

APPENDIX "A"
Report No. 7 of the Transportation and Works Committee

THE REGIONAL MUNICIPALITY OF YORK

**REPORT NO. 7
OF THE REGIONAL
TRANSPORTATION AND WORKS COMMITTEE
MEETING HELD ON JUNE 28, 2000**

**For Consideration by
The Council of The Regional Municipality of York
on July 6, 2000**

Chair: Mayor Wm. F. Bell, Chair

Members: Regional Councillor D. Wheeler, Vice-Chair
Regional Councillor G. Landon
Regional Councillor M. Di Biase
Mayor J. Mortonson
Regional Chair B. Fisch, ex officio

Also Present: Regional Councillor R. Aselin
Mayor W. Emmerson
Regional Councillor T. Wong

Staff Present: P. Carlyle, S. Cartwright, J. Culshaw, S. Hertel, P. Jankowski, P. May,
K. Schipper, D. Selby, E. Stevenson, A. Wells, E. Wilson

The Transportation and Works Committee began its meeting at 9:05 a.m. on June 28, 2000.

1**WIDENING AND RECONSTRUCTION NINTH LINE FROM
PROPOSED HIGHWAY 407 TO MAIN STREET STOUFFVILLE
PROJECT 9438 – MARKHAM/WHITCHURCH-STOUFFVILLE**

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, June 13, 2000, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

This report be received for information.

2. PURPOSE

The purpose of this report is to provide a status report on the discussions with area residents regarding this project to indicate the additional steps that have been initiated as a result of these discussions.

The location of the project is shown on *Attachment 1*.

Attachment 2 shows the approved staging for the construction of the Markham By-pass.

3. BACKGROUND

The Class Environmental Assessment (Class EA) study for this project has been completed. The Environmental Study Report (ESR) documenting the study process, findings and recommendations was filed on the public record in August 1999 and the mandatory 30-day review period expired in September 1999.

The study has fulfilled all of the requirements of the Environmental Assessment Act and, therefore, once the by-law authorizing land acquisition and construction is passed, the Region may proceed to construct the recommended improvements.

A hearing was held on January 19, 2000, and recommenced on April 5, 2000, prior to considering the by-law. As requested by the public, the hearing was adjourned to allow for further discussion with the residents.

The recommendations regarding the construction of this project as contained in the proposed by-law are:

- a basic four-lane road with a continuous centre left-turn lane from proposed Highway 407 to 16th Avenue;
- a basic four-lane road from 16th Avenue to Major Mackenzie Drive;
- a basic two-lane road from Major Mackenzie Drive to Main Street, Stouffville, with a continuous left-turn lane within Stouffville;

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- a basic four-lane road on Main Street between Ninth Line south of Main Street and Ninth Line north of Main Street;
- Installation of traffic control signals at the intersection of Ninth Line south and Main Street and;
- left-turn and right-turn lanes at intersections.

At the April 5, 2000, hearing, a number of questions and concerns were again raised and on April 13, 2000 York Region Council adjourned the hearing to June 28, 2000 in order to allow additional time for staff to meet area residents to discuss these matters further.

4. ANALYSIS AND OPTIONS

Since January 19, 2000, four general meetings with area residents have taken place.

On February 3, 2000, the Town of Markham hosted a meeting to consider the Markham Transportation Study –East End Update. Regional staff participated as much of the general public interest at the meeting revolved around Ninth Line and the Markham By-pass.

On February 21, 2000 and on March 6, 2000, and on April 17, 2000, the Region and the Town of Markham held three joint meetings with parties interested in local Markham and Ninth Line transportation issues, as directed by the Region's Transportation and Works Committee. Approximately 25 people attended the first meeting, 35 the second, and 65 the third.

In order to expedite a resolution to the issues at hand, it was agreed that a small working group of residents would be established to meet regularly with Town and Regional staff to discuss all relevant issues.

The Working Group consists of residents, councillors, and staff members from both Markham and York Region. The group met on May 10, May 24, and June 7, 2000, to discuss the issues regarding Ninth Line widening.

The following summary identifies the significant issues brought forward by the various parties and the regional action or response with respect to the Ninth Line.

4.1 Need for Ninth Line Widening

Considering the timing of all developments adjacent to Ninth Line the working group generally recognizes the need to widen the road to accommodate the increasing traffic. The working group however continues to question the timing for the proposed widening and has suggested that this decision on implementation timing be postponed until after the Markham By-pass connection between Ninth Line and the 16th Avenue is open to traffic, and traffic operations are re-analyzed thereafter.

Current traffic counts and transportation model forecasts indicate that Ninth Line is presently at capacity and that the widening is warranted immediately.

4.2 Acceleration of the Markham By-pass Connection to 16th Avenue

Regional staff has been asked to determine whether the construction of the temporary connection from Ninth Line to the existing Markham By-pass at 16th Avenue could be advanced. It is currently programmed for construction start in early 2002.

Although detail design could be completed by early 2001, significant property acquisitions are required to construct this temporary connection. Preliminary discussions are now underway to determine the likelihood of possession of these lands in time to effect a 2001 construction start. Such a scenario would also require an amendment to the Region's Capital Works Program.

4.3 Delay of the Ninth Line Widening

A request to delay the Ninth Line widening until after traffic patterns can be reevaluated following the opening of the Markham By-pass connection from Ninth Line to 16th Avenue, has been made by a number of the residents present at the meetings.

Regional and Town studies have consistently demonstrated the immediate need for the planned Ninth Line widening. Also, the development phasing of the adjacent Cornell lands has been established to be conditional on the Ninth Line being widened to provide the required transportation capacity to these developing communities.

The Ninth Line widening is scheduled for 2001 construction. Other construction projects in the area include

- Regional sanitary trunk sewer, which will start in June 2000 and be completed in February 2002.
- Markham By-pass between Highway 407 and Ninth Line, with temporary link to existing the Markham By-pass is planned for construction in 2002.
- Ninth Line widening and Markham By-pass between Highway 407 and Ninth Line is expected to be completed approximately at the same time.

Consideration of such a request would require an amendment to the Region's Capital Works Program. There may also be ramifications on development activity in the east Markham area from any delay to the improvements of Ninth Line.

4.4 Redesign of the Ninth Line/Markham By-pass Intersection

Regional staff responded at the May 24, 2000 meeting, that it may be possible to install signs to encourage the south bound traffic on Ninth Line to use the Markham By-Pass. Residents suggested double southbound left-turn lanes from the Ninth Line to the Markham By-Pass.

Staff agreed to recommend to Council that it maintain the two basic lane configuration on the Ninth Line north of the 16th Avenue until traffic on this section of Ninth Line reaches approximately 14,000 vehicles per day.

4.5 Elimination of Continuous Left Turn Lane on Ninth Line

Numerous suggestions regarding an alternate cross-section for Ninth Line have again been made. Suggestions have ranged from no change, to a three-lane section (with or without alternating peak hour direction for traffic using the centre lane), to a four-lane section with allowance for left-turns out of the through lanes.

Regional staff have determined that in the long run, the need to provide the required additional capacity on Ninth Line may necessitate that the vehicles wishing to turn left at any of the numerous intersections between 16th Avenue and Highway 407 do so from a designated left-turn lane. This was the scheme that was approved through the Class Environmental Assessment for this study. There is however one area where, even in the future the planned continuous left-turn lane could be minimized. This occurs in the vicinity of a new planned community park opposite the Fincham Avenue intersection.

It is absolutely beyond question that left and right turn lanes are required immediately at the major intersections of Ninth Line with Highway 7, Church Street and 16th Avenue. It is also considered highly desirable to have the left turn lane provided in front of the planned new private school on the Ninth Line north of Church Street.

Staff have however reviewed the short term traffic and turning volume forecasts for the other intersections between Highway 407 and 16th Avenue. It is felt that as the projected turning volumes are currently anticipated to be significantly lower here than at the major intersections noted above, the addition of the continuous left turn lane could be added as the future ultimate stage of construction, at minimal additional cost. Alternatively, peak hour turn restrictions could also be considered by the Region and by the Town of Markham at these lower volume intersections. Regional staff would continue to monitor the operation of these intersections to identify when changes may warrant the introduction of operating restrictions, or of the construction of the ultimate stage.

4.6 Mitigation of Impacts on Participation House

Participation House is a health care facility located in the southeast corner of Ninth Line and Church Street. Some parties have asked that Ninth Line not be realigned or widened in this area because the edge of the pavement would come closer to the western wall of the facility. The technically preferred design for Ninth Line widening includes a shift of the centreline to come closer to Participation House, in order to save seven residential properties on the west side of Ninth Line. Also a northbound right-turn lane is planned to accommodate ambulance and other traffic bound for the Markham-Stouffville Hospital on Church Street.

