

THE REGIONAL MUNICIPALITY OF YORK

**REPORT NO. 5
OF THE REGIONAL
TRANSPORTATION AND WORKS COMMITTEE
MEETING HELD ON MAY 2, 2001**

**For Consideration by
The Council of The Regional Municipality of York
on May 10, 2001**

Chair: Mayor Wm. F. Bell, Chair

Members: Regional Councillor M. Di Biase
Regional Councillor D. Humeniuk
Mayor T. Jones
Regional Councillor G. Landon
Regional Councillor B. O'Donnell
Regional Councillor D. Wheeler
Chair B. Fisch (ex officio)

Also Present: Regional Councillor B. Hogg

Staff Present: D. Basso, P. Carlyle, S. Cartwright, J. Culshaw, N. Garbe,
L. Gonsalves, B. Harrison, P. Jankowski, D. Korolnek, P. May,
S. O'Melia, C. Philp, E. Stevenson, B. Tuckey, A. Wells, E. Wilson

The Transportation and Works Committee began its meeting at 9:10 a.m. on May 2, 2001.

**1
HEARING
INTERSECTION IMPROVEMENTS TO LLOYDTOWN/AURORA ROAD
TOWNSHIP OF KING**

Notice having been given, the Transportation and Works Committee held a Hearing under Section 300 of the *Municipal Act* relating to intersection improvements to Lloydtown/Aurora Road, Township of King.

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. Jeremy Poray, Township of King;**
 - b) M Rob Wilson, Township of King;**
 - c) Mr. A. J. Lewis, Kettleby resident; and;**
 - d) Mr. Robert Phillips, Kettleby resident;**
- 3. Council enact the necessary By-law authorizing:**
 - a) The reconstruction of intersections on Lloydtown/Aurora Road (Y.R. 16) at Weston Road (Y.R. 56), Jane Street (northerly intersection) (Y.R. 55), Jane Street (southerly intersection) (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) The 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; and**
 - d) The acquisition of the necessary lands and interest in lands for the works described above.**

2
HEARING
CLOSURE OF A PORTION OF BATHURST STREET
TOWN OF EAST GWILLIMBURY AND TOWNSHIP OF KING

Notice having been given, the Transportation and Works Committee held a Hearing under Section 300 of the *Municipal Act* relating to the proposed closure of a portion of Bathurst Street, Town of East Gwillimbury and Township of King.

The Transportation and Works Committee recommends:

- 1. Council enact the necessary By-law authorizing:**
 - a) The 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 further period of three years effective from the 1st day of May, 2001 to the 30th day of April, 2004.

3
LONG TERM WATER PROJECT
REDUCING MAXIMUM DAY WATER DEMAND

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, April 18, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The area municipalities that do not have outdoor water use restriction which are automatically effective during the period of June 1st to September 30th, be requested to enact and enforce the restrictions set out in their By-laws effective June 1st, 2001.
2. All area municipalities be requested to publicize to their water customers the details of their summer water use restrictions by whatever means appropriate.
3. Regional staff continue to promote Maximum Day Water Demand Reductions through public education and industrial/commercial/institutional audits under the umbrella of the Water for Tomorrow Program as outlined in this report.

2. PURPOSE

This report seeks the assistance of area municipalities in the reduction of summer water use in anticipation of the summer season. Details of Regional staff efforts to promote Maximum Day Water Demand Reductions is also presented.

3. BACKGROUND

York Region has the responsibility to provide treated water supply to its area municipalities. The municipalities distribute the water to the consumers through their distribution systems.

The largest demands on a water supply system occur during the summer when outdoor uses can increase significantly; particularly during dry spells. At present, each area municipality has its own By-law covering lawn watering restrictions. Early and consistent implementation of water use restrictions will help to delay or obviate the need for outdoor use bans later this summer.

Some aspects of the Region's ongoing Water for Tomorrow Program (i.e. advertising and education) address summer demand but primarily focuses on average day demand. Due to cost efficiency gains in the program, staff have been able to expand the scope of the program to provide more focus on Maximum Day Water Demand Reductions during the upcoming summer period. Authorization for this expanded scope was obtained at Regional Council on May 11, 2000 (Clause 2 of Report No. 5 of the Commissioner of Transportation and Works).

4. ANALYSIS AND OPTIONS

4.1 Summer Use Restrictions

Recognizing that peak usage in York Region often occurs in the early weeks of June, it is recommended as a first step that, where restrictions are not automatically in force during the summer, these restrictions be enacted as soon as possible. It is also considered necessary to adequately publicize the By-laws. It is hoped that if lawn watering restrictions are well publicized early in the season, mandatory outdoor use bans can be avoided later this summer.

As a long-term objective, discussions should continue in regard to harmonizing water use restrictions throughout the Region and conservation rates should also be considered for implementation at the area municipal level.

4.2 Maximum Day Reduction Public Education Program

The Water for Tomorrow Public Education component has been underway for nearly three years primarily focusing on reducing average day demand. Much of the excessive use of water in the summer is due to a lack of knowledge pertaining to amount of water needed for lawns and gardens. As such, the Maximum Day Reduction Public Education Program has been introduced. See *Attachment 1 "Water for Tomorrow Bulletin #5"* for additional information.

In order to make maximum use of the program budget, the approach emphasizes the development of program ambassadors and partners who carry the message into the community, not only for the duration of this project but for subsequent years as well. Ambassadors include garden centres, area municipalities, Seneca College (horticulture department) and the Kortright Centre.

4.2.1 Display Gardens

These efforts are supported by the development of a number of strategically placed xeriscape (water efficient) display gardens, targeted public education materials and

workshops as well as enhancements to initiatives undertaken through the Water for Tomorrow public education budget.

Display gardens are a key awareness and teaching resource over the long term and an essential component of the public workshops. Instead of one large “centrally” located garden, a number of smaller, strategically placed gardens are being developed. Their location will coincide with the delivery of public workshops.

Both the Kortright Centre and Seneca College (King Campus) are willing partners and are developing, with some financial assistance, on-site xeriscape gardens. These two sites meet the three key criteria as described above: significant public exposure, maintenance support and both organizations have agreed to deliver a number of public workshops in the spring, summer and fall.

In addition to these two gardens, it is anticipated that two garden centres will participate in a pilot program. Focusing on two garden centres during this pilot period will ensure integrated marketing of low water plants and landscaping on a scale that is both manageable and feasible. Garden Centres participating in this pilot are required to create and maintain, with minimal financial support from the Region, promotional low water garden displays in a high customer traffic location, ensure garden centre staff are trained and knowledgeable about low water gardening, stock water efficient plants, shrubs and trees, and assist customers with their selections.

4.2.2 Workshops for the Public

Since outdoor water use depends on behaviour, personal dialogue with householders is key to obtaining Maximum Day Water Reductions. The approach emphasizes the education of householders who are already interested in landscaping and gardening at either the point of purchase or at an advertised workshop. The provision of public education workshops on low-water-use landscaping is one of the criteria set out in the pilot program described above for the garden centres. In addition, Seneca College has agreed to include low water use landscaping in its ‘Summer Institute’ workshops for gardeners. The workshops are advertised through a brochure that is distributed widely across the Region and at the Canada Blooms Show. The Kortright Centre has also agreed to include this topic in its regular workshop schedule agreeing to dedicate approximately eight sessions to low-water use gardening and landscaping commencing June 9, 2001.

4.2.3 Workshops for the Trade

A one-day workshop on low-water-use landscaping has been developed to enhance the knowledge of the staff and workshop leaders from the chosen garden centres, and the Kortright Centre. In addition, the workshop will target all students from Seneca College’s horticulture program and their instructors. This interactive workshop will be delivered by a leading specialist in low-water gardening.

4.2.4 Public Displays and Landscape Audits

Summer students from Seneca College’s horticulture program will perform a number of functions in this program. They will staff public events such as the East Gwillimbury Green

Up Day and the Mill Pond Splash event and provide support at all public workshops. They will also set up the table-top display on a regular schedule at each of the display gardens offering advice and ideas to the public and ensure that the garden centres' point of purchase displays are full of brochures and accessible to the public.

The students will also be capable of providing a basic level landscape audit and this free service will be promoted through the retailers, the bill insert and advertising. A promotional flyer will clearly state the extent of the audit and the limited number of appointments available per week.

If required, the budget is available for students to conduct door-to-door visits in those municipalities with the highest maximum day ratios. They would distribute literature, demonstrate the use of water efficiency products and offer the free landscaping audit service. A simple and lightweight portable tabletop display will be developed for use at public events and workshops.

4.3 Industrial-Commercial-Institutional (ICI) Program

The objective of this activity is to encourage and achieve implementation of the identified water reduction measures before the summer of the year 2001.

In the area municipalities, there are a whole range of ICI facilities, varying in type and size, including offices, institutional and government buildings, sport complexes, shopping centres, industrial plants, hospitals, apartments and churches.

There are a number of areas of water use during the summer months in these ICI facilities which contribute to maximum day demand, and have the potential for water reduction.

These uses are:

- Outside irrigation systems that do not have a rain gauge to prevent watering during rain events.
- Space cooling, by an individual single pass units. Cooling towers with fresh water make up are generally efficient, but there may be some potential.
- There may also be other water uses in the summer months only, which could include summer wash down, water used in summer process cooling, outdoor pool make up, summer activity at outdoor pool / recreation centres.

The potential methods of water reduction are:

- For outside irrigation systems -prevention of watering during rain events using rain gauges linked to the irrigation control systems. There may be potential for reduction of leakage from pipework system, and improved efficiency of sprinkler heads.
- For single pass cooling – control of cooling flow, or conversion to air cooling. Large numbers of single pass units in close proximity could be considered for conversion to a closed loop system, but this requires significant capital expenditure.

- Changes in current water using practices can often result in water savings, while at the same time maintaining acceptable levels of service. User habit change and “buy in” to the water efficiency measures will be a key element of the projects.

4.3.1 Tasks to be Undertaken

The following activities are currently underway or scheduled to be completed during the summer of 2001.

4.3.1.1 Existing ICI Contacts

Obtain the customer lists supplied by the area municipalities on the “large” water users, which were given to the Water for Tomorrow I&I Audit consultant. Specific details, by each customer, of the contact attempts made, and the resulting outcome. The reason for this is twofold. Firstly to ensure that good customer relations are maintained, and secondly to identify any potential facilities for this new program.

4.3.1.2 Identify ICI Facilities

- Meet with finance/billing and operations staff in the nine area municipalities to identify customers with summer water use. Request monthly/quarterly billing records for at least twelve months to identify increased summer use.
- Complete historical water use screening to identify potential sites. Group by volume of use and type of facility.
- Involve local contractors for irrigation and cooling systems to identify facilities from their customer base. Drawing on the knowledge of local contractors early will also help implementation later.

4.3.1.3 Initial Customer Contact Letter and Appointment Booking

- Once the list of potential facilities has been identified, a letter to be sent to each client explaining the objectives of the program and the benefits to their facility of water savings.
- Call all facilities following the mailing of the letter from the Region, to explain the purpose and benefits to the facility and the Region. Make the booking for the audit.

4.3.1.4 Site Audits

- The scope of work is comprised of two main components, namely rain gauges for irrigation systems and single pass cooling. There may also be other summer water use measures identified during the audits. The approach at the facilities will therefore be to audit for all summer water uses at the majority of sites, which are likely to be medium to small ICI facilities.
- Manually read the billing meter and any sub meters on site. At some facilities, encourage maintenance staff to read the meter on a daily basis to encourage involvement and buy-in.
- Interview staff on site, and complete a walk through inspection to identify summer areas of water use (type, volume of use, hours of operation).

4.3.1.5 Data Analysis and Reporting

- For identified measures, calculate existing volume of water use, estimated water saving, and cost of measure.
- Focus on benefits of identified measures that will encourage implementation by the facility.
- Prepare a letter report for each facility outlining the results of the audit.
- Summary report prepared by staff.

4.3.1.6 Follow Up To Facility

- Return to each facility which received an audit to present their report. Encourage implementation of water reduction measures, at the facilities where they were identified.
- Provide coordination of installation work / support as necessary at some facilities.

4.4 Financial Analysis of Conservation Rate Structure

In order to review current and historical data the following basic information is being assembled:

- Tariffs - Information is being compiled on both Regional and area municipality water and wastewater tariffs. In the case of the area municipality tariffs this is useful in determining the conservation aspects of the current retail tariffs.
- Revenue Sources - Financial Information Reports (FIRs) for the Region and area municipalities are being summarized to determine the scope for adding additional water and sewer charges to the retail water and sewer rates (e.g. allocated overhead costs, water or sewer costs now recovered from the mill rate).
- Billing Data - The frequency of billings is being determined as well as other related billing information that might be needed to assess the possibility of adopting rate structures that require more frequent billings.
- Water Sales – Historical water sales at the wholesale level are readily available by billing period. Information is also being sought on retail sales by customer class and by billing cycle. It is not known what retail information is available, but the more detail, the more useful the interpretation will be.
- Wholesale Metering – Information on the frequency and location of wholesale meter readings will be summarized. The method of reading and capability of measuring peak demands will also be summarized.
- Current Supply – Data on current water supply capacity availability, including the limiting criteria in the contract with the City of Toronto will be summarized.

- Current Conservation Programs – The current conservation programs must be recognized as they will also have an impact on demands in the future and will affect the analysis.

It has been observed in other jurisdictions that tariff structure can influence demand. An increasing block rate charges a higher rate as consumption increases through predetermined blocks. A seasonal rate charges a higher per unit price during periods of the year when demand is at its highest. An allocation or excess-use rate charges a higher rate for any amount used in excess of a predetermined water allocation. The various tariff options will be reviewed for both the retail and wholesale levels. This will include a description of the tariff format, a discussion of the objectives of each format and commentary on how the tariff is likely to impact on water consumption. Where available, examples of the application of the formats will be provided. The tariff options will be screened to identify a short list of options that are likely to be useful in York Region in reducing maximum day demand.

An analysis based on the price elasticity of water demand will be completed. Some water users are more price sensitive than others. It is generally accepted that indoor uses have less sensitivity (low elasticity) to increases in water than outdoor uses. The sensitivity of outdoor demand to price increases (high elasticity), even if the increase is only temporary, is a key consideration in the development of a conservation rate. The analysis will be based on modelling of demand using values for price elasticities that are based on literature data and work that we have already completed on municipal water demand in Ontario. A wide range of elasticities are cited in the literature. The most likely levels for York will be identified. Examples of actual experiences with conservation style tariffs will also be summarized.

The likely impacts on consumption of the short list of tariff options will be assessed. Both a stand-alone Regional conservation tariff and a Regional conservation tariff combined with a corresponding retail conservation tariff will be discussed. The billing requirements, administrative capabilities and practicality of each option will be considered. The scope for transferring other revenue sources (e.g. allocated overhead costs, water or sewer costs now recovered from the mill rate) to the water/wastewater bill will also be commented on. The approach must maintain revenues while reducing maximum day demands. An approach will be recommended to maintain revenue neutrality while minimizing the risk of deficits. If the rate is increased and the demand does not decrease, the utility will be provided with a revenue windfall. If the rate is increased and the demand decrease more than expected, the utility can realize a revenue loss. Both scenarios are unwelcome.

Possible impacts on future average and maximum day demand will be estimated based on current water demand projections and the information generated on the impact of price on water usage. This will be assessed in conjunction with current capital plans and water supply agreements to determine the likely impact on these factors. Of interest are the magnitude of cost savings on the capital program resulting from the maximum day reductions and the availability of water under the terms of the agreement with the City of Toronto.

A future report providing the findings and recommendation resulting of this study will be presented to the Transportation and Works Committee.

