be temporarily closed for a period of two hours on a Sunday morning.

4. ANALYSIS AND OPTIONS

Where possible, during construction activities, roads are kept open to through traffic at all times. However, due to special circumstances, sometimes it is not feasible to maintain through traffic. In these cases, it is necessary to temporarily close roads. Discussions have taken place with staff from Hydro One regarding their request to temporarily close Highway 9 for a two hour period to facilitate the installation of the aerial hydro cable crossings of Highway 9.

Highway 9 is now under the jurisdiction of the Regional Municipality of York. The road has very high volumes of traffic moving at a high rate of speed. The weekday volumes are in the order of 27,350 vehicles per day. A review of the hourly volumes reveals that the lowest daylight hourly volumes are on Sunday mornings from 7:00 a.m. to 9:00 a.m.

Normally installing hydro cables across roads can be accomplished with temporary local road closures. However, in the case of Highway 9, the traffic volumes and the speed of the

traffic combined make it very unsafe to carry out the crossings under a normal situation. Because of the high number of crossings, the alignment of the road and the volume of high-speed traffic, it is anticipated that a series of temporary local closures to traffic will have a huge impact on the travelling public. A temporary closure for an hour has the potential to stop up to 2000 vehicles if carried out during a regular working day.

Hydro One has requested a two-hour temporary closure of Highway 9. During this complete closure of Highway 9, Hydro One will have sufficient labour available to complete all the crossings.

In addition, discussions will take place with Bell Canada to co-ordinate the installation of the Bell cable crossings at the same time.

In a road closure of this magnitude, it is imperative that traffic be advised of the closure well in advance of making the decision to use the closed road. It is therefore proposed to place signs advising motorists of the temporary closure at strategic locations on Highway 400, Highway 9, Yonge Street and Davis Drive. Notices will be placed in the newspapers and delivered to the residents in the area advising of this temporary closure.

5. FINANCIAL IMPLICATIONS

The Regional Municipality of York is responsible for 50% of the cost of labour and trucking for utility relocations on construction projects. Although there will be a lot of activity for this two-hour period, it is felt that there will be a cost savings over any other method of completing this work. The funds for this work are included in the proposed 2001 Roads Capital Budget. The temporary road closure is expected to result in substantial savings, compared with maintaining traffic.

6. LOCAL MUNICIPAL IMPACT

The impact on the local municipalities will be minimal. Signage forewarning of the proposed temporary road closure will be placed well in advance of the closure date and residents will be advised directly by mail. Local traffic will be maintained at all times to provide access to businesses and residences. However, some delays to local traffic should be expected.

Discussions have taken place with the Town of Newmarket staff and the Township of King staff in regard to this closure, both of which concur with the recommendation to temporarily close Highway 9.

The construction of this project will have a positive impact on the traffic using Highway 9 by providing more capacity and a safer road. Although traffic will be impacted for a two-hour period, the overall effect on the traffic will be minimized by this proposed closure compared to maintaining traffic while installing the hydro cables.

7. CONCLUSION

In order to prepare for the widening and reconstruction of Highway 9, from Bathurst Street to Jane Street, the utilities have to be relocated. The hydro relocation includes fourteen aerial cable crossings of Highway 9 and two or three Bell crossings. In order to complete these crossings in a safe and efficient manner, it is recommended that Highway 9 be temporarily closed to through traffic for a two-hour period on a Sunday morning. It is therefore recommended that authorization be given for the temporary closure of Highway 9 from Bathurst Street to Jane Street from 7:00 a.m. to 9:00 a.m. on Sunday, March 11, 2001. In the event of inclement weather, an alternate date of March 25, 2001 should be included in the by-law.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the February 28, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

16 TEMPORARY ROAD CLOSURE BATHURST STREET EAST GWILLIMBURY/KING

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, February 15, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The Regional Solicitor be authorized to advertise the temporary closure of Bathurst Street (Y.R. 38) from 50 metres north of the southerly limit of Lot 106 to 150 metres south of the north limit of Lot 107, in Concession 1 W.Y.S., Town of East Gwillimbury, on the boundary with the Township of King, for a three-year period effective May 1, 2001.
2. The Regional Solicitor be authorized to prepare the necessary by-law for the extension of the period of temporary road closure.
3. The Commissioner of Transportation and Works be authorized to retain the existing road signing and terminus measures to effectively continue the temporary closure.

2. PURPOSE

The existing by-law authorizing the temporary closure of Bathurst Street, north of Morning Sideroad and south of the Holland Marsh, expires on April 30, 2001. As this steep, narrow section cannot be maintained as a safe public road, the temporary closure should be

extended for a further three-year period. A location plan is appended to this report as *Attachment 1*.

3. BACKGROUND

On April 27, 1995, Regional Council authorized the year-round closure of Bathurst Street, north of Morning Sideroad and south of the Holland Marsh. The closure addresses the steep, narrow section that cannot be maintained as a safe public road. The year-round closure was subsequently extended on a yearly basis until May 1, 1998 when a three-year closure was approved.

The closure was deemed necessary due to:

- The increasing volume of traffic.
- The difficulty in maintaining the narrow, winding, gravel roadway section to an acceptable condition.
- The structural inadequacies of a single lane concrete bridge within this section of road.

4. ANALYSIS AND OPTIONS

The section of Bathurst Street, north of Morning Sideroad and south of the Holland Marsh, was closed in 1995, with a yearly extension of the closure to April 30, 1998. The closure was necessary because of the steep, narrow section of road that could not be maintained as a safe public road. A by-law to authorize the closure for a three-year period was enacted on May 1, 1998 and expires April 30, 2001.

Advance signing and terminus measures were constructed in the spring of 1995. The road is physically closed to vehicular traffic with concrete barriers. These barriers permit pedestrian access along the right-of-way corridor.