Regional staff recognizes the unique nature of the institutional uses of these lands and is committed to negotiating with both Participation House (the tenant) and the Markham-Stouffville Hospital, the owner of these lands, to try to arrive at the best possible solution.

4.7 Noise Mitigation

Requests for noise mitigation were again received from residents on the west side of Ninth Line.

Regional staff have reviewed the potential for berming. However, property constraints preclude such measures. Noise fencing or barriers are not warranted due to the relatively minor projected noise increases attributable to the widening of Ninth Line. Such fencing could, however, be requested under the Local Improvement Act.

4.8 Enhanced Streetscaping

The meeting attendees have not expressed any great interest in additional streetscaping or landscaping, which could be incorporated into the widening.

However, Regional and Town staff have developed some progressive streetscaping concepts which could be considered for implementation on Ninth Line once detail design is sufficiently advanced, under the framework of the Region's overall streetscaping policy now under development.

4.9 Road Elevation

The preliminary design proposes to raise the Ninth Line pavement in order to avoid conflict with a trunk gas main, which will be under the new pavement. In the most recent discussions Enbridge Consumers Gas has expressed the desire to relocate the gas main to minimize the potential of an accidental breakage and to avoid the need to excavate in the road pavement when new connections to this trunk gas main are needed.

If the gasmain is relocated outside of the pavement area, the new road may be constructed slightly below the elevation of the existing road to better suit the adjacent ground. The detailed roadway elevations will be established during detail design of the project.

4.10 Working Group Recommendations

At the time of writing of this report the Working Group had not yet formalized its recommendations, however it is anticipated that these will, as a minimum, focus on the presentation of some of the following options considered by the group:

- A. York Region to continue with the originally-planned construction
- B. Defer the Ninth Line widening until after the Markham Bypass construction
- C. Accelerate the provision of alternate North-South road capacity through the Cornell Community via the planned Burr Oak Drive.
- D. Construction of a three lane cross-section on Ninth Line
- E. Widening to four lanes with left turn lanes limited to the Highway 7, Church Street and the 16th Avenue intersections
- F. Widening to 4 lanes with increased landscaping
- G. Establishing triggers for the widening of Ninth Line to be invoked in the future.

Regional staff have continued to work with the Working Group to better understand local concerns in an effort to try to refine better potential solutions. Although it may not be possible to achieve universal consensus on a solution which satisfies every aspect or concern,

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it would appear that a solution which would address both the existing and future transportation needs and some of the local concerns may be emerging. It would consist of a blend of some elements of options B, E and F identified above.

Although there is an immediate need for those improvements identified in option E, along with right turn lanes at these intersections, the left turn lane through much of the remainder of this section of Ninth Line could be subject of an ultimate implementation phase. Furthermore, the Region is already working on the development of new enhanced streetscaping treatments to be applied along Regional roads. Regional staff have already pledged to continue working with the local residents within the context of this future streetscaping policy, to develop the details of an appropriate overall landscaping concept. The Region and the adjacent property owners could then work in implementing this agreed upon concept over the coming years. The details of this plan will be developed through the normal detail design process to be initiated upon passing of the bylaw approving the works. Lastly, Regional Council has already recognized the need for the early implementation of the Markham Bypass by accelerating the construction of the first phase. Staff will continue to work to try to secure the required properties to see if construction could in fact be started even earlier on the section between Ninth Line and 16th Avenue.

5. FINANCIAL IMPLICATIONS

As both the Ninth Line improvements and the Markham Bypass construction are currently included in the Region's Ten-Year Roads Capital Program, there are no significant financial implications of the proposed course of action.

The financial implications of the potential enhanced streetscaping will be estimated within the context of the overall Regional streetscaping policy now under development, and once the detail design of these enhancements is undertaken.

6. LOCAL MUNICIPAL IMPACT

Because of the timeframes associated with property acquisition, the start of construction of the widening of Ninth Line from Highway 407 to 16th Avenue, which was previously scheduled for 2001, may now be delayed to 2002, even if the by-law were to be passed by the summer of the year 2000. This would result in the completion of the Ninth Line widening and of the Markham By-pass construction at essentially the same time (end of 2002).

Any further significant delays would also result in increased traffic congestion on the Ninth Line as approved development is completed and houses are occupied. This in turn will lead to reduced air quality from idling and slow moving vehicles and may lead to short-cutting through collector and residential streets to avoid "bottle-necks".

Significant delays may also have an untoward effect on the development of subsequent phases of Cornell, Greensborough and other parts of eastern Markham.

7. CONCLUSION

This report provides a status report on the discussions that have taken place to date with area residents on the proposed Ninth Line improvements. It also outlines the additional work undertaken as a result of these discussions.

It is recommended that the public hearing on this project be reconvened and that the By-law be approved authorizing land acquisition and construction of the project in accordance with the approved 10-Year Road Construction Program.

It is further recommended that, subject to the approval of the by-law authorizing land acquisition and construction to begin for the Markham By-pass project(s), staff be instructed to continue with the negotiations and design required to advance the construction of the section of Markham By-pass between Ninth Line and 16th Avenue.

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 June 28, 2000 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

(Regional Council at its meeting on July 6, 2000, received the foregoing Clause.)

2

REGIONAL STREETSCAPING POLICY UPDATE

The Transportation and Works Committee recommends:

- 1. Recommendation 1 of the following report, June 13, 2000, from the Commissioner of Transportation and Works be adopted;**
- 2. The streetscaping options for Regional centres, Regional corridors and other Regional roads as outlined in the presentation by Paul Jankowski, Director, Transportation Design & Construction Branch and Paul Nodwell, Consultant, PD3 Planning and Design Solutions be adopted by the Region of York and be included in 2000 and 2001 projects, where possible; and**
- 3. Staff be directed to prepare a policy for streetscaping of Regional centres, Regional corridors and other Regional roads.**

1. RECOMMENDATIONS

It is recommended that:

1. Committee receive a presentation from Regional staff and the Region's consultant on various policy options for streetscaping of:
 - Regional centres

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- Regional corridors and
- other Regional roads.

2. Regional staff be authorized to continue to consult with the staff of the local municipalities, with other stakeholders, and with the public on the streetscaping options before reporting back with a draft policy for consideration by Committee and Regional Council.

2. PURPOSE

The purpose of this report is to seek authorization for staff and the consultant to present policy options for review and discussion of their relative merits and their costs for the categories of Regional roads noted above. Authorization is also being sought to consult with stakeholders following the review with Committee, and prior to reporting back to Committee with a draft policy.

3. BACKGROUND

Streetscaping is recognized as an important part of road widening projects. The Region adopted a policy on streetscaping in 1987 and augmented this with the "Regional Streets; Standards for Rights-of-way and Boulevards" report in 1997.

The Region has implemented a significant streetscaping plan on Yonge Street within the Newmarket Regional Centre and has completed plans for a similar project on Wellington Street East, in Aurora.

Several other projects involving streetscaping are being developed across the Region. Further details of the policy and related issues have been provided to Committee in the report to Transportation and Works Committee on February 2, 2000.

Since February, when this matter was last discussed in Committee, Regional staff has hosted a workshop for local municipal staff members specializing in engineering, planning and landscaping, to discuss the issue in broad terms, the proposed categorization of Regional roads for streetscaping purposes, some potential streetscaping options, cost-sharing mechanisms and other factors that may influence the choices available.

4. ANALYSIS AND OPTIONS

A streetscaping policy is required for Regional roads. The presentation will include typical examples of streetscaping for:

- Regional Centres (areas of high intensity development where lots of pedestrian traffic can be expected);
- Regional Corridors (i.e. Yonge Street and Highway 7; areas of medium intensity development with some pedestrian traffic); and
- other Regional roads.

It will also include a range of options for each category of road and provide a preliminary cost estimate and potential cost sharing options for each possible level of treatment to assist in

selecting the preferred option in an informed manner. Both capital and maintenance costs will be included in the information.

It is now deemed appropriate to solicit further input from the various stakeholders such as the local municipalities, other potential interested parties, and the general public.

5. FINANCIAL IMPLICATIONS

There are no financial implications of this report.

6. LOCAL MUNICIPAL IMPACT

The local municipal staff are in support of a Regional streetscaping policy and have already participated in one consultation meeting on this project.

7. CONCLUSION

Council has requested that staff present a draft policy for the streetscaping of Regional roads.

It is proposed that staff and the consultant make a presentation to committee outlining typical streetscaping concepts, policy options for three typical categories of Regional road (Regional Centres, Regional Corridors and other Regional Roads) prior to further review with stakeholders.

This report has been reviewed by the Senior Management Group.

(Regional Council at its meeting on July 6, 2000 amended the foregoing Clause as follows:

to provide that streetscaping now be at the Region's cost and that the Commissioner of Transportation and Works report back on the issue of sidewalk costs.)