5. FINANCIAL IMPLICATIONS

Due to the cost efficiencies identified in the "Water for Tomorrow" program, this report has no financial implications.

6. LOCAL MUNICIPAL IMPACT

Successful implementation of the Maximum Day Water Reduction Programs under the umbrella of the "Water for Tomorrow" program and early implementation of water use restrictions will help to delay or obviate the need of outdoor use bans later in the summer.

7. CONCLUSION

Reduction of maximum day water demands has many potential benefits for York Region in the deferral of costly capital expenditures, avoidance of potential financial penalties applicable under the current water supply agreement with the City of Toronto and demonstration of responsible resource use to the public, non-government agencies and approval authorities.

All area municipalities are requested to implement their summer water-use restrictions by June 1, 2001. Discussions should continue with area municipal staff with a view of harmonizing water use By-laws across the Region and potentially implementing conservation rate structures.

The Maximum Day Water Reduction activities as outlined in this report should continue to be supported by Regional and Area Municipality Staff.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the May 2, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

4
**ANSNORVELDT WATER SUPPLY
REMEDATION AND ACQUISITION OF LAND**

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, April 24, 2001, from the Commissioner of Transportation and Works and the Commissioner of Corporate and Legal Services:

1. RECOMMENDATIONS

It is recommended that:

1. The Region of York assume ownership of the Ansnorveldt Water Supply works from the Ansnorveldt Water Supply Company.

2. The cost of remediation of the Ansnorveldt Water Supply, to the minimum requirements of the Ontario Drinking Water Protection Regulation, estimated at \$170,000 be charged to the Township of King in order that the costs of the remediation can be recovered from the benefiting residents of the Ansnorveldt community.
3. Council authorize the acquisition of the necessary lands and interest in lands for the works described above.
4. The costs of the land acquisition be charged to the Township of King in order that the costs can be recovered from the benefiting residents of the Ansnorveldt community.
5. A Public Information Centre, hosted jointly by the Region and the Township, be arranged with the Ansnorveldt community members to apprise them of the proposed change in ownership and financial implications.
6. A copy of this report be sent by the Regional Clerk to the Township of King.

2. PURPOSE

On October 23, 2000, the Province of Ontario issued an Order under the Ontario Water Resources Regulation which required the Region of York to assume operation and control of the Ansnorveldt Water Supply, ensure compliance of the system with the Drinking Water Protection Regulation and obtain all necessary permits and approvals. This report seeks Council authority to assume ownership of the water supply works, authority to acquire the necessary interests in lands upon which the supply works are located and to recover the costs of remediation and land acquisition from the benefiting residents, through charging the Township of King.

3. BACKGROUND

The Ansnorveldt community consists of approximately fifty homes, a church, library and a school. It is located near Dufferin Street, north of Highway 9 in the Township of King. The water supply, constructed approximately forty years ago, has been operated by an unincorporated association of the owners of the serviced properties known as the Ansnorveldt Water Supply Company. The supply works, consisting of a wellhouse, in-ground reservoir and two drilled wells, are located on two privately owned lots. Portions of the supply works are located on easements held in trust for the benefit of the Ansnorveldt Water Supply Company.

In early 2000, Region staff were approached by the solicitor of the Ansnorveldt Water Supply Company to assume ownership of the water supply. At its meeting of June 22, 2000, Regional Council authorized the completion of a "Due Diligence Review" of the water supply works in order to assess the condition of the works prior to making a recommendation on ownership (Clause 5 of Report No. 6 of the Commissioner of Transportation and Works and the Commissioner of Corporate and Legal Services).

Treated water samples were taken at points in the system and analyzed during the course of the Due Diligence Review. The Associate Medical Officer of Health issued a 'precautionary boil water advisory' on September 15, 2000 after testing of the water supply revealed inadequate chlorine residual in the water distribution system. (Concurrent bacteriological analysis of the water supply did not reveal the presence of indicators of contamination.). Follow up bacteriological samples, however, did reveal the presence of total coliform bacteria, an indicator of contamination. This resulted in an 'official boil water advisory' being issued by the Associate Medical Officer of Health on September 28, 2000. The system owners were unable to rectify the deficiencies. As a result, a Minister's Order was issued October 23, 2000 to the Region of York and King Township to: assume operation and control of the privately owned supply works and distribution system; rectify deficiencies; prepare an Engineer's Report (per the Ontario Drinking Water Protection Regulation) and obtain all necessary permits and approvals.

The Region and the Township responded jointly to the Minister's Order, indicating that both municipalities would comply with the principles of the Order, but requested an amendment to give sufficient time to prepare the required Engineer's Report and to apply for the necessary permits. The amendment was subsequently, granted.

The Engineer's Report was submitted in accordance with the amended Order on January 31, 2001 and the permit applications were submitted February 28, 2001. A complete assessment of the works was conducted, on the Region's behalf, by R.J. Burnside and Associates Limited (R.J. Burnside) and a report summarizing the results of the assessment was submitted to the Region March 30, 2001. Approximately \$90,000 has been spent to date to comply with the Ministry Order. This amount includes emergency works that were required immediately to install water sampling points and chemical feed equipment.

This report will summarize the findings of the consultant for further required remediation and make recommendations for future ownership and operation of the works.

4. ANALYSIS AND OPTIONS

The Township and Region both engaged R.J. Burnside to assess the condition of the water supply system and make recommendations concerning remediation. The Township was required to assess the distribution system and the Region was required to assess the supply works.

4.1 The Township Has Indicated Intent to Replace the Distribution System and Assume Ownership

The Township of King's investigation indicates that the existing distribution system should be replaced, at a cost of approximately \$250,000 and has applied for financial assistance from the Province under the Ontario Small Town Assistance Rural Development Program (OSTAR). In order to be eligible for funding it will be necessary for the Township to assume the ownership of the distribution system. Once the replacement is complete, the Township will likely own, and operate, the distribution system. The new distribution system,

as currently contemplated, will be designed to provide a level of service equal to what now exists, therefore no fire protection will be included.

4.2 The Region Should Similarly Assume Ownership of the Supply Works

The report by R.J. Burnside identified remedial works requirements for water supply totalling \$170,000 in order to meet the minimum level of service stipulated in the Ontario Drinking Water Protection Regulation. In keeping with the Township's intent to provide a level of service equivalent to what presently exists, this expenditure does not include the provision of fire flows. Of this \$170,000, approximately \$90,000 has already been spent to meet the requirements of the Minister's Order. The remaining work must be completed in order to meet the requirements of the Ontario Drinking Water Protection Regulation and the Region has no option other than to complete the work.

The supply works, prior to the issuance of the Minister's Order, were operated by the Ansnorveldt Water Supply Company. The supply works are located on a combination of privately owned lands and easements held in trust for the benefit of the Ansnorveldt Water Supply Company. The Region could continue to operate the system on behalf of the residents under the authority of the Minister's Order or the Region could seek to assume ownership of the supply works and acquire the necessary interest in the property upon which the supply works are located. The Township has indicated its intent to own the distribution system. The Region presently owns all other supply works that it operates. This allows the Region to have complete control and free access to the water works. Presently access to the supply works is through one of the property owners' driveway. This has resulted in damage to the driveway and complaints from the owners. Therefore, it is recommended that the Region proceed with acquisition of the necessary interests in the property on which the supply works are located.

Since the wells and wellhouse are located centrally within the two affected properties, there will have to be further negotiations with the land owners with respect to the acquisition of the wellhouse site, easements to the wells and an easement from Dufferin Street to the site for access purposes.

5. FINANCIAL IMPLICATIONS

It is recommended that the cost of remedial works and land acquisition be recovered from the benefiting owners for the following reasons:

- The lots, developed under private services, did not contribute to the capital cost of Regional water service through a water related development charge.
- There are, potentially, a number of communal water systems now subject to the Drinking Water Protection Regulation. These systems could require substantial expenditure to meet current requirements. If the Region covers the cost of remediation and land acquisition for Ansnorveldt, a precedent could be set that would encourage communal system owners to have their responsibilities relieved through the issue of an

MOE Order. The cumulative effect on existing municipal resources could be substantial.

Under the s. 50(2) of the Regional Municipalities Act, the Region has the authority to recover the capital costs of assuming a waterworks system from the area municipality. The area municipality has the ability to recover the amount payable to the Region through the imposition of a water works rate pursuant to s. 221 of the Municipal Act.

On-going operating costs would be recovered through the uniform Regional water rate. Therefore, there will be not significant financial impact to the Region in proceeding with the remediation and acquisition of the water supply.

Formal appraisals have not been completed of the two properties on which the Ansnorveldt Water Supply Works are located. It is unknown what the cost of the land acquisition would be. There are residences located on both affected properties.

6. LOCAL MUNICIPAL IMPACT

Remediation and acquisition of the Ansnorveldt Water Supply will have a financial impact on King Township. The municipality does, however, have the ability to recover costs from benefiting users through the imposition of a water works rate pursuant to s. 221 of the Municipal Act.

7. CONCLUSION

In order to comply with the Drinking Water Protection Regulation and the Minister's Order, it will be necessary to complete remedial works for the Ansnorveldt Water Supply totalling \$170,000. This expenditure and the cost of the land acquisition should be recovered from the residents through the Township of King to be equitable to existing ratepayers.

Since King Township intends to replace the existing distribution system and own it and since the Region owns all other supply works that it operates, the Region should assume ownership of the water supply works and acquire the necessary interests in the lands upon which the water supply works are located.

5
PERMIT TO TAKE WATER #93-P-3078
GROUNDWATER INTERFERENCE WESTVIEW GOLF CLUB
AURORA

The Transportation and Works Committee recommends the adoption of the recommendation contained in the following report, April 18, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. Based on the results of a water audit of the Westview Golf Course facility by the Region's consultant, the Region share 50% of the cost of installing new water efficient sprinkler heads and rain gauges, for a total expenditure of \$8,000, to be funded from the 2001 Operating Budget for private water supply remediation.

2. PURPOSE

This report has been prepared to advise Committee and Council of a groundwater interference complaint relating to a private well at the Westview Golf Course facility, subsequent action taken by Regional staff and the recommended course of action. The report summarizes investigations undertaken by a Regional consultant and the recommendations of that report.

3. BACKGROUND

By letter on April 13, 2000, the Ministry of the Environment (MOE) informed the Region that well interference caused in part by York Region's municipal water takings had been experienced. The claim was substantiated by a Provincial Officer with the Ministry as being mainly due to municipal water taking. The interference was affecting a private well at the Westview Golf Course facility in Aurora (*Attachment 1*). The MOE requested, from the Region, a plan to address the situation. In response to the MOE's request, the Region contracted Atlantic Utility Services to complete a comprehensive water audit of the Westview facility. The purpose of the audit was to review the current water demand to maintain the golf course and to identify opportunities in which water could be conserved in the operation.

4. ANALYSIS AND OPTIONS

The normal course of action to rectify well interference is lowering of the pump, drilling a new well or connection to a municipal supply. However, none of these options were available for Westview Golf Club. The pump could not be lowered within the existing well and the local aquifer conditions were such that drilling a new well would not improve the supply. Connection to the municipal system was not practical, a distance of more than 5 km. It was therefore decided to conduct a water audit, similar to those conducted under the Water for Tomorrow Program, to identify potential water savings strategies for the golf course facilities. The cost of the audit was covered under the Water for Tomorrow budget.

The purpose of the water audit of Westview Golf Course was to assess the potential for water use reduction, which at the same time would not compromise the quality of irrigated grassed areas on the course. The field work was conducted during July and August, 2000 with the final report submitted by the consultant on November 3, 2000.

The objectives of the water audit was to facilitate improved decision making on water efficiency measures by:

- Providing a clear understanding of the areas of water use.
- Establishing the potential areas for water efficiency, along with the associated costs and benefits.
- Making recommendations for implementation.

Before any actual field monitoring was completed, it was necessary to understand the way in which the golf course irrigation system operates. This was achieved by obtaining plans of the irrigation system network and by speaking directly to the operators of the golf course.

The water supply system for irrigation consists of a pump that delivers water from the well into a storage pond. A float in the pond controls this pump. A smaller well pump also takes water from the well for use in the clubhouse and workshop and any excess water from this pump is supplied to the pond. Westview is a twenty-seven hole recreational golf course. Four central control stations service the irrigation system. Three are allocated for the fairways, and one central control station for the tees and greens. Each of the fairway central controllers manage a number of satellite controllers, which in turn control eleven sprinkler sites each. The central control for the tees and greens manage six satellite control stations, which also maintain approximately eleven sprinkler heads. Equipment to monitor the water flows and pressures from July 18, 2000 to August 19, 2000 was installed and the data recorded in electronic form for analysis.

The data was collected and a visual inspection by the consultants revealed a number of options that would reduce the water consumption of the irrigation system including:

1. Rain Gauge Installation - Providing the assurance that water is not wasted during a rain event.
2. Sprinkler Head Replacement - Replacing the oversized heads with efficient smaller heads which are just as effective would provide a minimum of 5% savings over the irrigation season.
3. Central Control System Installation - Replacing the existing hydraulic control with a computerized central control assures accurate timing and cycling of the irrigation system.
4. pH Adjustment and Maintenance -An increase in the acidity of the irrigation water increases nutrient absorption resulting in a visually healthier turf with less demand on the irrigation system.
5. Re-lay Entire Irrigation Network - An extremely costly option which would include new pipes, pumps, controllers, rain gauges and sprinkler heads.

In rating the five options from a benefit to cost relationship, the consultants concluded that Option #1 and #2 provided the most benefit for the least cost. To install four rain gauges

and to replace sixty-one sprinkler heads would cost approximately \$16,000 while saving approximately 4,000 cubic meters of water per irrigation season.

5. FINANCIAL IMPLICATIONS

It has been the Region's past practice to pay for a portion of the cost of remediation where private well interference is substantiated by the Ministry of Environment. Adequate funding exists within the 2001 Operating Budget for Regional water supply to provide a 50% share of the costs of implementing Options #1 and #2. The maximum financial impact to the Region would be \$8,000.

6. LOCAL MUNICIPAL IMPACT

There is no municipal impact.

7. CONCLUSION

The Westview Golf Course is in the vicinity of the Vandorf community, an area identified in 1999 as having declining groundwater levels effecting private wells. As such, a program was approved by Regional Council providing financial assistance to homeowners that have been effected in this community. The Region has, in the past, remediated or compensated landowners where the Ministry has determined that the interference with the water supply is due to the conduct of the Region. The Region is obligated, under the Ontario Water Resources Act, to remedy water supplies that are detrimentally effected as a consequence of municipal well production.

Any funding provided by the Region for the implementation of Options #1 and #2 at the Westview Golf Course would be contingent on the Region obtaining a Full and Final Release from the Westview Golf Course, releasing the Region from any further claims arising from groundwater interference with the water supply.

A 50% cost sharing is appropriate since the implementation of Options #1 and #2 at the Westview Golf Course will assist in the reduction of irrigation water demand while providing other benefits to golf course.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the May 2, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

6
WATER AND SANITARY SERVICE CONNECTIONS
SHIPLAKE INVESTMENTS RUTHERFORD LTD.
VAUGHAN

The Transportation and Works Committee recommends the adoption of the recommendation contained in the following report, April 18, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. Council approve the installation of one water and one sanitary sewer service connection from services owned and operated by the Town of Richmond Hill to the proposed Shiplake Investments Rutherford Ltd. commercial development on the south-west corner of Bathurst Street and Rutherford Road in the City of Vaughan subject to the connection receiving any necessary approvals from the Councils of the City of Vaughan and the Town of Richmond Hill.