A capital project to reconstruct Bathurst Street from Green Lane West (formerly Poplar Bank Sideroad) to Yonge Street is included within the 10-Year Road Construction Program with a proposed construction date of 2007.

The road should remain closed until the reconstruction is completed; therefore the renewal of the by-law is required. The Municipal Act requires that any by-law to close a public road must be publicly advertised. In previous years, no objections were received from any adjacent landowners.

It is recommended that this by-law be effective for a three-year period to April 30, 2004. As the reconstruction of Bathurst Street gets closer, the by-law may require a further extension to allow the road to remain closed during the reconstruction.

5. FINANCIAL IMPLICATIONS

The cost of the advertising for the extension of the by-law for the temporary closure of Bathurst Street is included in the proposed 2001 Business Plan and Budget.

6. LOCAL MUNICIPAL IMPACT

There are no local municipal impacts associated with this report.

7. CONCLUSION

The section of Bathurst Street north of Morning Sideroad and south of the Holland Marsh was closed in 1995. The closure addresses the steep, narrow section that can not be maintained as a safe public road.

The current by-law authorizing the closure for a three-year period expires on April 30, 2001. As the reconnection of Bathurst Street as a through road cannot be implemented in the short term, it is proposed that the temporary road closure be extended for a further three-year period from May 1, 2001 to April 30, 2004.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the February 28, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

17
TEMPORARY SPEED ZONES
2001 CONSTRUCTION PROJECTS

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, February 15, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. Temporary 60-km per hour speed zones be adopted on the following roadways with the implementation occurring between April 1 and December 31, 2001 and only as necessary during the actual construction activities:
 - a) Highway 9 (Y.R. 31) from Bathurst Street (Y.R. 38) to a point approximately 650 metres west of the west limit of Jane Street (Y.R. 55) in the Township of King.
 - b) Wellington Street East (Y.R. 15) from a point approximately 732 metres west of the west limit of Bayview Avenue (Y.R. 34) to a point approximately 300 metres east of Leslie Street (Y.R. 12) in the Town of Aurora.
 - c) Kennedy Road (Y.R. 3) from a point approximately 750 metres north of 16th Avenue (Y.R. 73) to a point approximately 500 metres north of Major Mackenzie Drive East (Y.R. 25) in the Town of Markham.

- d) McCowan Road (Y.R. 67) from a point approximately 900 metres north of Highway 7 (Y.R. 7) to a point approximately 946 metres north of Major Mackenzie Drive East (Y.R. 25) in the Town of Markham.
 - e) Bathurst Street (Y.R. 38) from a point approximately 200 metres north of Shaftsbury Avenue to a point approximately 183 meters north of Lowther Avenue in the Town of Richmond Hill.
 - f) Mulock Drive (Y.R. 74) from a point approximately 200 metres west of Yonge Street (Y.R. 1) to Bathurst Street (Y.R. 38) in the Town of Newmarket.
 - g) Lloydtown/Aurora Road (Y.R.16) from a point approximately 300 meters east of Weston Road (Y.R. 56) to a point approximately 946 meters west of Weston Road (Y.R. 56) in the Township of King.
 - h) Weston Road (Y.R. 56) from a point approximately 300 metres south of Lloydtown/Aurora Road (Y.R. 16) to a point approximately 840 meters south of 19th Sideroad in the Township of King.
 - i) Bathurst Street (Y.R. 38) from Highway 9 (Y.R. 31) to Green Lane West (Y.R. 19) in the Towns of Newmarket and East Gwillimbury.
 - j) Green Lane West (Y.R. 19) from Bathurst Street (Y.R. 38) to Yonge Street (Y.R. 1) in the Town of East Gwillimbury.
 - k) Rutherford Road (Y.R. 73) from a point approximately 280 metres east of Weston Road (Y.R. 56) to a point approximately 150 metres east of Islington Avenue (Y.R 17) in the City of Vaughan.
- 2. The Regional Solicitor prepare the necessary by-laws.
 - 3. A copy of this report be forwarded to the Chief of Police.

2. PURPOSE

This report is to gain Regional Council approval to modify the regulatory speed limits within construction zones for the 2001 Capital Roads Budget. A Regional by-law is required under the Highway Traffic Act with appropriate posting of signs before any of the proposed speed limits can be enforced.

3. BACKGROUND

A number of the construction zones for the 2001 Capital Roads Budget is on two-lane roadways with speed limits in excess of 60-km per hour. (*See Attachments 1 to 3*) The nature of road construction activities routinely requires the temporary restriction of traffic on the travelled roadway. To safely carry out construction and control the traffic within the work areas, traffic control persons are used on the roadway.

To address this potential safety for both the travelling public and the construction workers, temporary reduced speed zones are routinely implemented.

4. ANALYSIS AND OPTIONS

With a reduction of the maximum regulatory speed limit in construction areas to 60-km per hour, traffic control can be carried in a safe and efficient manner, especially, with police enforcement.

It is proposed that for the sections of two lane roadways, with posted speed limits in excess of 60-km per hour and where construction is scheduled for 2001, temporary speed limit reductions should be implemented. These locations are listed in *Attachment 1*. The temporary speed limit reductions will be implemented only for as long as necessary for actual construction operations and will be removed as soon as the work is completed.

5. FINANCIAL IMPLICATIONS

The costs associated with the manufacturing and installation of the necessary speed limit signs are included in the proposed 2001 Capital Roads Budget.

6. LOCAL MUNICIPAL IMPACT

There are no direct local municipal implications associated with this report. However, the safety of all road users and construction workers within construction areas is of continuous mutual concern.