3

ROAD ASSUMPTIONS/REVERSION

**DOANE ROAD, WARDEN AVENUE, VIVIAN ROAD, GLENWOODS AVENUE
AND QUEENSVILLE SIDEROAD – EAST GWILLIMBURY/GEORGINA AND
WHITCHURCH-STOUFFVILLE**

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, June 15, 2000, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The following roads be assumed into the Regional road system effective September 1, 2000.

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- 1.1 Doane Road from Yonge Street (Y.R. 51) to Woodbine Avenue (Y.R. 8) in the Town of East Gwillimbury, designated as Doane Road (Y.R. 45), as shown on Plan 45-1.
 - 1.2 Vivian Road from Highway 48 to the York/Durham boundary in the Town of Whitchurch-Stouffville, designated as Vivian Road (Y.R. 74), as shown on Plan 74-2.
 - 1.3 Warden Avenue from Bloomington Road (Y.R. 40) in the Town of Whitchurch-Stouffville to Ravenshoe Road (Y.R. 32) in the Town of East Gwillimbury designated as Warden Avenue (Y.R. 65), as shown on Plans 65-2 and 65-3.
 - 1.4 Glenwoods Avenue from The Queensway South (Y.R. 12) to Woodbine Avenue (Y.R. 8) in the Town of Georgina, designated as Glenwoods Drive (Y.R. 33), as shown on Plan 33-1
 2. The section of Queensville Sideroad (Y.R. 77) from Woodbine Avenue (Y.R. 8) to Kennedy Road (Y.R. 3) be transferred to the Town of East Gwillimbury, effective September 1, 2000.
 3. The Regional Solicitor be authorized to prepare the necessary amendments to the road consolidation By-law R-1107-96-126 to include the roads outlined in Recommendation 1.
 4. The appropriate Regional officials be authorized to undertake all acts necessary to give effect to the road assumptions and transfer.
 5. The Towns of East Gwillimbury, Georgina and Whitchurch-Stouffville be requested to forward all financial information, right-of-way land surveys, by-laws and other traffic and engineering information pertaining to the above road sections to be assumed by the Region.
 6. The Towns of East Gwillimbury and Whitchurch-Stouffville withdraw these road sections if they are currently in the local development charge by-laws and transfer any revenue collected to date to the Region.
 7. Regional staff be authorized to provide all financial information, right-of-way land surveys, by-laws and other traffic and engineering information pertaining to the section of Queensville Sideroad to be transferred to the Town of East Gwillimbury.

2. PURPOSE

The purpose of this report is to authorize the assumption of the following roads as part of the Regional road system.

2.1 Doane Road

Doane Road from Yonge Street to Woodbine Avenue in the Town of East Gwillimbury, designated as Doane Road, as shown on Plan 45-1. In the future, the section of Doane Road from 2nd Concession to Woodbine Avenue will be on a new alignment as defined in the Queensville Secondary Plan.

2.2 Vivian Road

Vivian Road from Highway 48 to the York/Durham boundary in the Town of Whitchurch-Stouffville, designated as Vivian Road, as shown on Plan 74-2.

2.3 Warden Avenue

Warden Avenue from Bloomington Road in the Town of Whitchurch-Stouffville to Ravenshoe Road in the Town of East Gwillimbury, designated as Warden Avenue, as shown on Plans 65-2 and 65-3.

2.4 Glenwoods Avenue

Glenwoods Avenue from The Queensway South to Woodbine Avenue in the Town of Georgina, designated as Glenwoods Drive, as shown on Plan 33-1.

This report is also to authorize the transfer of Queensville Sideroad from Woodbine Avenue to Kennedy Road to the Town of East Gwillimbury.

3. BACKGROUND

Periodically staff from the Region meet with staff from the local municipalities to discuss various matters including possible road transfers and assumptions. It has been identified that certain road sections under the jurisdiction of local municipalities have experienced increasing traffic volumes and are performing more of a Regional function.

Resolutions have been received from the council of the Town of East Gwillimbury, the Town of Whitchurch-Stouffville and the Town of Georgina requesting certain roads be assumed by the Region of York (*See Attachments 1, 2 and 3*).

4. ANALYSIS AND OPTIONS

These potential road assumptions will require a future Regional Official Plan Amendment. In addition, proposed future capital improvements to these roads will need to be incorporated into the Regional Development Charge By-law.

4.1 Doane Road

The section of Doane Road from Yonge Street to Woodbine Avenue is presently a two-lane gravel road in fair condition. The traffic volumes are low but with the proposed Queensville and Holland Landing Secondary Plans volumes are expected to increase substantially. Between 2nd Concession and Woodbine Avenue, Doane Road is proposed to be realigned to the south and constructed as a four lane road to accommodate, in part, the proposed development within the Queensville and Holland Landing Secondary Plans. Furthermore, an interchange with the proposed Highway 404 extension is proposed at the realigned Doane Road. The existing Doane Road in this area will become an integral part of the re-development. In order to provide continuity, it is proposed to assume the remaining section of Doane Road from 2nd Concession to Yonge Street. In addition, there is currently a subdivision being developed on the south side of Doane Road east of Yonge Street, which will result in increased traffic volumes.

4.2 Vivian Road

Vivian Road from Highway 404 to Highway 48 is currently a Regional road consisting of two paved lanes and intersection improvements at major cross roads. The section of Vivian Road

from Highway 48 to the York/Durham boundary is a narrow two-lane surface treated road with substandard visibility. The Ministry of Transportation is proposing to construct traffic control signals at the intersection of Highway 48 and Vivian Road to meet the traffic demands. The addition of these signals will attract traffic resulting in increased volumes.

4.3 Warden Avenue

Warden Avenue passes through four local municipalities providing an arterial road function for residents from Georgina to Markham. It is currently an improved two-lane paved road from Bloomington Road to Boag Road. The Town of East Gwillimbury completed the reconstruction up to Boag Road over the past few years but has not continued with the last two kilometre section because of the discussions on the possible transfer. With the projected growth in the Keswick area, it is expected that traffic volumes will grow on Warden Avenue providing residents with an alternate route in the morning and afternoon peak periods.

The resolution received from the Town of East Gwillimbury also requested the Region to consider the reconstruction of the section of Warden Avenue from Boag Road to Ravenshoe Road as a priority in the 2000 budget.

A further report will be prepared later in the year on the progress of the capital program and if surplus funds are available for additional work.

4.4 Glenwoods Avenue

Glenwoods Avenue is a major road into the community of Keswick. As development proceeds further on the lands on both sides of Glenwoods Avenue, it will become more important. The road is currently a two-lane paved road with turning lanes at major intersections, but will require widening to four lanes as development proceeds and traffic increases. It has been recently improved in localized areas as a result of development.

5. FINANCIAL IMPLICATIONS

It is expected that the additional costs required to operate and maintain these roads for the balance of the year 2000 is \$63,000. The annual maintenance costs are estimated at \$204,000.

Funds in the amount of \$63,000 are available in the 2000 budget for the operation and maintenance of these road assumptions and an increase in the operations budget of \$204,000 will be required in future years.

If surplus funds are available in the 2000 capital budget, some improvement, specifically on Warden Avenue, may proceed in 2000. Capital works on the assumed roads will be included in future proposed budgets for Regional Council approval.

The future capital improvements required for these road sections are detailed in Table 1.

Table 1
Capital Improvements

Road	Description	Cost \$Million
Doane Road	Realignment and reconstruction to four lanes	\$9.0
Doane Road	Interchange with Highway 404Extension	3.0
Vivian Road	Reconstruction to two arterial lanes	2.0
Warden Avenue	Reconstruction to two arterial lanes	0.5
Glenwoods Avenue	Widen to four lanes	2.5
Total:		\$17.0

These cost estimates are approximate and will need to be confirmed prior to inclusion in the Region's Development Charge By-law. In addition, the proportion attributable to growth will need to be determined for each of these road sections. Each of the local municipalities will need to withdraw these road sections if currently in the local development charge by-laws and transfer any revenue collected to date to the Region.

6. LOCAL MUNICIPAL IMPACT

It is expected that these road assumptions will reduce the maintenance budget for the local municipalities. The Region will also be in a position to provide a higher level of service by making improvements to the roads in future Transportation and Works Department transportation capital budgets.

7. CONCLUSION

Staff from the Region have met with staff from the Towns of East Gwillimbury, Georgina and Whitchurch-Stouffville to discuss the possible assumption of the roads identified in this report. Resolutions have been received from the Towns of East Gwillimbury, Georgina and Whitchurch-Stouffville requesting the Region to assume these roads.

It is recommended that the Region assume the roads outlined in this report, effective September 1, 2000.