2. PURPOSE

The purpose of this report is to obtain Council authorization to permit cross-jurisdictional water supply and sanitary service connections between the Town of Richmond Hill and the City of Vaughan to permit development of the south-westerly corner of Bathurst Street and Rutherford Road in the City of Vaughan (*see Attachment 1*).

3. BACKGROUND

Shiplake Investments Rutherford Ltd. (SIRL) is proposing to construct a commercial development on the south-west corner of Bathurst Street and Rutherford Road in the City of Vaughan. The Town of Richmond Hill has approached the Water and Wastewater Branch to request permission for the City of Vaughan to service the proposed development by connecting to Town of Richmond Hill water and sanitary sewer mains. Section 54 of the Regional Municipalities Act requires Regional Council's approval of any agreement through which a municipality supplies water beyond its boundary.

4. ANALYSIS AND OPTIONS

There are several precedents for the provision of water supply from an adjacent municipality. For example, on Bathurst Street to the south of the subject lands, two institutional sites in Vaughan rely on water and sanitary servicing from the Town of Richmond Hill. The City of Vaughan, the Town of Richmond Hill and the property owner will enter into an agreement for the construction and operation of the connections.

The developer will install and the City of Vaughan will assume and operate the service connection from the transmission main to the westerly limit of the Bathurst Street road allowance. The developer will construct a water meter chamber on the easterly boulevard of Bathurst Street to measure domestic flows only (fire flows will not be measured), and will purchase the meter from the Town of Richmond Hill. The Town of Richmond Hill will read the meter and invoice the City for water and sewage use at Richmond Hill rates. Vaughan will invoice SIRL to recover invoiced water and sewage costs from Richmond Hill plus administrative fees.

Because the connections currently contemplated are both to mains owned and operated by the Town of Richmond Hill, and because the invoicing arrangements do not affect the Region's invoicing of the area municipalities, it is not necessary for the Region to be a party to the agreement.

5. FINANCIAL IMPLICATIONS

All costs associated with the installation of the service connection will be borne by SIRL. Direct financial costs for municipal inspection and operations activities will be recovered through site plan approval and user fees. The connection will permit the commercial development of the site with a resultant increase in the City's tax base.

6. LOCAL MUNICIPAL IMPACT

The connection will enable the City of Vaughan to proceed with commercial development at an arterial intersection in advance of City servicing of the larger Urban Block. The commercial establishments will serve the population of Richmond Hill, making this an example of two of the Region's area municipalities working co-operatively to the benefit of both.

7. CONCLUSION

Shiplake Investments Rutherford Ltd. wishes to construct a commercial development on the south-west corner of Bathurst Street and Rutherford Road in the City of Vaughan. Municipal water and sanitary sewer services are not available from the City, but mains owned and operated by the Town of Richmond Hill are readily accessible on the easterly side of Bathurst Street. The Town of Richmond Hill is willing to permit the connection of the site to its mains provided Regional Council approves the connection as required under the Regional Municipalities Act.

It is recommended that Council approve the servicing of the Shiplake Investments Rutherford Ltd. property to proceed as outlined in this report, subject to the connection receiving any necessary approvals from the Councils of the City of Vaughan and the Town of Richmond Hill.

(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.)

7

GREENING OF YORK STRATEGY ADOPTION AND IMPLEMENTATION

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

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council adopt the Greening of York Strategy as attached to this report.
2. That the Provincial Ministries of Natural Resources and Environment be formally circulated the Greening Strategy and requested to support and identify ways they can partner in achieving the objectives of the Strategy.

2. PURPOSE

The purpose of this report is to:

- Present the results of circulation of the draft Greening of the York Strategy to interested stakeholders and area municipalities.
- Present the recommended changes to the draft Strategy in light of stakeholder comments.
- Recommend adoption of the Greening of York Strategy.
- Provide an action plan for implementation over a two-year time frame.

Further, the report updates Committee and Council of implementation activities that have been initiated since the September 2000 report.

3. BACKGROUND

The Greening of York Strategy is intended to provide a context for Regional decision making that affects the natural environment. The draft Strategy identified opportunities for turning the policy framework contained in the Regional Plan relating to forests, greenlands and other natural heritage features into action items. Development of the Strategy and the achievement of the identified objectives involves a number of Regional Department including Transportation and Works, Planning and Development Services, Health Services Corporate and Legal Services and Finance.

Regional Council, at its meeting of September 13, 2000 adopted Clause 1 of Report No. 9 of the Transportation and Works Committee, identified a course of action to follow to obtain input from various stakeholders on the Greening Strategy. At that time, Council was advised that a further update report would be brought forward in the spring of 2001 to discuss the results of the comments, review progress on the action items and make recommendations for the finalization of the initiative. This report responds to that direction.

The draft Greening Strategy proposed a series of actions items to “green” Regional decision making. These are:

- **Information Availability** - The Region will take a lead role with its partners to develop a Greenland/ Natural Heritage Geographic Information System (GIS).
- **Naturalization Opportunities** - Region will assist partners with the development of naturalization projects that provide opportunities for community and corporate involvement. Work will involve planting and restoration programs using native seed sources.
- **Acquisition of Priority Properties** – The Region of York will take the lead co-ordination role in the securement of priority properties and will participate proactively with the Nature Conservancy of Canada (NCC) and other agencies to fulfil the Regional Greenlands Securement Strategy – A Legacy for our Future.
- **Community Education & Promotional Campaign** – Develop, co-ordinate, implement and partner on promotional/ educational initiatives that will raise the awareness of the natural environment.
- **Regional Operations** – The Region of York will lead by example in reviewing how it deals with both operational and planning issues affecting the natural environment.
- **Role of Federal/ Provincial Government Legislation** - The Federal and Provincial governments are encouraged to take a stronger role in enhancing our natural environment.
- **Urban Forest** plays a significant role in providing environmental benefits such as oxygen production, carbon dioxide sequestering, aesthetics, shade and as an addition to the overall quality of life. The initiative includes streetscaping, a best practices handbook and working with the development industry.
- **Corporate Green Partnerships** – The Region will pursue opportunities to develop corporate partnerships for green issues.
- **Monitoring Results** - Regional Council and participants will be informed on an annual basis of the development and implementation of this Strategy. An annual report will be prepared outlining the action items that have been completed and those that require further work.

4. ANALYSIS AND OPTIONS

Following the Regional Council meeting of September 13, 2000, Regional staff circulated the draft Greening Strategy to area municipalities, agencies and other stakeholders in York Region and requested comments by the end of 2000. This date was subsequently extended to the end of January, given the municipal elections and the new Council meeting schedules.

Comments have been received from five of the area municipalities (the Towns of Markham, Newmarket, East Gwillimbury, Georgina and the City of Vaughan) and the Ministry of Natural Resources and the Lake Simcoe Region Conservation Authority. Meetings to present the strategy have been held with the Town of East Gwillimbury and the Town of Georgina and several more are scheduled with area municipalities over the next several weeks. Regional staff has also met with representatives of the Urban Development Institute

4.1 Summary of Stakeholder Comments

Comments received from both public and private stakeholders indicated support for the Greening Strategy. The local Councils of the Town of Markham, Georgina, East Gwillimbury and Newmarket have provided Council resolutions endorsing the draft Strategy. No changes to the Strategy were suggested by area municipalities. Environmental groups such as York Land Stewardship, Richmond Hill Naturalists, and the Save Lake Simcoe Naturalists all showed enthusiastic support of the Greening Strategy and a willingness to work with the Region on this endeavour.

The Urban Development Institute (UDI) representatives met with Regional staff and offered support and a willingness to work with the Region on the strategy and actions items. This discussion highlighted the need to better recognize the ROP policies in the strategy and include more focus on opportunities to partner with the development industry.

Comments received from the Ministry of Natural Resources (MNR), indicated support for the initiative, but requested that the MNR be mentioned for the work it undertakes and requested several changes to the draft strategy dealing with protection for their on-going research plots within Regional Forest tracts. This request will be accommodated and does not require changes to the draft Strategy.

4.2 Significant Milestones and On-going Action Items

The Region of York is a leading innovator in many areas relating to the natural environment. The Action items in the Greening Strategy (identified in Section 3) present an aggressive and collaborative approach to “greening” decision making in the Region and include both established programs that are either being enhanced or increased by the Region and our partners, and new initiatives. A detailed list of action items, their status and responsibility is appended, labelled as *Attachment 1*. As well, since the draft Strategy was released for comment, a number of important milestones have been achieved for initiatives that are referenced in the Strategy, as follows.

Greenlands Property Securement Strategy- A Legacy for Our Future – Regional Council at its meeting of April 12, 2001 adopted this ambitious program for Greenlands securement and endorsed the addition of \$1 million from the 2000 capital reserves to be used for these programs. As part of the Greenlands Securement Strategy it has been recognised that there is a need to monitor the ongoing effectiveness of the Regional greening action areas. To ensure this is undertaken, staff will provide Committee and Council with an annual update or report card on the implementation of the Greening Strategy and identify

successes and further opportunities in the upcoming year. Interim reports may be warranted due to funding or policy implications.

Property Acquisition – Regional Council, at its meeting of January 18, 2001, endorsed the acquisition of 19 hectares of the Jefferson Forest ANSI in the Town of Richmond Hill as a joint purchase by the Region, TRCA and the Town of Richmond Hill. It is anticipated that these lands (strategically located on the north side of Stouffville Road east of the new Bayview Avenue) will provide an anchor for further public sector securement in the headwaters of the Rouge River and will become part of the Regional Forest. The purchase of the Baker Sugarbush in 2000 was accomplished with municipal, conservation authorities and other partners. A location map is appended labelled as *Attachment 2*.

Predictive Vegetation Model – The Region of York is working with the University of Toronto to develop the first modelling program to assist in decision making related to the future of what forest and un-forested lands might produce if planted or left to regenerate on their own. Based on historical records, land-sat imagery, aerial photos and ground plots, the Region will be able to determine, with statistical accuracy, what type of forest will be produced.

Partnership with the Nature Conservancy of Canada (NCC) – Regional staff and NCC have been working for sometime towards a partnership which would see the very specific skills and network of the NCC paired with the Region's ability to manage and protect property for the future. The agreement, the first of its kind between the NCC and a municipal partner, is subject to another report on this agenda.

York Region Forest and Forest Education Program - The York Regional Forest has a long history of strong, sound forest management. With the assistance from the Ministry of Natural Resources, the York Regional Forest is a showcase for forest education. The York Forest is also the first publicly owned forest to be certified in Canada under the Forest Stewardship Council (FSC). Currently a program is being developed to deal with the growing demand for outdoor experiences close to home. Forest education will be the theme and will cater to those groups not being serviced by current programs being offered by the Board of Education, nor the Conservation Authorities.

Regional Tree By-law – Regional Council adopted the original Tree By-law in 1991. The Region has now had experience administering the by-law, which has resulted in a better understanding of its strengths and weaknesses. The by-law is actively enforced and the Region has obtained some of the most significant legal outcomes granted under the provisions of the *Forestry Act* (formerly the *Trees Act*), including sizeable fines and a replanting order. Awareness of these successful prosecutions has had a deterrent affect on the cutting of trees on properties that have not entered into the planning process.

Partnerships with the Conservation Authorities – The Region of York has been an active partner for several years in the Lake Simcoe Region Conservation Authority (LSRCA) program -A Natural Partnership. In the budget year 2001, increased funding to the Conservation Authorities (LSRCA & TRCA) will assist in providing increased tree planting.

This planting will take place within the York Regional Greenland System. Approximately 160,000 trees will be planted as part of this increase.

Information Availability – The Geomatics Division is currently working with the Ministry of Natural Resources, Conservation Authorities and local municipalities in the development and implementation of data sharing agreements. These agreements will assist the Greening Strategy in providing free flowing natural environmental data from the Province to the private sector and vice-versa. In addition, the Geomatics Division is currently developing a GIS map and a prototype will be displayed to Transportation and Works Committee at the May 2 meeting.

Regional Streetscaping- In 2000, Regional Council approved a streetscaping policy for all regional capital projects. This initiative will see tree planting and other amenities on all regional road projects in the urban areas.

Additional deliverables within the Greening Strategy include:

- New educational materials including brochures on tax incentive programs for landowners and naturalization.
- Development of a best practices handbook.
- A review of Regional operational issues affecting the natural environment including the use of road salt for winter roads maintenance.

The Greening Strategy will be an umbrella for Regional initiatives including, land use approvals, operations, property securement, the Regional Tree Bylaw and the Regional Streetscape Policy. This common Strategy will ensure that these action areas are rationalized to support each other and the policies of the Regional Official Plan.

4.3 Greening of York Region Strategy

To articulate the Region's intentions with respect to the Greening Strategy, the draft brochure has been revised with an updated status of on-going programs, a clarification of language and an updating of the timing of action plan components in accordance with staffing and budget considerations and stakeholder opportunities. It is further recommended that once printed, the Strategy, in the brochure form (sample brochure labelled as *Attachment 3*) be distributed Region-wide and formally circulated to the Provincial Ministries of Natural Resources and Environment for their support and identification of their intended contribution to achieving the objectives of the Strategy.

5. FINANCIAL IMPLICATIONS

Funding for the Greening Strategy has been allocated within the 2001 Business Plan and Budget process as shown in Table 1 following.

Table 1
2001 - Allocated Funding

Greening Item	Location in 2001 Budget	Allocated amount
Regional Streetscape funding	Transportation and Works	\$2,500,000
Operational Tree Planting, Regional Roads	Transportation and Works	\$ 155,000
York Region Greening	Transportation and Works	\$ 100,000
Securement Program	Transportation and Works	\$1,500,000
Total		\$4,255,000

4. LOCAL MUNICIPAL IMPACT

The Greening Strategy is primarily a Regional initiative however, partnership opportunities exist with area municipalities, Provincial and Federal agencies and non-government organisations to achieve the greening objectives and action items. Establishment of partnerships is critical to maximise achievements of long term greening goals. In this regard Regional staff will continue discussion with area municipalities and others to partner in areas of joint interest.

5. CONCLUSION

Comments from stakeholder groups and individuals have been positive. Several minor revisions have been made to the Strategy brochure to update action items and timing and clarify wording.

It is recommended that Regional Council adopt the Greening of York Strategy as an umbrella for Regional initiatives including, land use approvals, operations, property securement, the Regional Tree Bylaw and the Regional Streetscape Policy. This common Strategy will ensure that these action areas are rationalized and support each other and the policies of the Regional Official Plan. It is further recommended that the Strategy be circulated throughout the Region and to the Provincial Ministries of Natural Resources and Environment for their support.

(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.)

(Regional Councillor Frustaglio declared an interest in the foregoing Clause due to the fact that her property abuts Langstaff Road and did not take part in the consideration or discussion of, or vote on, this item at the Regional Council meeting on May 10, 2001.)