7. CONCLUSION

It is proposed that temporary speed limits as outlined in this report should be implemented for the 2001 road construction season. The speed limits will be posted only during the times when required during construction activities.

The Regional Solicitor should be directed to prepare the necessary by-law. The Regional Clerk should forward a copy of this report to the Clerks of the local municipalities and to the Chief of Police with a request to assist in enforcement.

(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the February 28, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

18

REDUCED VEHICLE LOADS - SPRING THAW PERIOD REGIONAL ROADS

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, February 15, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The gross weight of commercial vehicles be restricted to five tonnes per axle for the period between March 12, 2001 and April 30, 2001 on the Regional roads as detailed in *Attachment 1*.
2. The Regional Solicitor be authorized to prepare the by-law.
3. The Commissioner of Transportation and Works be authorized to implement and post the reduced load restriction only when conditions so warrant.

2. PURPOSE

This report is submitted to obtain approval for a restriction to the gross weight of commercial vehicles permitted to travel on certain sections of the Regional road system, listed in *Attachment 1*, during the spring thaw period. A Regional by-law is required under the Highway Traffic Act before any such weight restriction regulation can be enforced.

3. BACKGROUND

The Regional road system is currently 998 kilometres in length. Of this total, approximately 223 kilometres of the rural sections have limited vehicle carrying capacity for one of the following reasons:

- The road surface is gravel or low cost bituminous pavement (surface treatment) surface.
- The road base and asphalt surface is limited.
- The section is continuous along a route where an adjacent municipal road authority has imposed a load restriction.

The sections that meet any of these criteria do not have the capacity to carry fully loaded commercial vehicles during the spring thaw period. To avoid premature deterioration and retain the current surface condition, a spring half-load restriction is implemented on an annual basis.

4. ANALYSIS AND OPTIONS

The legal load limit for vehicles travelling on any public road in Ontario is regulated under the Highway Traffic Act. The maximum allowable weight per axle permitted under this legislation is 10,000 kilograms. The total vehicle weight can vary substantially with axle configurations.

Section 122(7) of the Highway Traffic Act permits a municipality to pass a by-law to designate when the legal load limit of a road can be reduced. The reduced load period limits a vehicle axle weight to 5,000 kilograms per axle, or half the normal legal loading.

The Region has enacted a similar commercial vehicle load restriction by-law under this provision of the Highway Traffic Act each year. This period covers the time when the carrying capacity of lower standard roads is reduced during the spring thaw period. To implement a vehicle weight by-law, each road section is posted with the half-load axle weight restriction signs.

The time when the load restriction is required on a given section of roadway can fluctuate annually due to winter climatic conditions and the timing of the spring thaw. It is proposed that the actual posting of any spring load restriction, within a proposed period, only be implemented when conditions so warrant to reflect the weather and road conditions.

Both the York Regional Police and staff of the Ministry of Transportation of Ontario carry out enforcement of the Region's by-law upon request by Transportation Operations staff.

The Highway Traffic Act exempts any restriction to municipal vehicles involved in snow removal waste disposal, utility and emergency vehicles. Fuel delivery, livestock and feed vehicles with axle weights up to 7,500 kilograms are also permitted to travel on the restricted road sections during the half-load period.

4.1 Revisions to 2000 Spring Half Load Road Sections

The spring half-load restriction by-law addresses those roads that have the potential for spring break-up damage that are not currently covered under the year-round weight restriction By-Law R-1160-1998-100. Regional Council adopted the year-round weight restriction by-law on September 24, 1998 to cover the hard-surfaced roads that would be affected by high volumes of heavy truck traffic on a year-round basis.

On July 6, 2001 Council adopted Clause 3 of Report No. 7 of the Transportation and Works Committee recommending the assumption of Warden Avenue from Bloomington Road to Ravenshoe Road; Vivian Road from Highway 48 to York/Durham Line; and Doane Road from Woodbine Avenue to Yonge Street. These road sections have been included in the half-load restriction under the proposed 2001 Regional by-law.

5. FINANCIAL IMPLICATIONS

The direct financial implications associated with this report are the installation of the road signs displaying the half-load restriction. The sign installation costs are included in the Transportation Operations programs.

Without a weight restriction during the spring thaw period, heavy truck usage could cause extensive damage to these limited structural capacity Regional roads. Remedial repairs could cost up to \$50,000 per kilometre, with full reconstruction to Regional standards valued up to \$350,000 per kilometre.

6. LOCAL MUNICIPAL IMPACT

There is no direct local municipal impact as a result of this report. Most municipalities also enact a similar by-law for the roads under their jurisdiction.

7. CONCLUSION

A by-law is proposed to restrict the gross vehicle weight limit to 5 tonnes per axle for the Regional road sections detailed in *Attachment 1*. The by-law is to cover the period from March 12, 2001 to April 30, 2001. The time when the load restriction is required on a given section of roadway can fluctuate due to climatic conditions. It is therefore proposed that the Commissioner of Transportation and Works be authorized to implement and post the reduced load restriction only when conditions so warrant.

The proposed half -load restriction will have limited impact on existing traffic patterns and will not affect any industrial or commercial development activity. Oversize/overweight permits will be issued for commercial vehicle deliveries to existing commercial businesses along these weight-restricted routes.

(A copy of the attachment referred to in the foregoing is included with this report and is also on file in the Office of the Regional Clerk.)