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 June 28, 2000 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

4

REGIONAL FOREST CERTIFICATION

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, June 15, 2000, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council authorize a Forest Management Certification Agreement between the Rain Forest Alliance and the Regional Municipality of York, as outlined in this report.
2. The Regional Chair and the Regional Clerk be authorized to sign, on behalf of the Regional Municipality of York, the Forest Management Certification Agreement.

2. PURPOSE

In December 1998, the Transportation Operations Branch of the Transportation and Works Department began the process to have the York Regional Forest certified. This certification provides a mechanism to prove that the forests are being managed in a sustainable fashion and to standards that are internationally recognized. This report is to inform Committee and Regional Council that on February 10, 2000, the Rainforest Alliance, through the SmartWood Program, has certified the York Regional Forest. The Rainforest Alliance is an international non-profit organization dedicated to the conservation of forests for the benefit of the global community. Their mission is to develop and promote economically viable and socially desirable alternatives to the destruction of this endangered, biologically diverse natural resource. This is pursued through education, research in the social and natural sciences, and the establishment of co-operative partnerships with business, government, and the public. As part of this mandate, the development of the SmartWood Program was conceived in 1989 and was the first worldwide forest management certification program.

3. BACKGROUND

At the Transportation and Works Committee meeting held on Wednesday, September 1, 1999, a presentation was made outlining the history of the management of the York Regional Forest and the process to have the forest certified, based on international standards for forest management. Mr. Clark, representing the SmartWood Program, outlined some of the 120 criteria that are considered in the evaluation of a forest for certification and requested that a Regional official be made available for interview purposes as part of the process.

Committee received the presentation and recommended that Mayor Tom Taylor be asked to be the Regional official to take part in the certification process.

The Region has owned the forest since the Region's inception in 1971 and prior to that the County of York owned the forest since 1924. The forest consists of 18 forest tracts located in the Town of Georgina, the Town of East Gwillimbury and the Town of Whitchurch-

Stouffville with a total area of 2031 hectares (5017 acres). The Ministry of Natural Resources (MNR) has historically managed the forest under an agreement between MNR and the Regional Municipality of York.

In 1992, MNR reviewed this agreement and determined that the forest should have a much greater involvement in planning and operational activities by the owner, the Regional Municipality of York. To this end, the Operations Branch of the Transportation and Works Department began its involvement with strategic and operational management of the York Regional Forest.

3.1 20-Year Management Plan

On May 14, 1992, Regional Council authorized staff to negotiate with the MNR on the future management of the York Regional Forest.

As part of the negotiation, the Region developed a 20-Year Management Plan, which was completed by Regional staff and adopted by Council in December 1998.

The Plan provides direction for the management of the forest over a 20-year period (1998-2018). It defines environmental values and describes the future roles and responsibilities for the operational management, future administration and finances of the forest. The overall goal for the forest, identified in the plan is:

To ensure the ecological sustainability of the York Regional forest and its associated natural heritage features and values through the utilization of an ecosystem-based approach to management, which also recognizes social and economic values.

3.2 Forest Certification

3.2.1 Certification System

The forest certification process provides a mechanism whereby commitment to sustainable management can be monitored and evaluated. Forest certification embodies the criteria and indicators for sustainable forest management and can lead to a forest area becoming "registered or accredited" as complying with recognized standards for sustainable forest management.

The SmartWood program provides the York Regional Forest with a credible certification system that meets the goal and objectives of the forest, established by Regional Council at an affordable price.

3.2.2 International Initiatives

Forest ecosystem-based management is required to maintain the ecological integrity and productive capacity of the forest while providing multiple benefits to society. At the 1992 United Nations Conference entitled Earth Summit, several international initiatives were presented to develop criteria to guide forest management world-wide, to ensure public credibility and rigorous standards for forest product labels in the marketplace. These are:

- Helsinki Process to develop European criteria and most the suitable quantitative indicators for sustainable forest management.
- Montreal Process to develop criteria and indicators for the conservation and sustainable management of non-European temperate and boreal forests.
- Tarapoto Proposal on Criteria and Indicators of Sustainability for the Amazon Forest.
- International Tropical Timber Organisation (ITTO) Guidelines for the Sustainable Management of Natural Tropical Forests.
- Forest Stewardship Council, a non-governmental organization that has developed principles and criteria for the management of natural and plantation forests.

3.2.3 Sustainable Forest Management

Sustainable Forest Management embodies the following principles, criteria and indicators defined by the Canadian Council of Forest Ministers and other international accrediting organizations.

- Recognition of environmental, economic, social and cultural values.
- Conservation of biological diversity.
- Public participation in forest management.
- Development of measurable criteria for sustainable forestry.
- An independent audit of the forest.
- Continual improvement of management practices.

3.2.4 Selection of Certification Process

As the York Regional Forest is small by nature, it was concluded that the Smartwood Program provides the most flexibility in process and cost. The SmartWood Program was also selected due to its international scope and its connection to the large business, environmental and social organizations, which endorse this process. The connection with these organizations produces a process that best meets with the goal of protecting the integrity of the forest as an overall natural system.

3.2.5 York Regional Forest Certification

The Region entered into an agreement with the SmartWood Program to initiate the certification of the Regional forest in June 1999. The eight-step process included:

1. Pre-assessment, organization and research.
2. Working session to discuss Smartwood Guidelines/Standards.
3. Circulation of Regional guidelines to key parties.
4. Field assessment, matrix analysis and other start-up activities on-site.
5. Draft assessment report.
6. Draft report review by the Region and peer review.
7. Discussion of comments with the Region. Certification pre-conditions, conditions and

recommendations with the Region.

8. Certification decision and Final Report.

This eight-step process has been completed for the York Regional Forest, resulting in the forest being approved for certification. The process has identified some improvements or conditions that will be required to maintain certification. Staff feels that these conditions can be met within the time frame provided. Conditions and recommendations included items such as increased monitoring of use of the forest, improved signage, annual reporting, improved record keeping, upgrading management system to GIS capable, identify protected zones and completion of the negotiation between the MNR and the Regional Municipality of York.

The final step in the process of certification is the signing of the Forest Management Certification Agreement between the Rainforest Alliance and the Regional Municipality of York.

4. ANALYSIS AND OPTIONS

The expected benefits from certifying the York Regional Forests include:

- International recognition that the forest management being conducted by the Regional Municipality of York is sustainable.
- Increased public awareness of the forest and the benefits derived from the forest.
- Public support for management objectives and management practices.
- Certification for forest products derived from the forest.

There are numerous international examples of private and public forest, including three within Canada, which have received Smartwood certification. The Regional Municipality of York's Regional Forest is the fourth certification in Canada and the first public forest to be certified in Canada.

The certification continues to show the York Regional Forest as a leader in sustainable forest management. The certification also provides an independent audit of the management of the forest. This independent audit or third-party audit is seen as one of the most credible ways to communicate to the public that the forests are being well cared for.

5. FINANCIAL IMPLICATIONS

To maintain certification for a forest the size of the York Regional Forest, an administrative annual cost of approximately \$150 will be required. The estimated cost to fulfill the conditions that have been identified in the process of forest certification is \$14,300. In addition to this cost, an allowance must be set aside for the annual and random audits. Funds have been included in the approved 2000 Transportation and Works Department budget for this work.

6. LOCAL MUNICIPAL IMPACT

There are no local municipal impacts.

7. CONCLUSION

Staff has completed the process to have the York Regional Forest certified by following the SmartWood process. To conclude the process of certification, which will identify the York Regional Forest as a leader in forest management, the Region must enter into an agreement with the Rain Forest Alliance. This report will provide authorization for the Regional Chair to sign the agreement on behalf of the Regional Municipality of York.

This report has been reviewed by the Senior Management Group.

5

YORK REGIONAL FOREST PROPERTY ACQUISITION PROPOSAL

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, June 15, 2000, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. Staff be authorized to develop a working partnership between the Nature Conservancy of Canada (NCC) and the Regional Municipality of York, as outlined in this report.
2. Staff be authorized to establish a property acquisition working group with representation from the local municipalities, Toronto and Region Conservation Authority, Lake Simcoe Region Conservation Authority, Ministry of Natural Resources, Environment Canada, NCC and private land trust organizations in the Region of York.
3. A further report be prepared detailing a proposed partnership with the NCC.

2. PURPOSE

This report provides information on the Nature Conservancy of Canada (NCC) program for acquiring forested and natural environmental properties to increase the acreage of the Regional Forest. The report outlines ideas for a proposed partnership arrangement with the NCC to facilitate property acquisition and the protection of privately owned natural areas. This report also identifies properties that could be considered as part of this program.

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 to add to the Regional Forest through a variety of means. Specifically, the Sustainable Natural Environment section includes the following policies.