8
WIDENING AND RECONSTRUCTION - LANGSTAFF ROAD
WESTON ROAD TO ISLINGTON AVENUE
PROJECT 9726 - VAUGHAN

The Transportation and Works Committee recommends:

- 1. the presentation by Paul Jankowski, Director of Transportation Design & Construction Branch be received;**
- 2. the following communications be received:**
 - a) Barbara G. Cole, Woodbridge resident, April 30, 2001; and**
 - b) L. C. Angelantoni, representing Wycliffe Ratepayers Association, April 30, 2001;**
- 3. the following deputations and/or written submissions be received:**
 - a) Mrs. Franca Stirpe, Woodbridge resident and written submission;**
 - b) Mr. Andy Sampogna, representing the Islington Woods Community Association, Woodbridge;**
 - c) Councillor Gino Rosati, Ward 2, City of Vaughan;**
 - d) Mr. L. C. Angelatoni, representing the Wycliffe Ratepayers Association;**
 - e) Ms. Sonia Liscio, Woodbridge resident;**
 - f) Councillor Bernie Di Vona, Ward 3, City of Vaughan; and**
 - g) Mrs. Nadia Magarelli, President, Weston Downs Ratepayers Association, Woodbridge;**
- 4. the recommendations contained in the following report, March 21, 2001, from the Commissioner of Transportation and Works be adopted, subject to the addition of Recommendation 3 as follows:**
 - "3. Staff be directed to proceed with the preparation of one contract, to be tendered in 2002, for the widening and re-construction of Langstaff Road, subject to the work being constructed in the following stages:**

Stage 1:
The widening and re-construction of Langstaff Road from Islington Avenue to Pine Valley Drive, and site preparation work between Pine Valley Drive and Weston Road, to proceed first; and,

**Stage 2:
The widening and re-construction of Langstaff Road from Pine Valley Drive to Weston Road, to commence after Stage 1 and after the widening and re-construction of Rutherford Road between Highway 27 and Weston Road."**

1. RECOMMENDATION

It is recommended that:

1. Council endorse the solution recommended in the Environmental Study Report for a five-lane urban section and direct staff to complete and file an Environmental Study Report addendum to reflect the recent public consultation and to address the issues raised in the bump-up requests for Langstaff Road.
2. Staff be directed to review the potential for advancing the programming of the widening of Major Mackenzie Drive between Highway 27 and Weston Road as part of the preparation of the 2002 budget and business plan.

2. PURPOSE

The purpose of this report is to update Committee and Council on activities undertaken by Regional staff regarding the Langstaff Road project since the filing of the Environmental Study Report (ESR). Following the filing, the Ministry of Environment (MOE) received several bump-up requests and in response the Region carried out additional public consultation. Regional staff now recommend completing an addendum to the original ESR document and requesting the Minister of the Environment (the Minister) to consider the original ESR, the addendum, and the bump-up requests and respond.

3. BACKGROUND

The Class EA for Langstaff Road from Islington Avenue to Weston Road (*Attachment 1*) was initiated in 1998 to identify the optimum improvements to Langstaff Road within the study area. The primary purpose for undertaking the study was to address the perceived need for additional east-west capacity.

Currently, Langstaff Road is a two-lane, rural road between Islington Avenue and Weston Road. Langstaff Road provides a link from Islington Avenue and the adjacent residential areas to Highway 400. A significant volume of traffic makes a southbound to eastbound left turn in the morning peak period at the intersection of Islington Avenue and Langstaff Road. This traffic makes its way to Highway 400 directly from Langstaff or to Highway 407 via Pine Valley Drive. Several roads in the immediate area are planned to be widened to accommodate current and future traffic demands. These roads include Highway 7 – Highway 27 to Pine Valley Drive, Rutherford Road – Highway 27 to Weston Road, Islington

Avenue – Highway 7 to Major Mackenzie Drive, and Highway 27 – Highway 7 to Major Mackenzie Drive (*Attachment 2*).

3.1 Langstaff Public Consultation During Class EA Process

The public consultation process followed by the Region of York for the Langstaff Road Class EA met and exceeded the requirements for projects of this type. The main elements of the Region's process included:

- Agency Notification
- Public Notification
- Public Consultation Centres (two)
- Attendance at Weston Downs Ratepayers Association Meeting
- Notice of Completion of the ESR

In addition to the above consultation with the public, information was exchanged with the public and agencies on an ongoing basis throughout the study process. Response letters were provided to those members of the public and agencies that specifically requested one. Information packages and plans were provided on request. The Region's consultant randomly contacted members of the public who were to have received personal invitations to the PCC to ensure they had received it. Information packages and questionnaires were faxed to those who were interested. Some members of the public who were unable to attend the PCCs and who contacted the Region's consultant prior to the PCC were invited to view the study information at the consultant's office.

3.1.1 Agency Notification

Letters were sent to commenting agencies announcing the project initiation and outlining the purpose, schedule and contact persons for the project. Notification letters requested comments and invited review agencies to attend the two Public Consultation Centres (PCC).

3.1.2 Public Notification

The public was notified about the project by newspaper notices published in the Vaughan Liberal and by special invitation. 250 copies of the notice were sent to residents whose property fronts or backs onto Langstaff Road and to municipal staff, councillors, individuals on the project contact list and external agencies.

3.1.3 Public Consultation Centres

Two Public Consultation Centres (PCC) were held at the Vaughan Memorial Arena in Woodbridge at the northwest corner of Highway 7 and Islington Avenue. The first PCC was held on May 25, 1999 and the second PCC was held on October 15, 1999.

The objectives of the first PCC were to specifically define user/stakeholder preferences and sensitivities and to develop an understanding of the community's expectations and the role of Langstaff Road. The PCC was attended by 36 people and 26 comment sheets were received. Discussions with the attendees and review of the comments received generally

indicated the need for the project and focused on issues such as noise, posted speed in the corridor, and pedestrian and vehicular safety.

The objectives of the second PCC were to assess the alternatives to the proposed road improvements and to present the alternative design concepts for implementing the preferred solution. The second PCC was attended by 21 people and 19 comment sheets were received. There was general recognition of the need to widen the section of Langstaff Road between Pine Valley Drive and Weston Road. However, concerns remained regarding noise, posted speed in the corridor and design related issues such as sidewalks and centre medians.

3.1.4 Attendance at Weston Downs Ratepayers Association Meeting

The Region's consultant attended a community meeting held by the Weston Downs Ratepayers Association (WDRA) following the first PCC in June 1999. The issue of the proposed Langstaff Road improvements was discussed. Some concern was raised with respect to pedestrian safety and the speed limit in the corridor.

3.1.5 Notice of Completion of the ESR

The Notice of Completion of the ESR was advertised in the Vaughan Liberal on January 13 and 16, 2000. The notice identified that the completed ESR was on file with the Region of York Clerk's Department, the City of Vaughan Clerk's Department, the Ansley Grove Public Library and the Ministry of the Environment for a 30-day review period.

Four requests were made to the Minister to "bump-up" the Class EA to an Individual EA. One of the bump-up requests was from the City of Vaughan Council.

3.2 Supplemental Public Consultation

As a result of the requests received for bumping-up the Class EA, the Region scheduled a third PCC to review the concerns raised. The PCC was held on March 8, 2000 at St. John Bosco School in Woodbridge. It was agreed that a group representing concerned citizens would be set up to meet with Regional staff and work towards some consensus on widening Langstaff Road.

On April 4, 2000 Transportation and Works Committee directed staff to request a deferral from the Minister in dealing with the bump-up requests pending additional consultation with community representatives. Staff were further directed to meet with a representative group of concerned citizens of the area. The first meeting of the Citizens Group took place on May 10, 2000. The second meeting took place on January 16, 2001. Both meetings were held at St. John Bosco School.

At the first Citizens Group, staff reviewed the traffic considerations leading to the solution outlined in the ESR. This review included looking at the existing traffic information, 2001 traffic forecasts, 2011 traffic forecasts and the nature of trips on Langstaff Road. Following the presentation by the Region, the members were able to participate in a question and answer period. The main issues heard by Regional staff included:

- Defer the construction of Langstaff Road until widenings of Rutherford Road and Major Mackenzie Drive between Highway 27 and Weston Road have been completed.
- Do not widen Langstaff Road but eliminate the ditches, put additional landscaping in the corridor, add sidewalks and bike paths.
- Make operational improvements at signalized intersections.
- Construct Pine Valley Drive from Langstaff Road to Rutherford Road.

Regional staff agreed to look at the issues raised by the Citizens Group and report back to the group with alternatives.

4. ANALYSIS AND OPTIONS

On January 16, 2001, the Citizens Group met again with Regional staff to review the alternatives developed in response to the previous comments. Members of the Group were presented with the alternatives together with a review of the advantages and disadvantages of each option. The remainder of the meeting centred on a question and answer period.

4.1 Regional Official Plan Objectives

The Regional Official Plan identifies objectives that define the importance of the Regional road network. These objectives as stated in Section 6.1 of the Regional Official Plan are:

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

4.2 The Alternatives Presented to the Citizens Group

The alternatives were presented to address the comments that the widening of Langstaff Road is not required nor wanted by the community. The technically preferred solution identified in the ESR is a five-lane urban section. Alternatives to the technically preferred solution presented to the Citizens Group were:

- Urban, two-lane section with turning lanes at intersections;
- Urban, three-lane section with a continuous left turn lane;
- Urban, five-lane section with painted auxiliary lanes;
- Rural, two-lane section with turning lanes at intersections;
- Rural, three-lane section with a continuous left turn lane.

The two-lane alternatives involve no pavement widening, wider usable boulevards and minimal impact to the existing landscaping. For the urban option, the ditches are removed and curb, gutter and storm sewers are added. The disadvantages of the two-lane alternatives are that the road capacity issue is not satisfied, these alternatives do not conform to the Regional Official Plan objectives for Regional roads, they involve construction disruption for little overall gain, and optimum lane geometrics are not achieved.

The 3-lane alternatives entail minor pavement widening, wider boulevards, optimal lane geometrics, and minimal impact to the existing landscaping. For the urban alternative, the existing ditch system is replaced with curb, gutter and storm sewers. The drawbacks to the 3-lane alternatives are that the road capacity issue is not addressed, they do not conform to the Regional Official Plan objectives for Regional roads and therefore again, there would be construction disruption for little overall gain.

The urban five-lane section with painted auxiliary lanes conforms to the full width pavement as proposed in the ESR technically preferred solution. However, for this alternative, the pavement would be painted to identify only one through lane in each direction with additional auxiliary lanes. The auxiliary lanes could be used to accommodate bicycle traffic. This alternative allows for construction of the full five-lane pavement width. However, the actual road capacity would only be realized once the auxiliary lanes are removed. The main advantage of this alternative is that construction impacts would only be incurred once, and it could easily be converted to the technically preferred solution. The disadvantage of this alternative is that it introduces the potential for unsafe driving behaviours.

4.3 Citizens Group Issues

Members of the Group voiced two main opinions. Some members of the Citizens Group continued to have concerns that the widening of Langstaff Road, particularly between Pine Valley Drive and Weston Road, was not justified. Other members expressed their concerns about the impacts to the road network if the Region did not proceed with the full widening of Langstaff Road from Weston Road through to Islington Avenue. Opinions ranged from not needing Langstaff widened at all to deferring the widening until other roads have been completed, to widening a number of roads immediately including roads not under the jurisdiction of the Region of York.

4.3.1 Widen Other Roads First and Defer Langstaff Road

There was considerable discussion around the priorities of the Regional road projects. Group members opposed to the widening questioned why Langstaff needed to be widened to accommodate traffic from north and west of Langstaff Road. They contended that roads such as Rutherford Road and Major Mackenzie Drive should be widened first. Then, the members argued that the Region could monitor the congestion levels on all three roads and determine whether Langstaff Road still requires widening. Group members favourable to widening Langstaff and those concerned about overall lack of arterial road capacity in the area, also supported widening other area roads such as Rutherford Road and Major Mackenzie Drive.

Staff Comment

Rutherford Road is scheduled for construction this year. This project includes widening to four lanes plus turn lanes at intersections. The Region currently does not have Major Mackenzie Drive scheduled in the Ten-Year Roads Construction Program. In the longer-range plan, this corridor is intended to be added to the construction program. If the Region were to advance this project into the program, an Environmental Assessment would need to be initiated and funding of \$10 - 15 million would need to be programmed, necessitating a reprioritization of the current Ten-Year Roads Construction Program. Regional experience indicates that the Class EA planning, design, and property acquisition process takes approximately five years to complete. Therefore, advancing Major Mackenzie Drive in the program would not yield any immediate benefit to the travelling public. Regional staff could initiate a review of Major Mackenzie Drive programming as part of the next budget and business planning cycle for 2002.

It should be noted that the Regional roads must be viewed as a complete system. Deferring the widening of Langstaff Road will place additional traffic demand on other Regional roads. The other Regional roads in this area also require widening to accommodate current and future traffic demands. Projected volumes on the Regional roads will be close to the projected road capacity once the scheduled road improvements are complete. In short, even with these other Regional road corridor improvements, widening Langstaff Road is required to accommodate east-west capacity in the network.

4.3.2 Construct the Pine Valley Drive Link

Several members of the Group raised the issue of constructing the Pine Valley Drive link between Langstaff Road and Rutherford Road. Members greatly emphasized that this link is crucial to resolving the congestion in this area. They felt that Pine Valley Drive is a vital link to Highway 407. The Region was asked to ensure this link is pushed through and constructed. Regional staff explained that Pine Valley Drive between Langstaff Road and Rutherford Road is under the jurisdiction of the City of Vaughan.

Staff Comment

The City has recently undertaken a study to review the impacts of not completing the Pine Valley Drive link. City staff in attendance at the meeting indicated that the study results together with an Environmental Audit of the corridor would be presented to City of Vaughan Council. City staff have since advised that City of Vaughan Council is supportive of proceeding with a Class EA for the extension of the Pine Valley Drive link.

4.3.3 Carry Out Operational Improvements

Despite the difference of opinion regarding whether to defer the Langstaff Road widening altogether, there was consensus from the Group members that operational improvements on Langstaff Road would be beneficial. These improvements include longer left turn lanes at intersections, adjustments to the signal timing to permit more green time to the side streets and possibly add advanced green signals at local road intersections. Some members acknowledged that these improvements would be part of the full scale widening while others felt these improvements would be adequate.

Staff Comment

Regional staff agree that operational improvements such as lengthening turn lanes would provide some relief to Langstaff Road by moving left turning vehicles into queues without impeding the through traffic. Similarly, adding an advanced green phase to the traffic signals during certain times of the day can assist in moving left turning vehicles through the queues.

4.3.4 Enhance Corridor Landscaping, Add Sidewalks and Bike Paths

A number of people raised the issue of incorporating sidewalks, bike paths and enhanced landscaping in the Langstaff Road corridor. Additionally, there were requests to either eliminate the ditches entirely or make them less deep. In response, several members expressed their view that the corridor should not simply be beautified without addressing the issues of congestion and road capacity.

Staff Comment

Enhancing the corridor landscaping, including sidewalks and bike paths are issues that will be addressed during the detailed design phase in consultation with the area municipality. The Region will be consulting with the City of Vaughan regarding general sidewalk locations (north side, south side, both sides), the need or desire to include bike paths, and plans for enhanced landscaping.

4.3.5 Install Noise Attenuation Features

Noise issues were raised by members expressing their concern over the different levels of noise attenuation currently present for the Langstaff Road corridor. Subdivisions of various ages required differing noise attenuation measures as the land was developed. The attenuation varies from none to board fences to some landscaping to acoustic walls. The main issue was for fair treatment for all residents abutting the Langstaff Road with respect to noise attenuation.

Staff Comment

Through the Class EA process, noise levels were reviewed and analyzed. Noise attenuation measures are considered by comparing the difference between the existing and future-do-nothing versus the difference between the existing and future widening projected noise levels. Where the difference is less than five dBA, no noise mitigation is required. The conclusion of the noise analysis indicated that the greatest noise increase was 2.05 dBA. This is well below the requirement to consider noise mitigation measures.

Residents in areas where noise attenuation features do not currently exist or who wish to enhance the noise attenuation features, may petition Regional Council to have measures implemented under the provisions of the Local Improvement Act. The residents and ratepayer groups may initiate efforts seeking this Regional support.