19
PARKING RESTRICTIONS - KEELE STREET
MAPLE LIONS CLUB ANNUAL PANCAKE FESTIVAL - VAUGHAN

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, February 15, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The current "No Parking" regulation along Keele Street (Y.R. 6), from Railway Street to McNaughton Road, be temporarily lifted during the Maple Lions Club 31st Annual Pancake Festival for the following dates and times:
 - a) Saturday, April 21, 2001 from 8:00 a.m. to 4:00 p.m.
 - b) Sunday, April 22, 2001 from 8:00 a.m. to 4:00 p.m.
2. The Maple Lions Club be responsible for covering and uncovering the "No Parking" signs at the stated times.
3. The Regional Solicitor be authorized to prepare the necessary by-law.
4. The Regional Clerk advise Mr. Romy Fontana, Festival Chairman, Maple Lions Club, 26 Cherhill Drive, Maple, Ontario L6A 1H6 and the Clerk of the City of Vaughan of this approval.

2. PURPOSE

This report is prepared in response to a request received from the Maple Lions Club to temporarily rescind the parking restrictions on Keele Street, between Railway Street and McNaughton Road, on Saturday, April 21, 2001 and Sunday, April 22, 2001 between 8:00 a.m. and 4:00 p.m. The proposed regulation changes will allow on-street parking temporarily in connection with the 31st Annual Pancake Festival.

3. BACKGROUND

The Maple Lions Club annually holds a Pancake Festival at the Maple Community Centre and Library at 10190 Keele Street in the City of Vaughan. The parking restrictions in this area have been temporarily rescinded in previous years to accommodate on-street parking for this weekend event.

The Maple Lions Club has again requested similar consideration for the 2001 event to be held on April 21 and April 22, 2001.

4. ANALYSIS AND OPTIONS

The following specific "No Parking" restrictions are in effect for the area adjacent to the Maple Community Centre:

- East side of Keele Street, between the north limit of Railway Street and a point approximately 686 metres north of Railway Street, between 1:00 p.m. and 7:00 p.m.

- West side of Keele Street, between point approximately 8 metres north of Killian Road and a point approximately 694 metres north of Killian Road, between 6:00 a.m. and 1:00 p.m. and between 7:00 p.m. and 6:00 a.m.

A map indicating the affected section of Keele Street is attached to this report as *Attachment 1*.

The Maple Lions Club has requested that the parking restrictions be removed during the following times:

- 8:00 a.m. to 4:00 p.m. on Saturday, April 21, 2001.
- 8:00 a.m. to 4:00 p.m. on Sunday, April 22, 2001.

Similar requests for temporary removal of these parking restrictions have been granted in past years for this annual event. The days and hours involved for this event are during relatively limited traffic flow periods and no traffic or safety concerns are anticipated along this section of Keele Street as a result of the temporary removal of the parking restrictions.

As there are no safety issues associated with this temporary parking regulation change, it is proposed that the current no parking by-law be rescinded for the hours and dates specified.

Parking regulations are enforced through Municipal enforcement offices. It is therefore proposed that the Regional Clerk forward a copy of this report to the Clerk of the City of Vaughan.

5. FINANCIAL IMPLICATIONS

The Maple Lions Club will be responsible for any costs relating to the temporary covering and uncovering of the no parking signs.

6. LOCAL MUNICIPAL IMPACT

This issue has been discussed with the City of Vaughan staff and they have expressed no concerns.

7. CONCLUSION

It is proposed that the request of the Maple Lions Club to temporarily permit parking on Keele Street, from Railway Street to McNaughton Drive, on April 21 and April 22, 2001 be approved.

It is also proposed the Regional Clerk notify the Clerk of the City of Vaughan and the Maple Lions Club of the Region's decision on this request.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the February 28, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

20

SITE PLAN APPROVALS

The Transportation and Works Committee recommends the adoption of the recommendation contained in the following report, February 15, 2001, 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, 2000 to December 31, 2000, a total of 34 approvals have been processed, compared to 19 for the same period one year ago. The following is a break-down of the approvals by municipality:

Town of Aurora	-	1	Town of East Gwillimbury	-	1
Town of Georgina	-	2	Township of King	-	1
Town of Markham	-	9	Town of Newmarket	-	2
Town of Richmond Hill	-	2	City of Vaughan	-	15
Town of Whitchurch-Stouffville	-	1			

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

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the February 28, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

21

EXPROPRIATION OF LAND

MAJOR MACKENZIE DRIVE WEST (Y.R. 25) - VAUGHAN

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, January 26, 2001, from the Commissioner of Corporate and Legal Services:

1. RECOMMENDATIONS

It is recommended that:

1. Authority be granted to apply for approval to expropriate:
 - (a) a fee simple interest in
 - Parts 1, 4 and 6 on Reference Plan 65R-23117
 - Parts 2, 4, 7, 10, 11 and 13 on Reference Plan 65R-23122
 - Parts 1, 2, 5, 6, 7, 8, 9, 10, 11 and 13 on Reference Plan 65R-23123
 - (b) a temporary limited interest in
 - Part 5 on Reference Plan 65R-23117
 - Parts 1, 3, 6, 8, 9, 12 and 14 on Reference Plan 65R-23122
 - Parts 3, 4, 12, 14 and 15 on Reference Plan 65R-23123
2. The Regional Solicitor be authorized to serve and publish Notice of Application as required by the *Expropriations Act*.
3. The Regional Solicitor be authorized to forward to the Chief Inquiry Officer, pursuant to the provisions of the *Expropriations Act*, any requests for hearing that may be received.
4. The Regional Council, as approving authority, approve of the expropriation of the lands described in paragraph 1, provided there is no hearing of necessity.
5. The Director of Realty Services be authorized to execute and serve any notices required by the *Expropriations Act*.

6. The lands being expropriated and required for road purposes be dedicated as a common and public highway.
7. Authority be granted for the introduction of the necessary bills in Council to give effect to the foregoing.

2. PURPOSE

The purpose of this report is to obtain Regional Council's approval to expropriate land from ten owners in conjunction with the widening and reconstruction of Major Mackenzie Drive West (YR 25) from Highway 400 to Weston Road (YR 56) in the City of Vaughan (*see Attachment 1*).