- To pursue and encourage a wide variety of land stewardship options, including easements, trust, 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 2.1.16).

These policies provide the framework for staff to begin to search mechanisms to implement the Natural Environmental policies of the Official Plan.

In December 1998, Regional Council adopted the Regional Forest 20-Year Management Plan with a further recommendation that consideration be given to the expansion of forested area as opposed to simply owning and maintaining the existing York Regional Forest.

With this direction, staff of the Transportation and Works Department and Planning and Development Department began investigating methods of increasing the acreage of forest cover and greenlands owned by the Regional Municipality of York.

3.1 York Regional Forest

The York Regional Forest was established in 1924. The forest area is comprised of 18 tracts of land covering approximately 2031 hectares (5017 acres). The forest areas contain conifer plantations, natural woodlands, forested wetlands and creeks. The York Regional Forest was one of the original Agreement Forests developed to address ground vegetation destruction and the resulting soil cover erosion over many parts of the Province caused by excessive logging and attempted agricultural.

In 1998, Regional Council adopted the York Regional Forest 20-Year Management Plan. This plan directs the management of the York Regional Forest over a 20-year period (1998-2018). The plan's goals and objectives assist the Region in promoting forest land stewardship and the protection of the integrity of all the benefits the forest has to offer.

3.2 Nature Conservancy of Canada (NCC)

The NCC is the only known national charity dedicated to preserving ecologically significant natural areas, places of special beauty and educational interests. This is accomplished through outright purchase, donations and conservation agreements. 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.

Protecting habitat and biological diversity in Canada through direct action is the principal focus of the organization. Typically, The NCC assembles capital from a variety of sources to secure private natural lands or private sector rights on public lands. These lands are then typically transferred to a government body to be managed. The NCC's reputation has been built on a strategy of forging of positive, effective relationships with private landowners and funding partners. The NCC establishes Nature Preserves and protects natural land through purchase, donation and other creative protection and stewardship strategies.

4. ANALYSIS AND OPTIONS

The idea of a partnership between the Region of York and the NCC is being developed on the strengths and successes of each agency.

4.1 Methods of Property Acquisition

There are many methods available to achieve the protection of ecologically significant properties. While outright (simple) purchase is one method, in view of the relatively high costs involved, this method would only be recommended in specific cases where all other means have failed. The following options have been used by the NCC in the past and are intended to be used as part of this partnership. They are:

- **Fee Simple Donation** in which the landowner donates the property to the NCC.
- **Donation with a Life Interest** allows the owner the use of the property for their lifetime. A written agreement would be in place outlining specific uses such as right to live on the property, recreational use or agricultural use.
- **Donation with a Leaseback Agreement** allows the landowner to donate land to the NCC and immediately lease it back for an agreed use and period.
- **Donation of a Conservation Easement Agreement** provides the owner with the flexibility of retaining the ownership and use of the land while restricting specific activities or uses. The easement runs with the land and typically has a term of 999 years.
- **Bequests** provide for transfer of property title through a will following the death of an individual.
- **Fee Simple Purchase** provides for outright purchase of the property at an appraised value.

4.2 Proposed Partnership between NCC and York Region

The purpose of the partnership is to allow the Region to acquire additional property through the NCC. Properties that are ecologically sensitive areas may be acquired and added to the

York Regional Forest to expand the current lands owned and managed by the Regional Municipality of York.

A partnership between the NCC and the Region is intended to build on the strengths of both organizations. The NCC is known for its objective negotiation and property acquisition within a national organization with extensive history and credibility in natural heritage protection. The Region of York will focus on its representation of the public interest and local involvement in forest management for long-term sustainability.

Acquisition methods, identified in Section 4.1 of this report, will be used to assist the NCC with property acquisition. To initiate the partnership, the Region of York would enter into a funding arrangement with the NCC to pursue land acquisition of identified properties and begin public relations to raise the profile of the NCC in this area. The NCC would also develop interest for agencies and the private sector to become part of the partnership.

Once the NCC acquires the property, the title of the property would be transferred to the Region of York for inclusion into the York Regional Forest. Upon the acquisition, a management plan would be written to meet the goals and objectives outlined in the current 20-Year Management Plan, adopted by Regional Council in 1998.

4.3 Initial Property Acquisition

In the first phase of the partnership, three properties located in King Township, on the Oak Ridges Moraine, have been identified and are within the Regional Greenlands System. The NCC, using its criteria for property acquisition and confirming that the properties were located within the Regional Greenlands System (Map 4), identified these properties

Two properties identified are under consideration for donation while the third would be a fee simple purchase. These properties are within the Regional Official Plan's Greenlands System, Regional Significant Forest Cover and part of a Regional Significant Policy Area.

4.4 The Greening of York Region Initiative

The Greening of York Region Initiative is partially intended to develop a strategy to provide context for Regional decisions that affect the natural environment. The strategy is intended to be an umbrella under which a variety of Regional initiatives would take place including Regional Forest Management, land use approvals, Regional Streetscaping, Regional Tree By-law, and acquisition of property to add to the Regional Forest. The common strategy would ensure that all of these action areas are rationalized and support each other.

Within the initial stages of the initiative, it has been identified that a co-ordinated, partnered approach to property acquisition will be required. Under the auspices of the Greening York Region Initiative, using the partnership outlined in this report, the Region could begin to meet its objectives of the Regional Official Plan's Sustainable Natural Environmental policies dealing with securement of greenlands.

4.5 Property Acquisition Working Group

In order to co-ordinate the acquisition of properties within the Region of York, it is proposed to establish a property acquisition working group. Members of this group will be invited from the local municipalities, the conservation authorities, the Ministry of Natural Resources, Environment Canada, Region staff and the NCC. This group will be in charge of the following tasks:

- Co-ordinate and prioritize the properties to be targeted as part of the partnership program.
- Develop a working group communications protocol to maintain consistent communications to avoid duplication and competition.
- Define roles and responsibilities of each member's mandate and how each member group will function in the partnership program.
- Discuss funding program and alternatives.

5. FINANCIAL IMPLICATIONS

The proposed partnership would ensure dedicated NCC staff to provide both active property acquisition activities and fund-raising activities. The fund-raising activity would be structured to assist the Region with capital purchase requirements.

A detailed account of costs will be included in a future report currently scheduled for early fall of 2000.

6. LOCAL MUNICIPAL IMPACT

There is a need to develop and maintain a co-ordinated approach with any property acquisition program. Clear roles and communications must be established between the Region, area municipalities, agencies and the general public to provide a cohesive program. The development of an inter-jurisdictional acquisition-working group will be required to facilitate a co-ordinated approach.

7. 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 for acquiring lands of ecological significance through donations, purchases and conservation agreement.

It is recommended that staff continue to develop a partnership with NCC for the acquisition of ecologically significant lands. It is also recommended that staff be authorized to establish a property acquisition working group with representation from local municipalities, Toronto and Region Conservation Authority, Lake Simcoe Region Conservation Authority, Ministry of Natural Resources, Environment Canada, NCC and private land trust organizations in the Region of York.

This report has been reviewed by the Senior Management Group.

6

ADDITIONAL INTERSECTION IMPROVEMENTS AND TRAFFIC SIGNALS 2000 CAPITAL ROADS PROGRAM

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, June 13, 2000, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. This report be received for information.
2. The Regional Clerk forward a copy of this report to the Clerks of the area municipalities.

2. PURPOSE

This report is to provide information relative to the Region's planned construction of intersection improvements and traffic signals at the following intersections on the Regional road system, as part of the 2000 Capital Roads Program:

- a) Highway 7 (Y.R. 7) at Swansea Road, in the Town of Markham
- b) Ninth Line (Y.R. 69) at Main Street (Stouffville), in the Town of Whitchurch-Stouffville
- c) Woodbine Avenue (Y.R. 8) at Bloomington Road (Y.R. 40), in the Town of Whitchurch-Stouffville
- d) Stouffville Road (Y.R. 14) at York/Durham Line (Y.R. 30), in the Town of Whitchurch-Stouffville
- e) Leslie Street (Y.R. 12) at Greenhill Avenue/Inspiration Avenue, in the Town of Richmond Hill

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- f) Highway 27 (Y.R. 27) at Dr. Kay Drive, in the Township of King
- g) Rutherford Road (Y.R. 73) at Rotational Dr., in the City of Vaughan
- h) Woodbine Avenue (Y.R. 8) at Ravenshoe Road (Y.R. 32), in the Towns of Georgina and East Gwillimbury
- i) Bayview Avenue (Y.R. 34) at Vandorf Sideroad, in the Town of Aurora
- j) Warden Avenue (Y.R. 65) at Elgin Mills Road (Y.R. 49), in the Town of Markham
- k) Rutherford Road (Y.R. 73) at the GO Station Entrance, in the City of Vaughan
- l) Bayview Avenue (Y.R. 34) at Creswicke Road/Highway 7 Connection Road, in the Town of Richmond Hill
- m) Markham Road (Y.R. 68) at Kirkham Drive, in the Town of Markham
- n) Bayview Avenue (Y.R. 34) at 19th Avenue (Y.R. 29)

3. BACKGROUND

The traffic volume along many Regional arterials has increased substantially over the last several years. Evaluation of traffic operations and analysis against established warrants, carried out during the 2000 business planning process, identified the need for intersection improvements and/or traffic signals at a number of locations. These projects were subsequently specifically approved as part of the 2000 Roads Capital Program.