4.3.6 Use Programmed Funds for Alternative Concepts

Citizen Group members raised the issue of whether funds would be available in the future for widening Langstaff Road if the project was deferred now. The other funding question to

be considered is whether the Region would fund a project that was not in keeping with Regional objectives for Regional roads.

Staff Comment

In the event of a deferral of Langstaff Road, normal Regional practice would dictate that the funding allocated to this project would be reallocated to another priority.

Similarly, normal Regional practices would indicate that if the project was redefined to a point where it no longer meets Regional objectives, i.e. that the road remains functionally a local collector road, the Region would look at prioritizing funding to address other needed road improvements elsewhere. For example, if the work identified for the Langstaff Road corridor was confined to replacement of the ditches with a storm sewer, installation of sidewalks and bike paths and enhanced landscaping, the priority of funding such improvements would have to be reassessed in consideration of other more significant corridor needs.

4.4 Class EA for Langstaff Road Meets Regional Road Objectives

Langstaff Road is a vital link in the Regional road network and crucial to the efficient and safe operation of traffic through the City of Vaughan. The Regional Official Plan designates Langstaff Road as a Regional road with a right-of-way width of up to 36 metres. This corridor currently meets the 36-metre width. The Region owns the property necessary to build the recommended five-lane cross-section within the existing 36-metre corridor. Since the late 1970s, the Region has actively sought road widenings along Langstaff Road as the subdivisions developed in anticipation of the need for future road capacity. In recognition of the importance of this inter- and intra-regional link, traffic growth, and to accommodate the growing population, Langstaff Road was scheduled for expansion in the Region's Ten-Year Roads Construction Program.

Failure to proceed with the technically preferred solution at this point will place additional traffic burden on other east-west arterial roads. This will continue to cause congestion on these routes. The increased congestion will result in more traffic infiltration in the residential areas, greater frustration for drivers leading to an increased potential for erratic driving, road rage behaviour and higher collision rates, longer periods where vehicles are stationary thereby increasing air pollution and an overall failing of the Regional road system in this area. The Region is making efforts to improve the road network through the widening of Highway 7, Highway 27, Islington Avenue, and Rutherford Road. Langstaff Road is key to completing the road system.

Regional staff have followed the intent of the Class EA planning process for Langstaff Road. Subsequent to filing the ESR and receiving the bump-up requests, staff have met with community members to further try to address their concerns. The prime objection is to widening the section of Langstaff Road from Pine Valley Drive to Weston Road. Much of the objection is from ratepayers on the north side of Langstaff Road that question the justification of the widening at all. Their arguments against the widening contend that if the road is widened, additional traffic will be introduced. The purpose of widening the road is to address the current congestion levels and to provide future capacity for projected traffic

volumes. Traffic will continue to grow on all the Regional corridors as the population increases, as development approved under the Regional Official Plan continues, as motorists move from more congested roads to less congested roads, until there is a shift in live/work relationships, and until higher transit use is realized.

Widening Langstaff Road adheres to the Regional Official Plan objectives of:

- Developing road corridors in support of the future urban and rural structure at York Region;
- Accommodating future transportation demands;
- Ensuring roads are improved such that all modes of transportation (walking, cycling, automobile, truck and transit) are supported;
- Increasing the total person-carrying capability of the Regional road network.

5. FINANCIAL IMPLICATIONS

The Region hired Marshall Macklin Monaghan Limited to carry out the Class EA for the Langstaff Road project. To date the Region has spent approximately \$250,000 in consultant fees on this project. Regional staff time has also been expended in taking this project from initiation to the filing of the ESR and in additional public consultation meetings. Additional costs will be incurred to complete the design for this project, however, staff will prepare the addendum to the ESR and those costs will be minimal.

The Region has budgeted \$200,000 in the 2001 Business Plan for utility relocation. An amount of \$4,471,000 has been budgeted for the entire construction project in 2001-3 funded 76.5% from Development charges and 23.5% from Tax Levy.

6. LOCAL MUNICIPAL IMPACT

The widening of Langstaff Road from Weston Road to Islington Avenue is required to address congestion and road capacity issues in the City of Vaughan. This link forms part of the Regional road network and cannot be viewed in isolation of the overall system. The implications of not widening this link include continued congestion, air pollution, increased driver stress and frustration with potential road rage behaviour, and the failure of the system to accommodate existing and future growth and traffic demand.

Conversely, community members immediate to the corridor are adamantly opposed to the road expansion. Rather, they support operational improvements to the corridor together with beautification efforts. These improvements would not address the key issue of road capacity.

City of Vaughan Council requested a bump-up of the Class EA to allow staff additional time to review the ESR. City Representatives have participated in the Citizens Group meetings. Additional time will be available to City staff for review of the ESR together with the Region's proposed addendum to the ESR.

7. CONCLUSION

The Region has completed the ESR for the widening of Langstaff Road and has adhered to the intent of the Class EA planning process. After the ESR was filed, bump-up requests were sent to the Minister of the Environment. Regional staff met with community members to try to address the concerns raised. Issues such as the need for the widening, increase in noise, including services such as sidewalks, bike paths and landscaping, operational improvements to the corridor were raised. The need and justification for the widening of Langstaff Road, noise related issues and operational improvements have been addressed through the Class EA process and the ESR and were reviewed with the Citizens Group. Issues such as sidewalks, bike paths, and landscaping are City of Vaughan responsibilities and can be coordinated in the Region's contract.

Staff recommendation is to proceed with the technically preferred solution for Langstaff Road as identified in the ESR. Staff should be directed to complete an addendum to the ESR in response to the issues raised by community members in the bump-up requests. Regional staff should submit that the ESR, the addendum and any other information required, to the Minister, so that the bump-up requests may be evaluated. Regional staff should obtain the detailed comments from the City of Vaughan staff.

This report has been reviewed by the Senior Management Group.

(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the May 2, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

9 ROADWAY DRAINAGE AND BRIDGE REPLACEMENT UPDATE PARK ROAD AND ZEPHYR CREEK BRIDGE PROJECT 9502 - GEORGINA

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, April 23, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The Roads Transportation Branch continue to monitor and perform roadside ditch maintenance along east side of Park Road (Y.R. 18).
2. The bridge replacement on Park Road (Y.R. 18) over Zephyr Creek Bridge proceeds to construction in July 2001.

3. The Commissioner of Transportation and Works be authorized to exercise any of the powers of Regional Council for the temporary closure of Park Road (Y.R. 18) from Ravenshoe Road (Y.R. 32) to Frog Street during construction of the bridge replacement work for a three month period.
4. The Regional Solicitor be directed to prepare the necessary by-law.

2. PURPOSE

The purpose of this report is to provide an update on the issues related to drainage concerns raised by Mr. Murray Brown of Georgina at the April 4, 2001 Transportation and Works Committee Meeting, and to secure the necessary road closure to effect the replacement of Park Road bridge over Zephyr Creek.

3. BACKGROUND

Mr. Brown has repeatedly expressed concern to the Region concerning the drainage conditions in the vicinity of Park Road north of Zephyr Creek in Concession 2 and 3, in the Town of Georgina. There is a long history of Mr. Brown's complaints regarding the road and drainage designs, and the Region's monitoring and maintenance practices in this area.

Mr. Murray Brown appeared before the Transportation and Works Committee on February 3, 1999 to request that the Region immediately modify the roadway drainage and culvert arrangements on Park Road adjacent to his property to address his concerns for potential flooding. A Council Report (*see Attachment 1*) was prepared on February 16, 1999 and submitted to Council for consideration on April 29, 1999. Council adopted the Transportation and Works Committee recommendations: to retain the existing road drainage, to monitor and perform maintenance measures and to initiate the bridge replacement over Zephyr Creek as part of the 2000 Capital Program. A further recommendation to retain an independent Consultant to review the drainage situation on Park Road and report back to the Committee was also adopted.

3.1 Drainage Issues Update

Mrs. Brown appeared before the Transportation and Works Committee on March 1, 2000 and Mr. Brown, on April 4, 2001. Further to April 4, 2001 deputation Mr. and Mrs. Brown sent a confirming letter dated April 6, 2001 regarding the drainage issue (*see Attachment 2*). Staff has had numerous communications with Mr. Brown to try to resolve his concerns as well as to move forward with the construction of the Park Road Bridge replacement adjacent to his property.

3.1.1 Drainage Assessment

In July 1999, York Region commissioned Ainley and Associates Limited to undertake the planning and design of the Park Road Bridge replacement, as well as to review the overall drainage issues at the site and provide a preliminary assessment of potential solutions to the

identified concerns for the Region's consideration. Ainley and Associates Limited prepared the Overall Drainage Issues Report in March, 2000. This report was provided to Mr. Brown.

The March, 2000 Overall Drainage Issues Report concluded that:

- No evidence was found to suggest that the Region has altered the overall drainage pattern north of Mr. Brown's property, to the detriment of his property.
- The historical potential volume of storm drainage arriving at the site is unchanged and that the flood concerns and problems are related to the general nature of the site and are compounded by the constriction of natural flood routes by the manmade features initiated by Mr. Brown and constructed by both Mr. Brown and York Region (at the insistence of Mr. Brown).
- The construction of the bridge replacement at Park Road over Zephyr Creek will have a beneficial effect to Mr. Brown's property by minimizing the potential for ice build up and associated flooding.

3.1.2 Bridge Replacement

The existing bridge is a two span timber structure supported by timber pile and lagging abutments and a central pile bent. The structure requires replacement due to its deteriorating structural condition. In addition, the site has a history of flood and ice jam problems, which are influenced in part by the structure's centre pier and relatively low soffit elevation.

The existing bridge will be replaced with a single span, open footing concrete bridge designed to provide improved vertical clearance to the design water level. The elimination of the centre pier will provide a larger opening and therefore reduce the potential for ice to build up and block the drainage. The proposed open footing design and anticipated construction methods will also minimize impacts on the local fish habitat during and after construction.

The design of the bridge replacement project has been completed and will be tendered next month. Actual construction will only commence in July 2001 due to timing constraints as specified by the Department of Fisheries and Oceans (DFO). All agency permit approvals have been received.

As part of the bridge works, Mr. Brown was approached to provide for Permission to Enter to undertake erosion control measures on the berm within his property, which would provide an additional measure of protection for this berm. Mr. Brown demanded that as a condition of such Permission, the Region commit to additional use of armour stones for erosion control on the berm adjacent to Park Road, at significant additional expense. DFO, however, will not accept armour stones as it is considered harmful to fish habitat. The bridge works can, however, be constructed without encroachment onto Mr. Brown's property. As a result the tender package has been adjusted to limit the Region's work within the existing right-of-way.

Mr. Brown, on numerous occasions, has threatened to take the Region to court and have the court issue terms for the bridge construction, if his concerns/demands were not satisfied.

With the concurrence of the Region's Legal Department, staff plan to proceed with the bridge construction as planned and to deal with Mr. Brown as required.

3.1.3 Maintenance History

The Region, in partnership with the Town of Georgina, carried out extensive adjustments to the surface drainage flow in the area upstream from Mr. Brown's property. The diversion of water to the west of Park Road was carried out in 1987. This project involved the construction of a new ditch 350 metres west of Park Road directly into the Zephyr Creek and the construction of berms along the Brown's property as an additional barrier to help protect his private property from flooding. The work carried out by the Region reduced the amount of drainage that previously originated west of Park Road from reaching Mr. Brown's lands.

Typically, the flooding on Mr. Brown's property has occurred during spring thaw periods. During winter conditions, the large easterly ditch can become filled with snow and ice. As the ice breaks up there is a tendency for the ice to block the flow of water. The Roads Transportation Branch monitored the Park Road ditch, adjacent to Mr. Brown's property, on a daily basis during non-thaw periods during the winter. During thaw periods, the ditch was monitored between two to three times per day. The Region cleans the snow and ice from the easterly roadside ditch to help prevent the natural ice jams.

The spring of 2000 saw very little flooding as a result of low snow accumulation. This past spring the Roads Transportation Branch staff has undertaken maintenance activities on the ditch and culvert adjacent to Mr. Brown's property on six separate occasions. These activities included cleaning the ditch from Zephyr Creek to Frog Street along Mr. Brown's frontage and removing the ice from inside the culvert.

4. ANALYSIS AND OPTIONS

4.1 Options Considered

Mr. Brown, whose property is adjacent to and the upstream side of the bridge site, identified drainage concerns at the site that he believes should be addressed by the Region. His property is located within a broad, flat, largely agricultural portion of Zephyr Creek watershed within the Town of Georgina. A local site plan of the area (*see Attachment 4*) shows the relevant site features. The site is subject to frequent flooding during spring run-off and particularly after spring rainfall events. The site does require a heightened level of monitoring and action on the part of the Roads Transportation Branch staff.

Another major concern of Mr. Brown is the potential for the erosion of the earth berm on his property and the potential failure of the berm which would result in the loss of a pond that is contained within the berm.

The Overall Drainage Issues Report (*see Attachment 3*) provided the historical background, a review of the issues/concerns, and an analysis of potential solutions to the issues raised by Mr. Brown for consideration by the Region.

These potential solutions included:

1. Bridge replacement;
2. Culvert bypass near the bridge site;
3. Diversion of Frog Street Drainage East;
4. Diversion of Drainage West under Park Road along Frog Street and into Huntley-Philip Drain.

4.1.1 Option 1 – Bridge Replacement

The proposed bridge replacement, Option 1 (*see Attachment 5*), is required to replace the existing two-span timber structure due to its deteriorating structural condition. A new single span, open footing concrete structure has been designed to improve the vertical clearance as well as to eliminate the centre pier as this was a contributor to the spring ice build up. Option 1 will not reduce the volume of water arriving at the site via the roadside ditches. The need for ongoing monitoring and maintenance will continue. The potential for ice jamming will be minimized by construction a single span structure (compared to existing two-span). No additional property agreements or negotiations are required to implement this option.

4.1.2 Option 2 – By-pass Culvert

With the bridge replacement, a bypass culvert between Mr. Brown's entrance and Zephyr Creek was looked at to divert a portion of the ditch flow prior to its arrival at the bridge structure (*see Attachment 6*). This would minimize ditch flow south of Mr. Brown's entrance to the Creek and hence, minimize erosion at the pond berm. The culvert may, however, flood and freeze along with the creek and ditch due to the limited clearance between flood levels and road profile. Most importantly this option may simply transfer the drainage impacts to other property owners on the west side. The culvert outlet location on the west side is problematic due to limited road allowance width available for ditching.

4.1.3 Option 3 – Divert Frog Street Drainage East

Option 3 (*see Attachment 7*) would require intercepting a major portion of the drainage north of Frog Street and re-routing it east along Frog Street, north side, to a new drain, within Mr. Brown's property, to Zephyr Creek. This work will require extensive ditching along Frog Street, modification of the existing culvert under Frog Street to reduce flow, and the negotiation for, and construction of a new drain. This option would most definitely reduce the water in the east Park Road ditch by diverting some of the water around the buildings on Mr. Brown's property to Zephyr Creek further upstream of the Park Road crossing. This option would require significant additional costs and property for the new drain. The proposed ditching north of Frog Street would require property and the securement of agency approvals.

4.1.4 Option 4 – Divert Drainage West under Park Road along Frog Street and into Huntley-Philip Drain

Option 4 (*see Attachment 8*) would require modifying the existing drainage features by increasing the amount of water diverted to the existing drain west of Park Road. This could be accomplished by installing a culvert across Park Road north side of Frog Street. This

would however, affect several other landowners, and would have the potential to increase flooding in other areas on other owner's lands. This option would necessitate extensive negotiations and agreements with other property owners and the Town of Georgina. It would require agency approvals from Ministry of Natural Resources, Lake Simcoe Region Conservation Association, Department of Fisheries and Oceans, etc.