3. BACKGROUND

Regional Council, on June 22, 2000, adopted By-law R-1218-2000-047 that authorized the following works and undertakings:

- (a) the widening and reconstruction of Major Mackenzie Drive West (YR 25) from Highway 400 to Weston Road (YR 56), City of Vaughan, to a basic width of 36.0 metres with additional widenings at cuts, fills, watercourse crossings and intersections, to provide:
 - a basic four lane road from Highway 400 to Weston Road (YR 56); and;
 - left-turn and right-turn lanes at the Weston Road (YR 56)/Major Mackenzie Drive West (YR 25) intersection and two through lanes per direction on Weston Road (YR 56).
- (b) the adjustments to existing traffic control signals and associated illumination to accommodate the proposed revisions to the road layout at the intersection of Major Mackenzie Drive West (YR 25) with Weston Road (YR 56);
- (c) the carrying out of all related works and undertakings in connection with the above; and
- (d) the acquisition of the necessary lands and interest in lands for the works described above.

4. FINANCIAL IMPLICATIONS

Offers of compensation must be made under Section 25 of the *Expropriations Act* to all of the owners of the listed parts on the reference plans. These offers must be made within 90 days of the registration of the expropriation plans. Funds have been included in the 2001 budget for these offers.

5. LOCAL MUNICIPAL IMPACT

There are no local municipal implications associated with this report.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the February 28, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

22

EXPROPRIATION OF LAND ISLINGTON AVENUE (Y.R. 17) HIGHWAY 7 (Y.R. 7) TO LANGSTAFF ROAD (Y.R. 72) - VAUGHAN

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, January 26, 2001, from the Commissioner of Corporate and Legal services:

1. RECOMMENDATIONS

It is recommended that:

1. Authority be granted to apply for approval to expropriate:
 - (a) a fee simple interest in
 - Parts 2, 3 and 4 on Reference Plan 65R-23096
 - Parts 1, 8, 10, 11, 12, 15, and 28 on Reference Plan 65R-23097
 - Parts 1 and 2 on Reference Plan 65R-23130
 - Parts 3, 4 and 6 on Reference Plan 65R-23310
 - (b) a temporary limited interest in
 - Parts 2, 3, 4, 5, 6, 7, 13, 14, and 16 to 27 (both inclusive) on Reference Plan 65R-23097

2. The Regional Solicitor be authorized to serve and publish Notice of Application as required by the *Expropriations Act*.
3. The Regional Solicitor be authorized to forward to the Chief Inquiry Officer, pursuant to the provisions of the *Expropriations Act*, any requests for hearing that may be received.
4. The Regional Council, as approving authority, approve of the expropriation of the lands described in paragraph 1, provided there is no hearing of necessity.
5. The Director of Realty Services be authorized to execute and serve any notices required by the *Expropriations Act*.
6. The lands being expropriated and required for road purposes be dedicated as a common and public highway.
7. Authority be granted for the introduction of the necessary bills in Council to give effect to the foregoing.

2. PURPOSE

The purpose of this report is to obtain Regional Council's approval to expropriate land from thirty-one owners in conjunction with the widening and reconstruction of Islington Avenue (YR 17) from Highway 7 (YR 7) to Langstaff Road (YR 72) in the City of Vaughan (see *Attachment 1*). The expropriation of the required properties in the section of Islington Avenue (YR 17) between Langstaff Road (YR 72) and Rutherford Road (YR 73) will be initiated upon the registration of the required reference plans.

3. BACKGROUND

Regional Council, on May 27, 1999, adopted By-law R-1188-1999-057 that authorized the following works and undertakings:

- (a) the widening and reconstruction of Islington Avenue (YR 17), from approximately 450 metres north of Highway 7 (YR 7) to approximately 500 metres north of Rutherford Road (YR 73) in the City of Vaughan, to a basic width up to:
 - (i) 36.0 metres from approximately 450 metres north of Highway 7 (YR 7) to Woodbridge Avenue with additional widenings at cuts, fills and intersections, to provide a basic four lane road with left and right turning lanes at Woodbridge Avenue.

- (ii) 30.0 metres from Woodbridge Avenue to Willis Road/Davidson Drive with additional widenings at cuts, fills and intersections, to provide a basic four lane road with left and right turning lanes at key intersections.
 - (iii) 20.0 metres from Willis Road/Davidson Drive to Langstaff Road (YR 72) with additional widenings at cuts, fills and intersections, to provide a basic two lane road with a continuous centre left turn lane.
 - (iv) 36.0 metres from Langstaff Road (YR 72) to 500 metres north of Rutherford Road (YR 73) with additional widenings at cuts, fills and intersections, to provide a basic four lane road with left and right turning lanes at key intersections.
- (b) the adjustments to existing traffic control signals to accommodate the proposed roadworks at the intersections of Islington Avenue (YR 17) with Woodbridge Avenue, Willis Road/Davidson Drive, Langstaff Road (YR 72), Wycliffe Gate and Rutherford Road (YR 73);
 - (c) the carrying out of all related works and undertakings in connection with the above; and
 - (d) the acquisition of the necessary lands and interests in lands for the works described above.

4. FINANCIAL IMPLICATIONS

Offers of compensation must be made under Section 25 of the *Expropriations Act* to all of the owners of the listed parts on the reference plans. These offers must be made within 90 days of the registration of the expropriation plans. Funds have been included in the 2001 budget for these offers.

5. LOCAL MUNICIPAL IMPACT

There are no local municipal implications associated with this report.

6. CONCLUSION

Construction of this project is scheduled to commence in 2001.