With the rapid rate of urban development throughout many parts of the Regional road system, ongoing monitoring and evaluation of traffic volumes now warrant several additional intersections for intersection improvement and traffic control signals.

4. ANALYSIS AND OPTIONS

Following the adoption of the 2000 Capital Roads Budget, discussions were held with local municipalities. These discussions as well as ongoing monitoring of traffic operations, have resulted in the identification of several additional intersections where evaluation of possible intersection improvements and traffic control signals was carried out.

Further to these evaluations, staff have now been preparing designs for the additional intersection improvements and traffic control signals that are now warranted. Plans showing the locations are appended to this report labelled *Attachment 1-7*. These intersection improvements and traffic control signals are now also planned for construction in 2000 as part of the Capital Roads Program.

4.1 Highway 7 at Swansea Road

This intersection is located just east of Kennedy Road.

The Town of Markham has requested future traffic control signals be constructed at this location to address the future needs of the developing area south of Highway 7. It is proposed to construct the underground works, for these future traffic control signals, this year.

The estimated cost for this work is \$20,000.

4.2 Ninth Line (Y.R. 69) at Main Street (Stouffville)

The Region's Environmental Study Report for Ninth Line, approved by the Ministry of Environment in late 1999, identified the existing need for these signals. There are many operating problems at this location. These problems will be mitigated by intersection improvements and traffic control signals. The Region has received several requests to consider installing traffic control signals and to make intersection improvements at this intersection immediately.

As part of the evaluation of this intersection, staff also revised the need for additional stop sign control at the Ninth Line intersection with Sunset Boulevard (first intersection south of Main Street). Stop signs on Ninth Line at Sunset Boulevard are not considered to be warranted, and are not recommended by staff.

The cost for the proposed intersection improvements and traffic control signals is estimated at \$280,000.

4.3 Woodbine Avenue at Bloomington Road

This intersection was originally constructed without left turn lanes on Woodbine Avenue. In recent years there have been an increased number of accidents involving left turning vehicles. Woodbine Avenue requires localized widening in order to create left turn lanes for the north and south legs of this intersection.

The cost of the proposed road widening and relocation of the existing traffic control signals is estimated to be \$450,000.

4.4 Stouffville Road at York Durham Line

The traffic volumes at this intersection have increased steadily over the past several years. The major movements being the northbound to westbound and eastbound to southbound movements.

This intersection is to be reconstructed to meet the existing traffic demands.

The estimated cost to complete the intersection improvements, including improvements to the illumination in the area, is \$400,000.

4.5 Leslie Street at Greenhill Avenue/Inspiration Avenue

This intersection is located just south of Major Mackenzie Drive East.

The traffic volumes on Leslie Street have increased steadily over the past several years.

An elementary school is proposed for the east side of Leslie Street this fall.

These issues combined with the heavy residential development on the west side of Leslie Street, necessitate the installation of traffic control signals.

All roads works and underground facilities are already in place. The cost of installing the remaining components for the permanent traffic control signals is estimated at \$100,000.

4.6 Highway 27 at Dr. Kay Drive

Dr. Kay drive is a new subdivision street proposed for construction just south of Highway 9. The intersection works are to be managed by the Township of King in conjunction with the construction of Dr. Kay Drive.

York Region's share for the construction of Dr. Kay Drive including illumination is estimated to be \$270,000.

4.7 Rutherford Road at Rotational Drive

This intersection is located between Tesma Way and the C.N.R. crossing.

It has been determined that the increasing volumes on Rutherford Road and the adjacent development including a seniors complex meet the requirement for traffic control signals.

The intersection and traffic signals are being designed, constructed, and funded by the developer.

4.8 Woodbine Avenue and Ravenshoe Road

Traffic data and recent accident data indicate a need for proposed northbound and southbound left turn lanes.

This intersection is slated for reconstruction in 2003 as part of the widening of Woodbine Avenue from Ravenshoe Road to Pollock Road. Interim improvements including minor widening for these lanes however, needs to be carried out now.

The estimated cost for this interim widening including relocation of the existing traffic control signals is \$200,000.

4.9 Bayview Avenue at Vandorf Sideroad

This intersection was constructed with the provision for future traffic control signals.

The results of a recent traffic operational review indicated that traffic control signals are now warranted at this intersection.

The cost of installation for these traffic control signals is estimated to be \$80,000.

4.10 Warden Avenue and Elgin Mills Road

The results of a recent traffic operational review of this intersection by Regional staff, indicate that traffic control signals are warranted.

Left turn lanes for all four directions are required to be constructed to optimize the operation of the proposed traffic control signals.

The estimated cost for the proposed intersection improvements and the traffic control signals is \$400,000.

4.11 Rutherford Road at the GO Station Entrance

This entrance is located east of Keele Street close to the C.N.R. crossing.

It has been established that this entrance requires traffic control signals to allow the efficient and safe flow of buses in and out of this GO Station.

The design and construction of the entrance and traffic signals are to be the responsibility of GO Transit.

4.12 Bayview Avenue at Creswicke Road/ Highway 7 Connection Road

This intersection is to be revised in conjunction with the expansion of the Toronto Montessori School in the southeast corner.

The estimated cost for York Region's share of the revisions is \$50,000.

4.13 Markham Road at Kirkham Drive

This intersection is the first street south of 14th Avenue.

With the increased traffic on Markham Road and the construction of a Home Depot on Kirkham Drive it has been determined that traffic control signals will be required at this location.

The estimated cost to construct traffic control signals including concrete median islands on Markham Road is \$100,000.

4.14 Bayview Avenue at 19th Avenue

The traffic volumes have increased drastically at this intersection due mostly to ongoing development in the area and currently meets the minimum warrant for traffic control signals. Road reconstruction is proposed in 2003, but because of the existing traffic volumes it is

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proposed that an interim road widening and temporary traffic control signals should be constructed in advance of this work. The signals would also create needed gaps in traffic to alleviate traffic flow problems at the Holy Trinity School entrance south of this intersection. The cost to construct the interim widening and temporary traffic control signals is estimated to be \$250,000.

5. FINANCIAL IMPLICATIONS

The capital improvement costs for intersection improvements and traffic signals at the fourteen locations identified above are estimated at \$2,600,000. As all these projects stem from increased traffic due to development, the costs will be subject to funding from both the tax levy and development charges. Sufficient funds are included in the approved 2000 Road Construction Budget for these works.

6. LOCAL MUNICIPAL IMPACT

The construction of intersection improvements and traffic control signals at the intersections is consistent with the development activities of the various municipalities. In all cases, local municipal staff requested the intersection improvements and traffic control signals.

7. CONCLUSION

With the growing traffic volumes generated by ongoing urban development, fourteen additional intersection improvement and traffic control signal projects are required for installation as part of the 2000 Capital Roads Program.

Funding is available in the 2000 Capital Roads Budget for these additional intersection improvements and traffic control signals.

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 June 28, 2000 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

7

**ENGINEERING CONSULTANTS FOR DETAIL DESIGN
ELGIN MILLS ROAD, BAYVIEW AVENUE TO WOODBINE AVENUE
PROJECT 9610**

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, June 15, 2000, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The proposal of R.V. Anderson Associates in the amount of \$431,500, excluding GST, be accepted for the detail design of the Elgin Mills Road, from Bayview Avenue to Woodbine Avenue, in the Towns of Richmond Hill and Markham.
2. Appropriate Regional officials be authorized to take all necessary steps to give effect to the above recommendations.

2. PURPOSE

The purpose of this report is to award the consulting assignment for the detail design of the project identified above. A location map is appended to this report (*See Attachment 1*).

3. BACKGROUND

Development projects throughout the Region have caused increasing traffic volumes on the arterial road network. This trend is expected to continue for the near future. To meet forecast road travel demands, Elgin Mills Road from Bayview Avenue to Markland Street (new street located approximately 0.5 km east of Highway 404) is proposed to be reconstructed and widened from 2 lanes to 5 lanes. The section from Markland Street to Woodbine Avenue will remain a 2-lane road, with provision for turning lanes at the intersections. As well, a new full interchange at Highway 404 is required to serve future development and to prevent overloading the Major Mackenzie Drive roadway and interchange with Highway 404. The Ministry of Transportation and the Region will enter an agreement for the Region to acquire property, design and construct the interchange. After construction, ownership of the Highway 404 interchange will be transferred to MTO.