When staff presented the report to Mrs. Brown (Mr. Brown's representative during the meeting with staff), she was initially receptive to Option 3 and staff proceeded to set up a meeting with Mr. Brown and the Conservation Authority to discuss viability of the options, in particular Option 3. However, prior to the meeting, Mr. Brown communicated to staff that he was not interested with any other option but Option 4.

4.1.5 Staff Recommendation

Mr. Brown's property is very flat and low lying, very typical of this area of Georgina. It should be expected that during spring thaw and heavy rainstorm there is a potential of flooding of this property. Several options were considered to reduce the amount of water in the east ditch of Park Road.

Due to the considerable costs associated with Options 2, 3, and 4, and the fact that these solutions tend to only relocate the problem, Option 1 was identified as the preferred solution.

Staff have completed the detail design and contract documentation for the construction of the Park Road Bridge replacement and the project is now being tendered. All work will be carried out within the existing right-of-way. In order to move the existing bridge and construct a new bridge, it is necessary to temporarily close Park Road to through traffic for a period of two to three months.

Construction on site is scheduled to start in July 2001, to comply with the permit requirements from the Department of Fisheries and Oceans, to minimize impact on fish habitat.

Following construction, Regional staff will continue to monitor the east ditch to ensure that the flooding potential has been reduced. The effectiveness of the improved hydraulics due to the new structure on the overall drainage issues will be reassessed and further measures will be considered if warranted.

5. FINANCIAL IMPLICATIONS

The bridge replacement costs are budgeted for 2001 in the Roads Capital Program.

6. LOCAL MUNICIPAL IMPACT

Detour routes will be designated/identified during the road closure. Summer construction will minimize impact on the school bus route along Park Road. Notification of the road closure will be done a minimum of two weeks prior to the closure. Advertisements will be

placed in local newspapers and signing will be placed on the road advising motorists of the closure. All emergency services will be notified of the closure.

7. CONCLUSION

Extensive works have been carried out over the years to address M. Brown's ongoing drainage concerns. No evidence has been found to indicate that the Region's actions have detrimentally affected the properties owned by Mr. and Mrs. Brown. Three of the potential solutions identified for re-routing the drainage flows would transfer impacts to other properties within the vicinity of Park Road.

The replacement of the Park Road Bridge over Zephyr Creek will provide some benefits by minimizing potential for ice-related flooding in the vicinity of the Park Road crossing of Zephyr Creek. In order to move the existing bridge and construct a new bridge, it is necessary to temporarily close Park Road to through traffic for a period of two to three months.

Roads Transportation staff will continue the practice of removing snow and ice from the roadside ditches in the area on an as-required basis when winter and spring drainage runoff conditions so warrant. The situation will be reassessed following replacement construction of the bridge, and additional measures will be undertaken as appropriate.

(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the May 2, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

10 YONGE STREET TRANSITWAY NEEDS AND JUSTIFICATION AND TERMS OF REFERENCE REPORTS

The Transportation and Works Committee recommends:

- 1. the presentation by Paul May, Director, Transportation Planning & Approvals and Dale Turvey, McCormick Rankin and Associates be received; and**
- 2. the recommendations contained in the following report, April 11, 2001, from the Commissioner of Transportation and Works be adopted:**

1. RECOMMENDATIONS

It is recommended that:

1. The Commissioner of Transportation and Works be authorized to submit the two reports entitled "Yonge Street Transitway Needs and Justification" and "Yonge Street

Transitway Environmental Assessment Terms of Reference” to the Ministry of Environment for their statutory review after receipt and consideration of comments from the area municipalities, City of Toronto and the public.

2. This report and copies of the draft final reports on the Yonge Street Transitway Needs and Justification and Yonge Street Transitway Environmental Assessment Terms of Reference be forwarded by the Regional Clerk to the Clerks of the Towns of Aurora, Newmarket, Markham and Richmond Hill and the Cities of Vaughan and Toronto for review with a request that comments be provided by June 15, 2001.

2. PURPOSE

The purpose of this report is to inform Committee and Council that the Needs and Justification report for the Yonge Street Transitway has been completed. In addition, the draft Terms of Reference for the follow-on Individual Environmental Assessment (IEA) has also been completed and circulated to York Region’s area municipal staff and the rest of the study’s Technical Advisory Committee members for review and comment. It is intended to update these two reports once we have received comments from the circulated agencies and to present the revised reports to two public consultation centres (and on the Region’s web site) for general review and comment.

3. BACKGROUND

At its meeting of April 13, 2000, Regional Council was notified of the intent to start work on the IEA for the Yonge Street Transitway extending from Steeles Avenue to Newmarket.

York Region’s Official Plan places a high degree of emphasis on significantly increasing transit use and the York Region Transportation Master Plan (currently underway) confirms the need for major improvements to transit infrastructure and services to accommodate future transportation needs and human services.

In order to achieve this higher transit use target, the Regional Official Plan proposes a number of transit improvements of which the Yonge Street Transitway is an important component. The need for this Transitway was reconfirmed by a transportation planning study conducted by the Region in 1995.

The Yonge Street corridor is a major development corridor. Between Bathurst Street and Bayview Avenue over 23,000 people cross Steeles Avenue in the southbound direction during the morning 3 hour peak period, 14% of them by transit. However, the rapid growth in both road and transit traffic has caused considerable congestion along Yonge Street which bus traffic is unable to avoid because it must continue to operate on its fixed route.

Major transit projects such as the Yonge Street Transitway are required to undergo a full or Individual Environmental Assessment (IEA) as there is no class EA process for major transit infrastructure projects.

The first step of the IEA is to produce a Terms of Reference (TOR) for the study. The TOR defines how the IEA will be conducted. The TOR, which is developed in consultation with affected agencies and the public, is then submitted to the Ministry of Environment for review and approval. Once approved, the IEA will be conducted according to the approved TOR.

4. ANALYSIS AND OPTIONS

The work undertaken to date has confirmed that a major transit facility is warranted in the Yonge Street corridor and it has concluded that the best location to provide such a facility would be along or immediately adjacent to Yonge Street.

4.1 Needs and Justification Study

The objective of this study was to:

- update previous transit ridership demand estimates based upon the most recent traffic data and development forecasts;
- assess the overall transportation demand deficiencies in the Yonge Street corridor and to identify the appropriate strategy to address the problem;
- to identify a preferred corridor for specific detailed environmental assessment;
- to carry out a preliminary screening of the higher order rapid transit development options and select a preferred technology option for further analysis; and,
- engage the general public and the various local authorities, approving agencies and special interest groups to ensure that the follow-on study will be responsive to public issues and concerns.

The study has been completed and has generally concluded that a transitway using bus technology should be planned and built, perhaps in several stages. Draft final versions of the report have been circulated to the Technical Advisory Committee representatives for informal review and comment. These comments will be incorporated into the final report to be presented to the public.

Because of the immediate critical need to develop a more effective priority system for transit south of Highway 7/407 a transitway concept has been suggested as a possible first stage to a subway extension. (A “transitway” is an exclusive right-of-way which allows bus or rail vehicles to operate separately from other modes of transportation). However, the follow-on IEA will examine, in more detail, both of these technology options and the speed with which they could be implemented.

Due to cost and flexibility advantages, a transitway option using buses was determined to be the preferred alternative north of Highway 7.

4.2 Terms of Reference (TOR)

The Terms of Reference (TOR) which has been developed identifies the Region of York as the proponent for the undertaking, outlines the various elements of the corridor which comprise the study area and describes the analysis undertaken regarding selection of the proposed corridor and the preferred technology options. Specific short and long term design solutions in the corridor, particularly the Steeles Avenue to Highway 7 section will be developed in conjunction with the TTC and the City of Toronto.

The TOR further refers to the description of the existing environment and potential effects on the environment which are outlined in the Needs and Justification study. Screening criteria to be used in the follow-on IEA are also outlined in the TOR. Technical Advisory Committee members have also been asked to comment on these Terms of Reference before the draft report is presented to the public.

Having identified the problem, determined a need and justification, examined alternative solutions the IEA will examine in more detail the alternative design concepts, alternative technologies and complete the environmental study report.

Once completed the IEA process will require circulation to and comment from all affected agencies including the Canadian Environmental Assessment Agency (CEAA), provincial agencies, municipalities and the public.

4.3 Other Related Studies

As was noted earlier, the Transportation Master Plan is scheduled for completion this fall. A key element of the Master Plan will be the development of a rapid transit network plan. Several other studies along the Highway 7 corridor are underway or contemplated and the Highway 7 Corridor Transitway IEA Terms of Reference will begin this year.

In addition, the Toronto Transit Commission is examining options for a bus priority system on Yonge Street between Finch and Steeles Avenue – one possible option is reserved bus lanes in line median.

5. FINANCIAL IMPLICATIONS

A consultant will be retained to complete the remainder of the IEA based upon the Terms of Reference once they are submitted and approved by the Ministry of Environment. Sufficient funds have been included in the 2001 Transportation Capital Budget to allow the initiation of the study this year. A report outlining the cost and consultant selection for the follow-on IEA will be submitted for Committee and Council approval.

6. LOCAL MUNICIPAL IMPACT

Representatives of the Towns of Aurora, Markham, Newmarket and Richmond Hill and the City of Vaughan have participated on the Technical Advisory Committee and will be

requested to continue their involvement in the completion of the follow-on IEA. This report will be circulated to the affected local municipalities with a request that comments be provided by June 15, 2001.

7. CONCLUSION

The Yonge Street Corridor Transitway is an important transit initiative, both to stimulate transit use, accommodate the growing travel demand in the corridor and to foster a number of urban structure initiatives for Yonge Street.

The draft final report will be presented to the public at two consultation centres scheduled for April 24 and 25, 2001. The draft Terms of Reference and Need and Justification documents be circulated to the area municipalities with a request for comments by June 15, 2001. Following receipt of these comments, the reports will be modified to address any concerns. It is recommended that the Commissioner of Transportation and Works be authorized to then submit these reports to the Ministry of the Environment so that MOE may complete their statutory review by this fall.

11

TRAFFIC OPERATION REVIEW

ISLINGTON AVENUE, LANGSTAFF ROAD TO RUTHERFORD ROAD

VAUGHAN

The Transportation and Works Committee recommends:

- 1. the presentation by Chris Philp, Manager, Traffic Systems, Transportation Operations Branch be received;**
- 2. the following deputations be received:**
 - a) Mr. Frank Piccin, Woodbridge resident;**
 - b) Mr. Andy Sampogna, representing the Islington Woods Community Association, Woodbridge; and**
 - c) Councillor Gino Rosati, Ward 2, City of Vaughan;**
- 3. the following report, April 23, 2001, from the Commissioner of Transportation and Works be received; and**
- 4. Staff be requested to monitor the intersections of Islington Avenue and Wycliffe Avenue/Arista Gate and Islington Avenue and Kiloran Avenue and Wycliffe Gate and provide a report back to Committee in October, 2001.**

1. RECOMMENDATIONS

It is recommended that:

1. Traffic signals at the intersections of Islington Avenue (Y.R. 17) and Wycliffe Avenue/Arista Gate and Islington Avenue (Y.R. 17) and Kiloran Avenue and Wycliffe Gate, between Rutherford Road (Y.R. 73) and Langstaff Road (Y.R. 72), not be installed at this time.
2. A copy of this report be forwarded by the Regional Clerk to the Clerk of the City of Vaughan.

2. PURPOSE

This report provides the results of numerous recent staff reviews of the traffic operations on Islington Avenue at the intersections of Arista Gate/Wycliffe Avenue, Wycliffe Gate, and Kiloran Avenue. These reviews were requested of the Commissioner during the Transportation and Works Committee meeting of February 28, 2001.

3. BACKGROUND

Islington Avenue currently consists of a two-lane, rural cross section that serves as a major arterial road. A large residential subdivision is located on the west side of Islington Avenue between Langstaff Road and Rutherford Road. Much of the eastern side consists of a conservation area with a small residential subdivision situated adjacent to the north boundary of the conservation area. A location plan is provided as *Attachment 1*.

An average of 14,700 vehicles per day travel on Islington Avenue between Rutherford Road and Langstaff Road. During the morning peak period, routine congestion occurs in the southbound direction due to a heavy demand for left turns onto Langstaff Road. The re-construction of both Langstaff Road and Islington Avenue is currently scheduled for 2002.

The Roads Transportation Branch has conducted numerous operational reviews within the last nine months in response to requests from local residents and City of Vaughan representatives. One request, made through a resolution from the City of Vaughan, resulted in a staff report to the Transportation and Works Committee. This report reviewed the traffic signal warrant criteria for the intersection of Islington Avenue and Arista Gate/Wycliffe Avenue. The report recommended that traffic signals should not yet be installed, but that staff continues to monitor the intersection for changes in traffic demands and delays.

On February 28, 2001, a deputation from one of the local area residents was made to the Transportation and Works Committee. During the deputation, the resident requested the installation of a traffic signal for Islington Avenue at Kiloran Avenue.

Following the Transportation and Works Committee meeting, a community public meeting was held during the evening of March 20, 2001. At this session, area residents expressed their concerns regarding the traffic congestion and road safety along Islington Avenue

between Rutherford Road and Langstaff Road and, in particular, at the intersection of Islington Avenue and Kilaran Avenue.

4. ANALYSIS

The Region's Roads Transportation Branch has recently completed numerous studies to assess the requests from residents and City of Vaughan representatives for traffic signals at intersections on Islington Avenue between Rutherford Road and Langstaff Road. In response to these requests, traffic counts were conducted and compared against the requirements of the Region's policy for traffic signals.

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

The justification for traffic signals at the main intersections of Islington Avenue at Arista Gate/Wycliffe Avenue, Wycliffe Gate and Kilaran Avenue has been reviewed using a ten-hour turning movement count and observation study. These studies included traffic demand measurements during the morning peak, off-peak and afternoon peak periods. The results of our studies are detailed in Table 1.

Table 1
Signal Warrant Analysis
(% Of Required Threshold)

Intersection	Collision Hazard	Total Vehicle Volume	Delay to Cross Traffic
Arista Gate/Wycliffe Avenue	0	37	55
Wycliffe Gate	0	16	10
Kilaran Avenue	0	53	15

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. The results of the traffic signal assessments show that the traffic demands and collision histories at the existing main intersections do not yet meet the criteria for traffic signals.

To supplement the all-day counts and signal assessments at the main intersections, and to address issues regarding the infiltration of traffic into the residential community, Regional staff also conducted morning peak period turning movement counts at the intersections of Humberwood Gate, and Hayhoe Avenue. These counts suggest that the infiltration of traffic onto the local residential street is fairly minor.

To address the concern of excessive delay at the intersection of Islington Avenue and Kilaran Avenue, a delay study was conducted. The study was conducted during the morning peak period to include the time periods where the maximum delay occurs for vehicles on Kilaran Avenue approaching Islington Avenue. The study indicates that an average delay of

43 seconds per stopped vehicle occurs between 8:00 a.m. and 9:00 a.m. However, the time of day with the longest queues and the maximum delay was observed between 8:10 a.m. and 8:20 a.m. During this critical period, the average delay increased to 90 seconds per stopped vehicle with a maximum queue length of 155 metres. The longest delay experienced was 180 seconds.

The results of the traffic counts and delay studies show that traffic conditions are comparable to other similar Regional roads. Additionally, the studies confirm the length of the delay to the side street traffic is a result of the routine congestion that occurs southbound on Islington Avenue rather than heavy side street traffic volumes.