Reference plans showing the Region's requirements were registered in November 2000. The Realty Services Branch has made initial contact with the owners. However, in order to ensure that the project is not delayed, it is appropriate to proceed with expropriation.

The above noted reference plans will be available at Committee for review.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the February 28, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

23

EXPROPRIATION OF LAND NINTH LINE (Y.R. 69) MARKHAM

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, January 26, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. Authority be granted to apply for approval to expropriate:
 - (a) a fee simple interest in
Parts 1, 2, 3, 4 and 6 on Reference Plan 65R-23305, and
Parts 4 and 12 on Reference Plan 65R-23306.
2. The Regional Solicitor be authorized to serve and publish Notice of Application as required by the *Expropriations Act*.
3. The Regional Solicitor be authorized to forward to the Chief Inquiry Officer, pursuant to the provisions of the *Expropriations Act*, any requests for hearing that may be received.
4. The Regional Council, as approving authority, approve of the expropriation of the lands described in paragraph 1, provided there is no hearing of necessity.
5. The Director of Realty Services be authorized to execute and serve any notices required by the *Expropriations Act*.
6. The lands being expropriated and required for road purposes be dedicated as a common and public highway.

7. Authority be granted for the introduction of the necessary bills in Council to give effect to the foregoing.

2. PURPOSE

The purpose of this report is to obtain Regional Council's approval to expropriate land from four owners in conjunction with the widening and reconstruction of Ninth Line (YR 69) from the proposed Highway 407 to Main Street, Stouffville, in the Towns of Markham and Whitchurch-Stouffville (*see Attachment 1*).

3. BACKGROUND

Regional Council, on July 6, 2000, adopted By-law R-1225-2000-057 that authorized the following works and undertakings:

- (a) the widening and reconstruction of Ninth Line (YR 69) from the proposed Highway 407 to Main Street, Stouffville, in the Towns of Markham and Whitchurch-Stouffville, to a basic width of 36.0 metres with additional widenings at cuts, fills, watercourse crossings and intersections, to provide:
 - a basic four lane road from proposed Highway 407 to Major Mackenzie Drive (YR 25);
 - a basic two lane road from Major Mackenzie Drive (YR 25) to Main Street, Stouffville, with a continuous centre left-turn lane within Stouffville;
 - a basic four lane road on Main Street between Ninth Line (YR 69) south of Main Street and Ninth Line (YR 69) north of Main Street; and
 - left-turn and right-turn lanes at intersections.
- (b) the adjustments to existing traffic control signals and associated illumination to accommodate the proposed revisions to the road layout at the intersections of Ninth Line (YR 69) with Highway 7 (YR 7), Church Street, 16th Avenue (YR 73), in the Town of Markham and Main Street (east intersection) in the Town of Whitchurch-Stouffville;
- (c) the provision of an underground conduit system and illumination at the intersections of Ninth Line (YR 69) with Delmark Boulevard, Cornell Park Avenue, Major Mackenzie Drive (YR 25), in the Town of Markham, Main Street (west intersection) in the Town of Whitchurch-Stouffville, as well as partial illumination at the Ninth Line (YR 69) intersection with Elgin Mills Road East (YR 49) in the Town of Markham;

- (d) the carrying out of all related works and undertakings in connection with the above; and

4. FINANCIAL IMPLICATIONS

Offers of compensation must be made under Section 25 of the *Expropriations Act* to all of the owners of the listed parts on the reference plans. These offers must be made within 90 days of the registration of the expropriation plans. Funds have been included in the 2001 budget for these offers.

5. LOCAL MUNICIPAL IMPACT

There are no local municipal implications associated with this report.

6. CONCLUSION

Construction of this project is scheduled to commence in 2002.

Reference plans showing the Region's requirements were registered on January 2, 2001. The Realty Services Branch has made initial contact with the owners. However, in order to ensure that the project is not delayed, it is appropriate to proceed with expropriation.

The above noted reference plans will be available at Committee for your review.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the February 28, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

24

COMPENSATION FOR EXPROPRIATION BAYVIEW AVENUE - RICHMOND HILL

The Transportation and Works Committee recommends the adoption of the recommendation contained in the following report, January 25, 2001, from the Commissioner of Corporate and Legal Services:

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council approve an agreement under Section 30 of the *Expropriations Act* on the terms set out in this report for the lands required for the construction of Bayview Avenue (Y.R. 34), in the Town of Richmond Hill.

2. PURPOSE

The purpose of this report is to receive approval of an agreement that was executed under Section 30 of the *Expropriations Act* with the parties who have a registered interest in the property required for the work.

3. BACKGROUND

On May 27th, 1999, Regional Council, by the passing of By-Law R-1187-1999-056, authorized the acquisition of the necessary lands and interests in lands for 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. The owners have executed an agreement in compliance with Section 30 of the *Expropriations Act*. This provides that an agreement may be entered into for payment of 100% of the market value of the property and allowing the owners, if they choose, the right to have that amount adjusted by the Ontario Municipal Board.

3.1 Property No. 1

OWNERS:	Shirley Klees and Carl Klees
PROJECT:	To authorize the widening and reconstruction 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:	Part of Lot 1, Concession 2, in the Town of Richmond Hill, designated as Part 6, on Reference Plan 65R-22187
AUTHORITY:	By-Law No. R-1187-1999-056
TOTAL OWNERSHIP:	16.188 ha (40 acres)
AREA TAKEN:	1208.79m ² (0.30 acres), fee simple interest
COMMENTS:	The subject property is a large, vacant site that is located on the north side of Stouffville Road. 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.

PROJECT NUMBER: 8025

4. FINANCIAL IMPLICATIONS

The amount of compensation involved in connection with the above transactions is the sum of \$27,600.00. Interest, where applicable, together with legal and consulting fees are payable in addition to the foregoing. Funds have been included in the budget for 2001 for the lands and related expenses.