The project has been included in the Region's ten-year roads construction program, with construction to commence in 2002. It is necessary to engage the services of the Consultant at this time to finalize the property requirements and to secure the necessary approvals from the approving agencies.

The ESR was filed for public review in February 2000. A bump-up request from an individual was received. The Minister of the Environment has 66 days (until May 23, 2000) to decide on the bump-up request. The Minister has yet to announce his decision, although it is expected soon.

4. ANALYSIS AND OPTIONS

The widening and reconstruction of Elgin Mills Road from Bayview Avenue to Markland Street, including the construction of a new interchange is scheduled for construction in 2002 in the 10-Year Road Construction Program.

It is essential, therefore, that the detail design be completed quickly to meet this timeline. Regional staff is fully occupied on other major projects on the program and can not accommodate this project. Therefore it was decided that a consultant firm would be engaged to prepare the design and the contract documents

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Consultant firms were requested in early 2000 to provide expressions of interest in, and identify their qualifications for several consulting assignments to be started in 2000. On the basis of their responses, Regional staff prepared a shortlist of three or four firms to be considered for each proposed consulting assignment.

The firms on the shortlist for the Elgin Mills Road project were requested to submit a proposal for consideration by the Region using the formal consultant proposal evaluation process.

The proposals were evaluated using the two-envelope system. This system requires the project proposal and the fee to be submitted in two separate envelopes. The proposal envelopes were opened first. The proposals were read and evaluated based on the following technical criteria:

- Experience and qualifications of the project team.
- Project management qualifications.
- Project implementation.

The fee envelopes were then opened for the proposals meeting the technical requirements. The proposed fees were converted to a score and then weighted along with the technical criteria to determine an overall score.

4.1 Consultant Selection Process and Results

The names of the shortlisted consultants and the summary of the evaluation are shown in Table 1 along with their proposed upset limit fees.

Table 1 Evaluation Summary				
Firm	Technical Score Out of 80	Financial Score Out of 20	Total Score	Upset Fee Excl. GST
R.V. Anderson Associates	64.7	17.0	81.7	\$ 431,500
Morrison Hershfield	60.7	20.0	80.7	\$ 366,150
Greer Galloway Group	55.7	12.2	67.9	\$ 600,000
Marshall Macklin Monaghan	51.7	15.0	66.7	\$ 488,700

The proposal of R.V. Anderson Associates satisfactorily meets all requirements, has the highest total score and therefore is recommended for this assignment. R.V. Anderson Associates undertook the Class EA Study and Preliminary Design and hence are thoroughly familiar with the project requirements and requirements of the approving agencies.

5. FINANCIAL IMPLICATIONS

Approval of the recommendations will result in expenditures of \$ 431,500, exclusive of GST, for the consulting services.

Funding for this project is included in the Region's 2000 Roads Capital Budget.

It is recommended that a contingency sum of \$45,000 exclusive of GST be authorized for disbursement at the discretion of the Commissioner of Transportation and Works for unforeseen works, such as an environmental mitigation and liaison with external agencies.

6. LOCAL MUNICIPAL IMPACT

The affected local municipalities have been involved in the Class EA study.

The detail design project for Elgin Mills Road may result in requests for the inclusion of municipal works in the Region's construction contracts, and therefore in municipal costs for design work carried out by the Region or its consultants.

The proposed works will accommodate traffic generated by local land development projects and as such are of benefit to the local municipalities.

7. CONCLUSION

The detail design assignment for Elgin Mills Road must be started now to permit construction in the Year 2002.

Consultants' proposals for this project were evaluated in accordance with Regional policy and it is recommended that the detail design assignment be awarded to R.V. Anderson Associates at an upset fee of \$ 431,500.00, excluding GST. A contingency of \$45,000 excluding GST is also recommended.

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 June 28, 2000 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

8

CONSULTANT SELECTION WOODBINE OPERATIONS CENTRE – PROJECT 9890

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, June 15, 2000, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The proposal of Cole, Sherman & Associates Limited in the amount of \$264,855, excluding GST, be accepted for the design of the renovation of the Woodbine Operations Centre.

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2. The Commissioner of Transportation and Works be authorized to disburse funds as outlined in this report.
 3. The appropriate Regional Officials be authorized to take all necessary steps to give effect to the above recommendations.

2. PURPOSE

This report is submitted to obtain Regional Council approval to award the consulting assignment for the design of the Woodbine Operations Centre renovations.

3. BACKGROUND

The existing Operations Centre, located at the corner of Woodbine Avenue and St. John's Sideroad in the Town of Whitchurch-Stouffville, was originally constructed in 1959 (*See Attachment 1*). Several expansions have occurred over the years as the workforce and the demands of the transportation system increased. The current facility houses the Operations administrative staff, including road maintenance, dispatch, fleet management, traffic signal and illumination maintenance, and forestry operations.

The building also houses the Region's surveys group, which is part of the Design and Construction Branch. Recently, four staff from the Regional Police Services Fleet Management team moved into the building to work with the Region's Fleet Management team.

The Woodbine location also serves as the area maintenance yard, providing summer and winter maintenance activities under the supervision of the Patrol Supervisor. The maintenance operation includes a salt and sand storage facility, storage of materials required to carry out day to day operations and a large area for a winter sand camp to be set up. The site also has outside storage for traffic signals parts, vehicles and equipment. Refuelling facilities are also housed on the site.

In August 1999, the consulting firm of Cole, Sherman & Associates Limited was retained to evaluate the current facility and to assess the future needs of the Transportation Operations Branch. Cole, Sherman & Associates Limited evaluation was to consider renovation and replacement of the existing facility. The results were outlined in their report dated August, 1999. The major findings of this report are as follows:

The buildings are generally old and outdated. The original building, constructed in 1959, has been expanded three times, in 1970, 1976 and 1986. The roof is in need of replacement, and ceiling and floor tiles should be replaced. The original boiler is inefficient and subject to further breakdowns because of its age and should be replaced. The present air conditioning system is old and past its life expectancy and should be replaced. The building is poorly insulated and does not meet current standards.

The report concluded that major work is required on the existing facility in the immediate future. Other options, such as constructing a new facility on a new site and combining the Operations facility with other facilities (for example, Waste Transfer Station and Water and Wastewater Operations) were also considered, to determine the most feasible solution for the Woodbine

Operations Centre. These other options were evaluated at a high level and it was determined that the most cost-effective solution is to remain at the Woodbine Avenue site and invite proposals from consultants/architects to renovate and expand or rebuild the Operations Centre.

The expansion and rehabilitation of the Operations Centre will be carried out following the Class Environmental Assessment process with at least one public information centre.

4. ANALYSIS AND OPTIONS

Expressions of Interest (EOI) were solicited from consultants/architects interested in the assignment. These EOIs were evaluated and consulting firms were short-listed to submit a proposal.

The proposals were evaluated using the two-envelope system. This evaluation system requires the proposal and fee to be submitted in two separate envelopes. The technical proposal envelopes were opened first and evaluated based on the following technical criteria:

- Experience and Qualifications of the Project Team
- Management Qualifications
- Project Implementation

The fee envelopes were then opened for the proposals that met the technical requirements. The proposed fees were then weighted along with the technical criteria to determine an overall score.

4.1 Evaluation

The Request for Proposals (RFP) requested the submission of proposals for the site and structures considering options, such as renovation and expansion and construction of a new facility. All options had to consider the operations that must remain in tact and where the existing staff would relocate to temporarily while the work was ongoing.

4.2 Site and Facilities Design and Project Management

Four proposals were received for this project. The proponents and the summary of the evaluation and scoring is shown in Table 1 along with the proposed upset limit fees.

Table 1
Project Evaluation Summary

Consultant	Technical Score (Out of 80)	Cost Score (Out of 20)	Total Score (Out of 100)	Upset Fee
Cole, Sherman & Associates	62.0	19.6	81.6	\$264,855
Marshall Macklin Monaghan	56.3	19.5	75.8	265,460
Totten Sims Hubicki	60.8	20.0	80.8	259,000
Delcan Corporation	67.4	10.4	77.8	\$500,368

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It is very difficult, in an assignment such as this, to place an upset limit on the fee since the proponents do not know what option will be selected or what the final facility will look like. The fees submitted were used as a relative comparison between the firms. In addition, per diem rates were submitted for evaluation purposes. The upset fee shown for each consultant was determined for evaluation purposes. In consideration of this, it is recommended that a contingency allowance of \$40,000 (15%) be approved.