Consideration has also been given to advancing the reconstruction of Islington Avenue and Langstaff Road. However, due to the Environmental Assessment process and the time required to obtain lands for road widening and securing the approvals, it has been determined that 2002 is the earliest that these roads can be programmed. In addition, Rutherford Road from Highway 27 to Weston Road is scheduled to be widened commencing in 2001. Upon completion of Rutherford Road, it is expected that some of the traffic now using Islington Avenue and Langstaff Road will use Rutherford Road.

As these intersections do not meet the warrant criteria, it is recommended that traffic signals not be installed at this time. Regional staff should continue to monitor the traffic, upon completion of the reconstruction of Islington Avenue, Langstaff Road and Rutherford Road.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

There are no direct local municipal impacts associated with this report. Public meetings with local Regional Councillors, Regional staff and area residents have been held to discuss the traffic-related issues and to communicate potential solutions.

To inform both the staff and representatives of the City of Vaughan on the recommendations of this report, the Regional Clerk should forward a copy of this report to the Clerk of the City of Vaughan.

7. CONCLUSION

The traffic demands at the main intersections along Islington Avenue between Rutherford Road and Langstaff Road were compared against the standard warrants for signalization. The conclusion of the assessment is that the justification warrants for these intersections are not yet met. It is therefore recommended that traffic signals not be installed at this time. It is further recommended that Regional staff monitors the traffic conditions in the area for any changes in magnitude, particularly after the reconstruction of Islington Avenue, Langstaff Road and Rutherford Road.

To inform both the staff and representatives of the recommendations of this report, the Regional Clerk should forward a copy of this report to the Clerk of the City of Vaughan.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the May 2, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

12

SPEED REGULATION REVIEW OLD HOMESTEAD ROAD - GEORGINA

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, April 23, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The existing speed limit of 40-km per hour be extended on Old Homestead Road (Y.R. 79), between the east limit of Station Road and a point 515 metres west of the west limit of Forestry Drive in the Town of Georgina.
2. The Regional Solicitor be directed to prepare the necessary by-law.
3. The Regional Clerk forward a copy of this report to the Clerk of the Town of Georgina and to the Chief of Police.
4. The York Regional Police be requested to assist with the enforcement of the new by-law, as resources permit.

2. PURPOSE

This report proposes changes in the speed limit regulations on Old Homestead Road to address a request from the Town of Georgina to implement an anti-whistling by-law. A Regional by-law is required under the Highway Traffic Act with appropriate posting of signs before any of the proposed speed regulations can be signed and enforced.

3. BACKGROUND

On February 12, 2001, the Town of Georgina Council passed a by-law to prohibit the sounding of train engine whistles in respect to the highway crossings at Pefferlaw Road and Old Homestead Road. A location plan of the area is provided as *Attachment 1*. Transport Canada regulations prohibit the suppression of the train whistle at these crossings unless

certain requirements are met. Specifically, the speed limit approaching the tracks must not be more than 40-km per hour and there must be signs that state “No Whistle Blowing at This Crossing” on all approaches to the tracks.

Old Homestead Road is a two lane rural road with an average daily traffic volume of 1470 vehicles. The existing posted speed limit east of the tracks is 40-km per hour, which increases to 70-km per hour immediately before crossing the tracks. The crossing is equipped with both the necessary lights and arms that are activated by approaching trains.

Pefferlaw Road is a two lane urban road with an average daily traffic volume of 2400 vehicles. Pefferlaw Road runs through Pefferlaw from Highway 48 to Regional Road 23 in Durham Region. The existing posted speed limit is 40-km per hour through the crossing and no adjustment to the current speed limit is required. The crossing is equipped with both the necessary lights and arms that are activated by approaching trains. Signs are required to advise road users of the anti-whistling by-law.

4. ANALYSIS AND OPTIONS

CN rail recently completed a safety evaluation in response to a Town of Georgina Council request to suppress the train whistling at two existing rail crossings, one on Pefferlaw Road and one on Old Homestead Road. The safety evaluation identified a need for “No Whistle Blowing at This Crossing” warning signs on all approaches to the rail crossing on Pefferlaw Road and Old Homestead Road. Additionally, an extension of the existing 40-km per hour speed zone on Old Homestead Road is necessary. Transport Canada will not permit the sounding of train whistles to be suppressed at these crossings until these requirements are met.

In order to meet the Transport Canada regulations, it is proposed that the existing posted 40-km per hour speed limit east of the tracks on Old Homestead Road be extended to 150 metres west of the tracks to allow for the Anti-Whistling by-law. This proposed speed limit change will address the safety concerns of CN and allow drivers sufficient stopping sight distance. There is no additional action required for the Pefferlaw Road crossing as the existing 40-km per hour speed zone meets the requirements of CN rail.

A copy of this report should be forwarded to the York Regional Police with a request to increase enforcement of the new speed limit by-law for Old Homestead Road as resources permit.

5. FINANCIAL IMPLICATIONS

The Town of Georgina has agreed to pay for the costs associated with the manufacture and installation of the “No Whistle Blowing at This Crossing” signs. The cost of the signs for the extension of the speed limit zone will be covered under the Transportation Operations 2001 budget.

6. LOCAL MUNICIPAL IMPACT

The Town of Georgina requested the implementation of an anti-whistling crossing for the Pefferlaw Road and Old Homestead Road rail crossings. The proposed change to the speed limit along Old Homestead Road is necessary to meet the requirements of Transport Canada for the anti-whistling. Accordingly, a copy of this report should be forwarded to the Clerk of the Town of Georgina.

7. CONCLUSION

To address a request from the Town of Georgina for assistance in implementing its Anti-Whistling By-law, it is proposed that the speed limit of 40-km per hour on Old Homestead Road west of Forestry Drive be extended to 150 metres west of the existing rail crossing. This speed reduction will meet the required Transport Canada regulations and provide drivers safer stopping conditions. The existing 40-km per hour speed zone on Pefferlaw Road meets the requirements of Transport Canada.

The Regional Solicitor should prepare the necessary by-law and a copy of this report should be forwarded to the Clerk of the Town of Georgina and to the Chief of Police with a request to enforce this new speed limit as their resources permit.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the May 2, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

13

**RIGHT TURN ON RED RESTRICTION
HIGHWAY 7 AT CENTRE STREET/NORTH RIVERMEDE ROAD - VAUGHAN**

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, April 23, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. "No Right Turn on Red" traffic restriction be implemented at the signalized intersection of Highway 7 and Centre Street/North Rivermede Road for right turning traffic from North Rivermede Road to westbound Highway 7.
2. The Regional solicitor prepare the necessary by-law.

3. The Regional Clerk forward a copy of this report to the Clerk of the City of Vaughan and to the Chief of Police.

2. PURPOSE

This report proposes a "No Right Turn on Red" restriction for right turning vehicles from North Rivermede Road to westbound Highway 7 at the signalized intersection of Highway 7 and Centre Street/North Rivermede Road to address a potential safety concern. A Regional by-law is required before the necessary signs can be posted and enforced.

3. BACKGROUND

The Transportation Operations Branch routinely checks signalized intersections to assess the potential for signal timing or operational improvements. A key source of information used to conduct these assessments is an all-day traffic count. On September 26, 2000, an all-day traffic count was conducted at the intersection of Highway 7 and Centre Street/North Rivermede Road in the City of Vaughan. A location plan is provided in *Attachment 1* to this report.

The all-day traffic count identified that motorists are making double left turns onto Highway 7 from Centre Street and that the traffic volumes warrant a double left turn operation at this intersection. To accommodate the required double left turn configuration, electrical and operational changes to the intersection and the traffic signals were designed and tendered. These changes are scheduled to take place in late spring this year.

4. ANALYSIS AND OPTIONS

Traffic studies conducted by the Transportation Operations Branch have identified a need to implement a double left turn movement from Centre Street onto Highway 7. This double left turn movement is designed for traffic to turn through the intersection into three receiving lanes on Highway 7. In most circumstances, this configuration allows for the opposing right turning traffic to proceed safely on a red indication into the right-most receiving lane. However, the number of heavy transport trailer trucks turning through the double left turn movement creates a potential conflict with opposing traffic turning on the red indication because of the wider required turning radius.

To address this potential safety issue, it is proposed that a "No Right Turn on Red" restriction be implemented for traffic accessing Highway 7 from North Rivermede Road. It is anticipated that this restriction will not significantly affect the current traffic levels of service.

5. FINANCIAL IMPLICATIONS

The cost required for the necessary manufacture and erection of signs is contained in the budget for Minor Capital Improvements in 2001.

6. LOCAL MUNICIPAL IMPACT

There are no direct local municipal impacts associated with this report. However, to ensure the staff of the City of Vaughan is fully informed of regulations affecting their roadways, a copy of this report should be forwarded to the Clerk of the City of Vaughan.

7. CONCLUSION

The Transportation Operations Branch routinely checks signalized intersections to assess the potential for signal timing or operational improvements. This process has identified a need to incorporate a northbound double left turn configuration at the intersection of Highway 7 at Centre Street/North Rivermede Road. To safely accommodate this movement, a "No Right Turn on Red" restriction is proposed for the opposing right turning traffic, from North Rivermede Road to westbound Highway 7. It is anticipated that this restriction will not significantly affect the current traffic levels of service.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the May 2, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

14
TENDER AWARD CONTRACT 01-100
RECONSTRUCTION OF 14TH AVENUE
PROJECT 9838 - MARKHAM

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, April 30, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The tender of Furfari Paving Co. Ltd. in the amount of \$888,888.88 be accepted for the reconstruction of 14th Avenue (Y.R. 71) from Kennedy Road (Y.R. 3) to Warden Avenue (Y.R. 65) in the Town of Markham.
2. The Regional Solicitor be authorized to prepare the contract documents.
3. The Regional Chair and Clerk be authorized to sign the contract on behalf of the Region.
4. The Commissioner of Transportation and Works be authorized to disburse the funds as outlined in this report.

2. PURPOSE

The purpose of this report is to seek authorization to award Contract No. 01-100 for the reconstruction of 14th Avenue from Kennedy Road to Warden Avenue in the Town of Markham.

3. BACKGROUND

The Transportation and Works Department called tenders for the reconstruction of 14th Avenue from Kennedy Road to Warden Avenue in the Town of Markham.

Included in this contract, is the widening and resurfacing of 14th Avenue to five lanes from the CNR tracks to Kennedy Road and the resurfacing of 14th Avenue from Warden Avenue to the CNR tracks. A detailed location map is provided in *Attachment 1* to this report.

Tender documents were prepared and advertised in the Daily Commercial News and via the Electronic Tender Network System. As a result of these advertisements, 17 firms took out plans and specifications.

Tenders were received and publicly opened by the Clerk's Office in the presence of the Supplies and Services Branch at 1:30 p.m. on April 3, 2001, at the Regional Administrative Centre.

4. ANALYSIS AND OPTIONS

A total of seven tenders were received.

4.1 Tender Results

The Supplies and Services Branch reviewed the submitted tenders and concur that this contract be awarded to Furfari Paving Co. Ltd., the lowest responsive and responsible bidder. A summary of the bid amounts is provided in Table 1.

Table 1
Summary of Bid Amounts

Tender Received		Amount of Bid
1.	Furfari Paving Co. Ltd.	\$ 888,888.88
2.	D. Crupi & Sons Limited	907,122.55
3.	961488 Ontario Limited o/a Sanan Construction	931,611.07
4.	Èlirpa Construction & Materials Ltd.	1,031,769.78 *
5.	Brenan Paving & Construction Ltd.	1,110,773.15
6.	Miwell Construction Ltd.	1,144,993.58 *
7.	K.J. Beamish Construction Co., Limited	1,195,791.74

* Corrected Extensions

5. FINANCIAL IMPLICATIONS

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

Table 2
Financial Implication of Tender Bid

	2001 Budget Approved	Current Projection	To be Funded Through Carryovers
Expenditures			
Quality Control		40,000	40,000
Utility Relocation		46,300	46,300
Contractor Payments	305,000	888,889	583,889
Less G.S.T. Rebate (4%)		(33,230)	(33,230)
Supervision and Inspection		50,000	50,000
Contingency Allowance		133,300	133,300
Total Expenditures	305,000	1,125,259	820,259
Recoveries			
Development Charge	181,000	669,529*	488,529
Reserves (Roads Tax Levy)	124,000	455,730*	331,730
Total Recoveries	305,000	1,125,259	820,259

* See below (funds already in reserve)

Council previously approved \$1.3 million for this project as part of the 2000 Business Plan and Budget. At the time, the required funding was set aside in the Roads Capital and Development Charge reserves to fund the project. The project was expected to be substantially complete in 2000; however, a delay in tendering because of requests for Hearings of Necessity for expropriation delayed the project till 2001. Because of the majority of the work was expected to have been carried out in 2000, only \$305,000 was projected to be carried over to and budgeted for, 2001, in the 2001 Business Plan and Budget. The amounts of \$529,000 and \$776,000, as allocated in the 2000 Roads Budget however, were designated for this purpose in the Roads Capital Levy reserve and the Development Charges reserve respectively.

The report titled "2001 Budget Adjustments" on this agenda addresses this and other similar situations in the Roads Capital program where funds designated previously for 2000 approved capital projects, to be incorporated into the 2001 Roads Capital Budget.

Also identified in Table 2 is a contingency amount of \$133,300 that the Commissioner of Transportation and Works is authorized to disburse for any additional work that may be

required during construction. Conditions and situations sometimes arise which are out of the control of either the Region or the contractor.

6. LOCAL MUNICIPAL IMPACT

There are no local municipal implications associated with this report

7. CONCLUSION

It is recommended that Contract 01-100 be awarded to Furfari Paving Co. Ltd. in accordance with their bid of \$888,888.88.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the May 2, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

15
YORK REGION RAPID TRANSIT
REQUEST FOR EXPRESSIONS OF INTEREST

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, April 27, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The attached request for expressions of interest for a York Region Rapid Transit System (*Attachment 1*) be endorsed.
2. The Regional Clerk be directed to place this advertisement in the appropriate commercial newspapers.
3. A consultant be retained jointly by the Region, Markham, Vaughan and Richmond Hill to assist in evaluating the expressions of interest and steer the process.
4. Copies of this report be circulated by the Regional Clerk to the Town of Markham, the Town of Richmond Hill and the City of Vaughan.

2. PURPOSE

The purpose of this report is to seek endorsement to place an advertisement requesting expressions of interest from the private sector to plan, finance and implement a rapid transit system for York Region.

3. BACKGROUND

Two committees have been established to promote rapid transit improvements within York Region:

- Spadina-York Subway Extension Committee
- Yonge Street Subway Implementation Coordination Committee

The Regional Chair and senior staff participate on both of these committees. The membership of the committees consists of politicians and senior staff from Markham, Vaughan and Richmond Hill. York University and the City of Toronto also participate on the Spadina-York Subway Extension Committee.

The committees have expressed interest in pursuing options for a public/private venture.

Attachment 1 presents a draft advertisement that can be placed in commercial newspapers to seek the expressions of interest. Brief responses are requested from the interested consortia, identifying the participating firms, key staff, financial resources and experience on similar infrastructure initiatives.

It is suggested that a consultant be retained to assist with the evaluation of the expressions of interest and to help steer the process. This consultant would be retained jointly with Markham, Vaughan and Richmond Hill.

4. FINANCIAL IMPLICATIONS

The cost of placing the advertisement in the commercial newspapers is anticipated to be approximately \$10,000. The cost of retaining a consultant to assist with the process will be explored together with Markham, Vaughan and Richmond Hill. Staff will report further on this issue when the detailed cost has been identified.

The ultimate ownership/operation of a rapid transit system will require a complete fiscal analysis (i.e. development charge implications) when such a structure has been determined.