5. LOCAL MUNICIPAL IMPACT

There are no local municipal implications associated with this report.

6. CONCLUSION

The lands, which are the subject of this report, are required as part of improvements to Bayview Avenue (Y.R. 34) and Stouffville Road (Y.R. 14), and it is recommended that this agreement be completed to facilitate the project.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the February 28, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

25
LAND ACQUISITION VARIOUS PROJECTS

The Transportation and Works Committee recommends the adoption of the recommendation contained in the following report, January 29, 2001, 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: The York Region District School Board (York Central District High School Board)

PROJECT:	The widening and re-construction of Bayview Avenue, in the Town of Richmond Hill
SUBJECT PROPERTY:	Part of Lot 21, Concession 2, Town of Richmond Hill, designated as Part 2 on Reference Plan 65R-19201
AUTHORITY:	By-Law No. R-1119-97-34
TOTAL OWNERSHIP:	7.722 ha (19.08 acres)
AREA TAKEN:	1138 m ² (0.281 acres), fee simple interest
COMMENTS:	The subject property is an improved school site that is located on the east side of Bayview Avenue. The Region's requirements run across the front of the property. The Region built its road on the property without purchasing the widening. The School Board wants interest on the compensation dating back to July 7, 1997 when the road was built. The Board also included a statement in the agreement that it is expressly agreed that the foregoing settlement does not extinguish any claim available to First Baymac (or the School Board) for development charge credits from the Region arising from the construction of the Traffic Circulation Works as shown on the plan attached to the agreement. There are no development applications or site plan approvals pending on this property.
PROJECT NUMBER:	9511

2.2 Property No. 2

OWNER:	Penlim Investments Limited
PROJECT:	The widening and re-construction of Wellington Street, in the Town of Aurora
SUBJECT PROPERTY:	Part of Lot 129, Registered Plan 246, Town of Aurora, designated as Part 1 on Reference Plan 65R-22147
AUTHORITY:	By-Law No. R-1133-97-94
TOTAL OWNERSHIP:	1138 m ² (12,250 square feet)

AREA TAKEN:	92 m ² (991 square feet), fee simple interest = 8% of the total property
COMMENTS:	The subject property is a Toronto Dominion bank site that is located on the north-east corner of Wellington Street and Yonge Street. The Region's requirements run across the corner and along the Wellington Street frontage of the property. There are no development applications or site plan approvals pending on this property.
PROJECT NUMBER:	9116

3. FINANCIAL IMPLICATIONS

The total amount of compensation involved in connection with the above transactions is the sum of \$208,900.00. Interest, where applicable, together with legal and consulting fees are payable in addition to the foregoing. Funds have been included in the 2001 budget for these offers.

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 road improvement projects in the Region and it is recommended that these acquisitions be completed.

(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the February 28, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

26
HEARING
STOPPING UP AND CLOSING OF A PORTION OF GREEN LANE (Y.R. 19)
TOWN OF EAST GWILLIMBURY

Notice having been given, the Transportation and Works Committee held a Hearing under Section 300 of the *Municipal Act* relating to the proposed stopping up and closing of a portion of Green Lane, East Gwillimbury.

The Transportation and Works Committee recommends:

- 1. The presentation by John Culshaw, Director of Realty Services be received;**
- 2. Council enact the necessary By-law authorizing:**
 - a) The stopping up and closing of that part of Green Lane (Y.R. 19), in the Town of East Gwillimbury, in The Regional Municipality of York being those parts of the original road allowance between Lots 5 and 6, Concession 2 designated as Part 1 on Reference Plan 65R-20108 (1.0) and Part 1 on Reference Plan 65R021838 (0.12 acre); and**
 - b) The conveyance of the above-noted lands to the abutting landowner.**

27
HEARING
WIDENING AND RECONSTRUCTION HIGHWAY 7
CITY OF VAUGHAN

Notice having been given, the Transportation and Works Committee held a Hearing under Section 300 of the *Municipal Act* relating to the widening and reconstruction of Highway 7, Vaughan.

The Transportation and Works Committee recommends:

- 1. The presentation by Paul Jankowski, Director of Transportation Design & Construction Branch be received;**
- 2. The following deputations and/or written submissions be received:**
 - a) Mr. Joel Meilen, Woodbridge;**
 - b) Ms. Anna LaRosa, Woodbridge;**
 - c) Mr. Bob Irwin, Woodbridge;**
 - d) Mr. Alfredo Antenore, Woodbridge;**
 - e) Mr. Tony D'Aversa, Woodbridge;**
 - f) Mr. Gilles Bisnaire, Woodbridge;**
- 3. Council enact the necessary By-law authorizing:**
 - a) The widening and reconstruction of Highway 7 (Y.R. 7) from Highway 27 (Y.R. 27) to Kipling Avenue, in the City of Vaughan, to a basic width up to 45.0 metres with additional widenings at cuts, fills, water course crossing and intersections, to provide a basic seven lane road from Highway 27 (Y.R. 27) to Plunkett's Creek, approximately**

400 metres west of Kipling Avenue, and a basic five lane road from Plunkett's Creek to Kipling Avenue, with left-turn and right-turn lanes at intersections;

- b) The adjustments to existing traffic control signals and associated illumination to accommodate the proposed revisions to the road layout at intersection;**
- c) The reconstruction and widening of the Highway 7 (Y.R. 7) bridge over Plunkett's Creek to provide for six lanes of traffic and pedestrian sidewalks along both sides of the structure;**
- d) The carrying out of all related works and undertakings in connection with the above; and**
- e) The acquisition of the necessary lands and interest in lands for the works described above.**

28
HEARING
WIDENING AND RECONSTRUCTION OF DUFFERIN STREET (Y.R. 53)
CITY OF VAUGHAN

Notice having been given, the Transportation and Works Committee held a Hearing under Section 300 of the *Municipal Act* relating to the proposed widening and reconstruction of Dufferin Street, Vaughan.