5. LOCAL MUNICIPAL IMPACT

The proposed request for expressions of interest has been prepared in consultation with Markham, Vaughan and Richmond Hill.

6. CONCLUSION

A draft advertisement has been prepared to seek expressions of interest for private sector consortia for a York Region rapid transit network. This initiative resulted from the direction of the Yonge Street Subway Implementation Coordination Committee and the Spadina-York Subway Extension Committee. The purpose of the request is to identify private sector partners who would be able to plan, finance and implement a rapid transit network for York Region. It is recommended that this draft advertisement be endorsed and placed in the appropriate commercial newspapers. It is also recommended that York Region together with Markham, Vaughan and Richmond Hill, retain a consultant to assist in the initiative.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the May 2, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

16 NATURE CONSERVACY OF CANADA

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, April 23, 2001, from the Commissioner of Corporate and Legal Services, Commissioner of Transportation and Works and the Commissioner of Planning and Development Services:

1. RECOMMENDATIONS

It is recommended that:

1. The Region enter into a 3 year agreement with the Nature Conservancy of Canada ("NCC") to secure in either party's name a minimum of \$1.8 million of environmentally sensitive or significant lands.
2. During the term of the agreement, the Region will provide \$100,000 a year to the NCC on the condition that the NCC provide funds in the amount of \$40,000 a year.
3. The Regional Chair and Clerk be authorized to execute the agreement.

2. PURPOSE

This report recommends an agreement with the NCC that supports the Region's Greenlands Property Securement Strategy – A Legacy for the Future to enable the NCC to assist the Region in securing donations of lands or conservation easements over lands that are environmentally sensitive or scientifically significant.

3. BACKGROUND

Chapter 2 of the York Regional Official Plan deals with Sustainable Natural Environment. Within this framework, a number of policies are directly linked to protection and maintenance of the Region's Greenlands System and the acquisition of forested and natural environmental properties. Specifically, the Sustainable Natural Environment section includes the following policies:

- To pursue and encourage a wide variety of land stewardship options, including easements, trusts, tax incentives and right of way approaches to preserving, enhancing and accessing greenlands (Policy 2.1.14)
- To pursue initiatives through multi-party partnerships to rehabilitate Greenlands and re-establish, where possible, connecting links throughout the Greenlands System (Policy 2.1.15)
- To explore and develop land securement strategies to implement the Regional Greenlands System that are both supportive of and complementary to local Greenland systems (Policy 1.2.16)

In 1998, Council adopted the York Regional Forest 20-Year Management Plan that directs the management of the York Regional Forest. The York Regional Forest 20-Year Management Plan and the York Regional Official Plan policies support the proposed agreement as a vehicle to secure greenlands.

On April 12, 2001, Regional Council approved a Greenlands Property Securement Strategy – A Legacy for the Future. The agreement with NCC is one of the implementation tools identified within this Strategy.

2.1 Nature Conservancy of Canada

The NCC is a well established and highly visible national charity dedicated to preserving ecologically significant natural areas, places of special beauty and educational interests. This is accomplished by taking title to lands or easements through outright purchase or donation. Through the development and implementation of management plans and monitoring arrangements, the NCC aims at achieving a long-term stewardship with its partners. Since 1962 the NCC has protected more than 1.6 million acres in over 800 properties nation-wide.

In Ontario, the NCC has helped to establish over 200 Provincial Nature Preserves, totalling 82,700 acres of ecologically significant land. The foundation of their success has been based on the partnerships that have been created with individuals, communities, businesses, foundations and governments.

3. ANALYSIS AND OPTIONS

The proposed agreement supports both NCC's activities of achieving the donation of greenlands within York Region and York Region's Greenlands Securement Strategy.

3.1 Annual Contributions and Goals

York Region will fund the NCC with \$100,000 for each of the next three years. In return, the NCC will also commit funding of \$40,000 annually to support acquisition initiatives within York Region. These funds will be used for appraising, surveying, fundraising, public relations, management plan formulation and other administrative costs necessary to support the securement initiative. The NCC will secure no less than \$600,000 worth of donated lands and easements within York Region for each of the next three years. During the term of the agreement continued funding from year to year is conditional on NCC achieving annual minimum targets.

The agreement requires NCC to work with the staff of the Region of York to identify appropriate greenlands securement opportunities throughout the Region. The lands may be donated to either NCC or the Region and the party that holds title to the lands will be responsible for the management of them.

In addition, the Region will continue to co-ordinate our greenlands requirements and selection criteria with our other partners.

3.2 Methods of Property Securement

There are many methods available to achieve the protection of ecologically significant properties. While outright purchase is one method, in view of the relatively high costs involved the agreement with NCC does not deal with potential purchase opportunities but focuses on the donation of lands at this time. The potential for the purchase of significant properties with NCC or other conservation partners, while not precluded by the agreement would only be considered in specific cases where all other means to protect the lands have been exhausted.

4. FINANCIAL IMPLICATIONS

The Region will commit to fund the NCC in the amount of \$100,000 per year for the next three years and the NCC will provide funds in the amount of \$40,000 per year for the next three years to secure a minimum of \$1.8 million worth of greenlands within York Region. Funds have been included in the 2001 budget.

5. LOCAL MUNICIPAL IMPACT

There is a need to develop and maintain a co-ordinated approach between the Region, area municipalities, agencies and the general public to provide a cohesive and successful program. The development of an inter-jurisdictional working group will be required to facilitate a co-ordinated approach.

6. CONCLUSION

The York Regional Official Plan provides a framework for a Sustainable Natural Environment through a number of policies. Within these policies is a strategy to secure lands that support and complement the Greenlands System.

The NCC provides a partnership opportunity for acquiring lands of ecological significance through donation. The Region of York will be the first region in Ontario to enter into a formal relationship with the NCC.

It is recommended that the Region enter into the agreement to support the securement of sensitive and significant lands within the Region of York.

17 EXPROPRIATION OF LAND HIGHWAY 7 - VAUGHAN

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, April 3, 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, 2, 3, 4, 5, 6, and 7 on Reference Plan 65R-23596, subject to an easement as in Instrument No. WB6376
Parts 1 and 2 on Reference Plan 65R-23597, subject to an easement as in Instrument No. R285762
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 six owners in conjunction with the construction of Highway 7 in the City of Vaughan (see *Attachment 1*).

3. BACKGROUND

Regional Council, on March 8, 2001, adopted By-law R-1246-2001-022 that authorized the following works and undertakings:

- (a) the widening and reconstruction of Highway 7 (YR 7) from Highway 27 (YR 27) to Kipling Avenue, in the City of Vaughan, to a basic width up to 45.0 metres with additional widenings at cuts, fills, watercourse crossings and intersections, to provide a basic seven lane road from Highway 27 (YR 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 the intersection;
- (c) the reconstruction and widening of the Highway 7 (YR 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.

4. LOCAL MUNICIPAL IMPACT

There are no local municipal implications associated with this report.

5. 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.

6. CONCLUSION

Construction of this project is scheduled to commence in 2001.

Reference plans showing the Region's requirements were registered in March, 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 May 2, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

18
COMPENSATION FOR EXPROPRIATION
KENNEDY ROAD (Y.R. 3) - MARKHAM

The Transportation and Works Committee recommends the adoption of the recommendation contained in the following report, April 3, 2001, from the Commissioner of Corporate and Legal Services:

1. RECOMMENDATIONS

It is recommended that:

The Commissioner of Corporate and Legal Services be authorized to make the following offers on behalf of the Regional Corporation in accordance with the *Expropriations Act* for the land required for the widening and reconstruction of Kennedy Road (YR 3) in the Town of Markham

2. PURPOSE

The purpose of this report is to receive authorization to serve an offer, under the *Expropriations Act*, on those parties who have a registered interest in the properties being expropriated.

3. BACKGROUND

On October 26, 2000, Regional Council authorized the expropriation of the following properties for the widening and reconstruction of Kennedy Road (YR 3) (*see Attachment No. 1*). An independent appraiser has prepared appraisal reports of the properties. It is now in order to make an offer to the owners in compliance with Section 25 of the *Expropriations Act*. This provision requires that the offer be made based on 100% of the market value and that such offer be made prior to taking possession of the property.

3.1 Property No. 1

OWNER:	Edward Reiter, in Trust
PROPERTY:	Parts 2 and 3, Expropriation Plan D800 (<i>see Attachment No. 2</i>) Town of Markham Regional Municipality of York
TOTAL OWNERSHIP:	3314 m ² (35,673 square feet)
AREA EXPROPRIATED:	83 m ² (893.43 square feet) Fee Simple Interest 31 m ² (333.69 square feet) Temporary Limited Interest
OFFER OF COMPENSATION:	\$35,524.00
COMMENTS:	The subject property is an improved residential property that is located on the west side of Kennedy Road in the Town of Markham. There are no development applications or site plan approvals pending on this property.

3.2 Property No. 2

OWNER:	The Incumbent and Church Wardens of St. Philips Anglican Church
PROPERTY:	Part 4, Expropriation Plan D800 (<i>see Attachment No. 2</i>)

	Town of Markham Regional Municipality of York
TOTAL OWNERSHIP:	1.67 ha, (4.132 acres)
AREA EXPROPRIATED:	13 m ² (140 square feet) Fee Simple Interest
OFFER OF COMPENSATION:	\$1,188.00
COMMENTS:	The subject property is improved with a church and is located on the west side of Kennedy Road, just north of 16 th Avenue in the Town of Markham. There are no development applications or site plan approvals pending on this property.

3.3 Property No. 3

OWNER:	Trustees of the Lutheran Church and the Trustees of the Bethesda Lutheran Church also known as the Trustees of the Bethesda Lutheran Cemetery
PROPERTY:	Parts 5, 6, 7 and 8 on Expropriation Plan D800 (see Attachment No. 2) Town of Markham Regional Municipality of York
TOTAL OWNERSHIP:	1.3 ha, (3.248 acres)
AREA EXPROPRIATED:	42 m ² (452 square feet) Fee Simple Interest 186 m ² (2,002 square feet) Temporary Limited Interest
OFFER OF COMPENSATION:	\$17,183.00
COMMENTS:	The subject property is a cemetery that is located on the east side of Kennedy Road, just north of 16 th Avenue in the Town of Markham. There are no development applications or site plan approvals pending on this property.

4. FINANCIAL IMPLICATIONS

The appraisal reports have been prepared by an independent appraiser that estimates the current market value of the Region's requirements. The total amount of compensation to be offered under Section 25 of the *Expropriations Act* for the expropriations, including land,

landscaping and injurious affection, if any, is the sum of \$53,895.00. 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

It is recommended that the above offers together with a copy of the appraisal report be served by registered mail on those parties with a registered interest in the subject properties. Under the Act, the offer must be served in order that the Region can enter onto the expropriated properties to carry out the construction of the road.

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

(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the May 2, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

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COMPENSATION FOR EXPROPRIATION
BAYVIEW AVENUE (YR 34)
TOWN OF RICHMOND HILL

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

1. RECOMMENDATIONS

It is recommended that:

1. The Commissioner of Corporate and Legal Services be authorized to make the following offers on behalf of the Regional Corporation in accordance with the *Expropriations Act* for the land required for the construction of Bayview Avenue (YR 34) from Stouffville Road (YR 14) to Bloomington Road (YR 40) and the reconstruction of the intersection of Stouffville Road (YR 14) and Bayview Avenue (YR 34) in the Town of Richmond Hill.

2. PURPOSE

The purpose of this report is to receive authorization to serve an offer, under the *Expropriations Act*, on those parties who have a registered interest in the properties being expropriated.

3. BACKGROUND

On January 18, 2001, Regional Council authorized the expropriation of the following properties for the widening and reconstruction of Bayview Avenue (YR 34) (*see Attachment No. 1*). Independent appraisers have prepared appraisal reports of the properties. It is now in order to make an offer to the owners in compliance with Section 25 of the *Expropriations Act*. This provision requires that the offer be made based on 100% of the market value and that such offer be made prior to taking possession of the property.

3.1 Property No. 1

OWNER: Chris Stavrakos

PROPERTY: Parts 1, Expropriation Plan D804
Town of Richmond Hill
Regional Municipality of York

TOTAL OWNERSHIP: 1.67 ha (4.133 acres)

AREA EXPROPRIATED: 2480.89 m² (0.613 acres) Fee Simple Interest

OFFER OF COMPENSATION: \$68,000.00

COMMENTS:
The subject property is an improved estate residential property that is located on the northeast corner of Stouffville Road and the new unopened Bayview Avenue extension. The requirements are located across both the Stouffville Road and Bayview Avenue frontages. There are no development applications or site plan approvals pending on this property.

3.2 Property No. 2

OWNER: Mary Ellen Davidson

PROPERTY: Part 1, Expropriation Plan D808
Town of Richmond Hill
Regional Municipality of York

TOTAL OWNERSHIP: 660.89 m² (7,114 square feet)

AREA EXPROPRIATED: 26.9 m² (289.56 square feet) Fee Simple Interest

OFFER OF COMPENSATION: \$22,100.00

COMMENTS:
The subject property is an improved single family residential lot that is located in the southwest corner of Bayview Avenue and Newman Avenue. The Region's requirements are located across the corner of the lot.

3.3 Property No. 3

OWNER:	The First Richmond Place Inc.
PROPERTY:	Part 1, Expropriation Plan D807 Town of Richmond Hill Regional Municipality of York
TOTAL OWNERSHIP:	33.35 ha (82.4 acres)
AREA EXPROPRIATED:	474.43 m ² (0.117 acres) Fee Simple Interest
OFFER OF COMPENSATION:	\$12,900.00
COMMENTS:	The subject property is a future development property that is located on the west side of Bayview Avenue south of Bloomington Road. The Region's requirements are located on the southeast corner of the property.

4. FINANCIAL IMPLICATIONS

The appraisal reports have been prepared by independent appraisers that estimated the current market value of the Region's requirements. The total amount of compensation for the expropriation, including land, landscaping and injurious affection, if any, is the sum of \$103,000.00. Funds have been included in the 2001 budget for these offers of compensation.

5. LOCAL MUNICIPAL IMPACT

There are no local municipal implications associated with this report.

6. CONCLUSION

It is recommended that the above offers together with a copy of the appraisal report be served by registered mail on those parties with a registered interest in the subject properties. Under the Act, the offer must be served in order that the Region can enter onto the expropriated properties to carry out the construction of the road.

This report has been reviewed by the Senior Management Group.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the May 2, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

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UPDATE – COMMITTEE PROCEEDINGS

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

1. C. McBride, Grand Chief of the Algonquin Nation Secretariat, February 12, 2001, expressing their opposition to any attempts to use the waters of the Adams Mine as a dump for municipal and industrial waste from southern Ontario. Received.
2. J. Daly, Legislative Co-ordinator, Region of Peel, April 3, 2001, forwarding a Region of Peel Council resolution adopted at its meeting on March 29, 2001, regarding the Highway 427 Northerly Extension and Boundary Transportation Study. Received.
3. The Committee reviewed information prepared by staff assessing additional staff requirements for the Transportation and Works Department (excluding Transit Operations) as contained in the 2001 Business Plan and Budget. The Committee received the information as submitted and authorized the hiring of the subject staff.
4. The Committee referred the Private Session item directly to the May 10, 2001 Council meeting.

The Transportation and Works Committee adjourned at 1:00 p.m.

Respectfully submitted,

**May 2, 2001
Newmarket, Ontario**

**Wm. F. Bell
Chair**

(Report No. 5 of the Transportation and Works Committee was adopted, without amendment, by Regional Council at its meeting on May 10, 2001.)