The Transportation and Works Committee recommends:

- 1. The presentation by Paul Jankowski, Director of Transportation Design & Construction Branch be received;**
- 2. The deputation and written submission by Mrs. Eluned MacMillan, Maple, be received;**
- 3. Council enact the necessary By-law authorizing:**
 - a) The widening and reconstruction of Dufferin Street (Y.R. 53) from Rutherford Road (Y.R. 73) to Major Mackenzie Drive West (Y.R. 25), in the City of Vaughan to a basic width of 36.0 metres with additional widenings at cuts, fills, water course crossing and intersections, to provide a basic four lane road and protect for a future six lane road with left-turn and right-turn lanes at intersections;**

- b) The adjustments to existing traffic control signals and associated illumination to accommodate the proposed revisions to the road layout at the intersection of Dufferin Street (Y.R. 53) and Rutherford Road (Y.R. 73) and the intersection of Dufferin Street (Y.R. 53) and Major Mackenzie Drive West (Y.R. 25);**
- c) The carrying out of all related works and undertakings in connection with the above; and**
- d) The acquisition of the necessary lands and interest in lands for the works described above.**

29

UPDATE – COMMITTEE PROCEEDINGS

The Transportation and Works Committee advises Council of the advises Council of the following matters having been considered by the Transportation and Works Committee with the following action:

DEPUTATIONS

1. Mr. Frank Piccin and Ms. Elizabeth A. Bottos, Woodbridge residents, made a deputation regarding traffic congestion at Islington and Kiloran Avenues in Vaughan and requested that traffic lights be installed at this intersection. Committee received the deputation and referred the matter to Staff for a report to the April 4, 2001 Transportation and Works Committee meeting and requested that, in the interim, a community meeting be held with the Ratepayers Association, residents, and York Region Staff to address this issue and that the deputants be advised accordingly.
2. Dorothy Zajac, Councillor, Township of King, February 19, 2001, made a deputation regarding the King City Sanitary Servicing Scheme and the recommendations made by Regional Council at its meeting of February 8, 2001. Committee received the deputation.

PRESENTATIONS

3. Kees Schipper, Commissioner of Transportation and Works provided a presentation on the department's 2001 Business Plan and Budget. The Transportation and Works Department directed that the Transportation and

Works 2001 Business Plan and Budget include a provision that the Region of York will actively pursue sustainable funding through its provincial and federal partners. Committee received the presentation by the Commissioner of Transportation and Works of the Transportation and Works 2001 Business Plan and Budget and referred the Transportation and Works budget, as amended, to the Finance and Administrative Committee for consideration of the 2001 Regional budget.

COMMUNICATIONS

4. B.P. Kuslikis, P.Eng., Plant Operations Manager, Works Department, Region of Durham, January 22, 2001, forwarding information material on the accreditation of York-Durham Regional Environmental Laboratory by the Standards Council of Canada on October 31, 2000. Received.
5. E. Gillian Watt, Township of King resident, February 20, 2001, expressing opposition to Regional Council's decision of February 8, 2001 regarding the King City Sanitary Sewage System. Received.
6. E. Gillian Watt, Township of King resident, February 20, 2001, forwarding concerns with respect to the proceedings of Regional Council at its meeting of February 8, 2001 regarding the issue of the King City Sanitary Sewer System. Received.
7. Margaret Coburn, Schomberg resident, February 20, 2001, expressing opposition to Regional Council's recommendation adopted at its meeting of February 8, 2001 regarding the connection of King Township to the York-Durham Sewage System. Received.
8. F. W. & S. M. Jessop, Schomberg residents, February 21, 2001, expressing concerns with respect to Regional Council's recommendation regarding the Township of King request to delay further design work on the sewer to King City. Received.
9. Dr. J. A. (Hamish) McGregor, February 15, 2001, expressing concerns regarding the process of connecting the York-Durham Sewage System to King City. Received.
10. Mario G. Racco, Chair, Spadina-York Subway Extension Committee, February 5, 2001, requesting confirmation of \$45,000. budget commitment to cover costs up to June 30, 2001 to the Spadina-York Subway Extension. Committee received the letter and referred it to the forthcoming joint meeting of the Spadina-York Subway Extension Committee and the Yonge Subway Task Force and to Staff for a subsequent report.

11. Mario G. Racco, Chair, Spadina-York Subway Extension Committee, February 21, 2001, advising that York University has confirmed a budget commitment of \$15,000. to the Spadina-York Subway Extension and requesting confirmation of \$45,000 from the Region of York. Committee received the letter and referred it to the forthcoming joint meeting of the Spadina-York Subway Extension Committee and the Yonge Subway Task Force and to Staff for a subsequent report.
12. J. Bruce Craig, President, King City Preserve the Village, February 26, 2001, expressing concern regarding Minute Number 41 adopted by Council of the Regional Municipality of York at its meeting held February 8, 2001 with respect to the King City Sanitary Sewage Servicing. Received.

PRIVATE SESSION

13. The Committee resolved into Private Session to discuss a property matter. The Committee rose from Private Session with no report.

The Transportation and Works Committee adjourned at 12:40 p.m.

Respectfully submitted,

**February 28, 2001
Newmarket, Ontario**

**Wm. F. Bell
Chair**

(The Transportation and Works Committee was adopted, without amendment, by Regional Council at its meeting on March 5, 2001.)