Prices for the construction management of the new facility were also provided and while this was used in the overall evaluation, a final commitment to providing the site services will be the subject of a future report.

The proposal from Cole, Sherman & Associates Limited satisfactorily meets all project requirements. The experience and qualifications of the project team, and the implementation process, combined with the fees, were rated higher than all other proposals.

5. FINANCIAL IMPLICATIONS

The recommended consultant fee for the site and facilities design for the expansion of the Woodbine Operations Centre is \$264,855 excluding GST.

Funds in the amount of \$383,000 are included in the 2000 Transportation and Works Capital Budget. An amount of \$892,000 is identified in the 2000 Ten Year Capital Program for the year 2001.

After the consultant has prepared alternative design concepts and associated cost estimates, a more detailed budget figure can be determined. The total cost of the renovation will be included in the proposed 2001 Transportation and Works budget.

6. LOCAL MUNICIPAL IMPACT

Regional staff has discussed the project with the Town of Whitchurch-Stouffville Planning staff. The project requires site plan approval from the Town of Whitchurch-Stouffville.

7. CONCLUSION

With the aid of an independent consultant report, it has been determined that the Woodbine Operations Centre, located at the corner of Woodbine Avenue and St. John's Sideroad, is in need of major repair. These repairs will take the form of renovations and expansion. Four consulting engineering firms submitted proposals for the Woodbine Operations Centre. The proposals have been evaluated and the firm of Cole, Sherman & Associates Limited best meets the requirements to undertake this assignment.

Funds have been included in the approved Transportation and Works Capital Budget to commence this assignment. Funds have also been shown in the 2000 Ten Year Capital Program for the year 2001.

It is therefore recommended that the proposal of Cole, Sherman & Associates Limited in the amount of \$264,855 be accepted for the design of the renovation of the Woodbine Operations Centre.

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 June 28, 2000 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

9

CONSULTANT BUDGET MAPLE COLLECTOR RELIEF SEWER - VAUGHAN

The Transportation and Works Committee recommends the adoption of the recommendation contained in the following report, June 15, 2000, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The upset limit for the firm of Marshall Macklin Monaghan for the design of the Maple Collector Relief Sewer be increased from \$203,728 to \$336,200.

2. PURPOSE

This report provides information on land acquisition for the Maple Collector Relief Sewer and corresponding changes in the scope of work for the Consultant.

3. BACKGROUND

The Master Plan Study for the York Durham Trunk Sewer System (YDSS), received by Council on June 26, 1997, identified four "priority" projects required in the immediate future. The Maple Collector Relief Sewer (*see Attachment 1*) was identified as a "priority" project, required to prevent sewage overflows as the existing sewer reaches its ultimate capacity.

The firm of Marshall Macklin Monaghan (MMM) completed an assessment of the trunk sewer in 1991, and at its meeting on January 29, 1998, Council authorized the retention of MMM to carry out the environmental assessment and route selection study for the relief sewer. On February 11, 1999, Council extended this work to include the detailed design and tender preparation for the construction of the sewer.

Negotiations for easement acquisition and time constraints on constructing river crossings led the Region to divide the sewer into two portions for the purpose of tendering, and at its meeting of December 9, 1999 Council awarded to Con-Drain Company (1983) Limited the

construction of the portion of the sewer south of Langstaff Road. That portion is now complete.

On November 11, 1999, Council authorized applying for approval to expropriate temporary and permanent interests in easements over the parcel of private land on the preferred route for the sewer. A Hearing of Necessity was held on March 16, 2000, and the report of the Commissioner of Corporate and Legal Services on the recommendation of the hearing officer is included on the agenda for the June 28, 2000 meeting of the Transportation and Works Committee.

Designs were completed based on the best route from the Region's perspective, which involved expropriation of an easement over private lands. The hearing officer recommended that the sewer follow an alternative route, Route 'B', identified in the Class Environmental Assessment document (*see Attachment. 2*). Route 'B' redirects the sewer away from valleylands, through a block owned by the City of Vaughan, and along Planchet Road. While Route 'B' will eliminate the need to obtain and pay for certain private property interests, a required tunnelling pit will cause temporary disruption to some businesses fronting on Planchet Road.

4. ANALYSIS AND OPTIONS

The need for the relief sewer is now becoming urgent. It is recommended that the project proceed based on the alternate preferred route, Route 'B', most of which will be constructed by tunnelling. This will require additional geotechnical investigation and tunnel design reporting, structural design of the tunnel lining, alignment design, and the preparation of detailed design drawings, all of which are beyond the Consultant's current scope of work. The requested budget for this work is \$49,472.

Budget adjustments are also necessary for the following work, which is also outside the original scope of the consulting assignment and amounts to an additional \$83,000:

4.1 Costs Associated with the Expropriation Hearing

The Consultant prepared for and appeared at the expropriation hearing to assist in presenting the technical side of the Region's position. An additional expenditure of approximately \$3,000 was required.

4.2 Watercourse Improvements for Downstream Work

The Toronto and Region Conservation Authority (TRCA), the City of Vaughan, and local interest groups and business partners are engaged in a multi-year project to regenerate part of the West Don River Valley through Concord and Maple. This ambitious project is called the Bartley Smith Greenway, with the portion south of Langstaff being called the Langstaff EcoPark. The permission of the TRCA and the City to construct the relief sewer along the river valley saved an estimated \$2.1 million from the lowest cost alternative along road allowances. As compensation in lieu of land costs, the Region partnered with the Langstaff EcoPark Committee to include renaturalization work within the restoration plans associated with sewer construction and design of a desired stormwater management retrofit. The additional design requirements account for \$80,000 in previously unanticipated fees.

The approved budget for detailed design is \$203,728 and the amounts itemized above increase this by \$132,472 to \$336,200.

5. FINANCIAL IMPLICATIONS

Table 1 summarizes the budgeted and projected expenditures and recoveries for the project.

Table 1
Budgeted versus Projected Expenditures and Recoveries

Detail	Existing Project Budget (\$)	Increase/ (Decrease) (\$)	Revised Forecast (\$)
Expenditures			
Engineering Services			
Class E / A	90,941	0	90,941
Design	203,728	132,472	336,200
Construction Supervision	<u>223,000</u>	<u>0</u>	<u>223,000</u>
Subtotal Engineering Services	517,669	132,472	650,141
Construction and Land	3,114,687	1,494,779	4,609,466
Less GST Rebate (4%)	(135,782)	(60,829)	(196,611)
Project Contingency	2,667,427	(1,566,423)	1,101,004
Total Expenditures	6,164,000	0	6,164,000
Recoveries			
Development Charge	4,931,200	0	4,931,200
User Rates	1,232,800	0	1,232,800
Total Recoveries	6,164,000	0	6,164,000

During preparation of the 2000 capital budget, the prospect of having to construct on the Route 'B' alignment was considered, and sufficient funding was budgeted for this purpose. A construction contract will be awarded before the end of this year.

6. LOCAL MUNICIPAL IMPACT

Flows in the Maple Collector Sewer are approaching the ultimate capacity of the sewer. The YDSS Master Plan Study recommended the construction of a relief by 2001. Completing the project will ensure that the necessary servicing capacity is available to accommodate approved development.

7. CONCLUSION

It is recommended that the budget for Marshall Macklin Monaghan for detailed design and tender preparation for the Maple Collector Relief Sewer be increased from \$203,728 to \$336,200.

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 June 28, 2000 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

10

CONTRACT AWARD

SUPPLY AND INSTALL SPREAD SPECTRUM RADIOS

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, June 15, 2000, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. Stacey Electric Company Limited be awarded the contract for the supply and installation of 50 spread spectrum radios.
2. The Commissioner of Transportation and Works be authorized to execute the necessary contract documents.
3. The Director or the Supplies and Services Branch be authorized to issue a Purchase Order for \$275,544.56 to Stacey Electric Company Limited.
4. The requirement of the Purchasing By-Law No. A-0276-2000-041 be waived for this contract.

2. PURPOSE

This report proposes to award the contract for the supply and installation of spread spectrum radio units at signalized intersections to Stacey Electric Company Limited.

3. BACKGROUND

Each year, new traffic signal installations are completed on the Regional road network. To provide the benefits of linking these new traffic signals with the Region's Centralized Traffic Control System, communications links are required. Spread spectrum radios are the Region's preferred communications option because of the lower operational costs compared to leased telephone lines.

In the past, the installation of spread spectrum radios was conducted through the implementation contracts for the Centralized Traffic Control System. As this system is almost fully integrated throughout the Region, the associated system implementation contracts are largely completed.

Stacey Electric Company Limited was the successful bidder on many previous relevant tenders. In 1996, Stacey Electric Company Limited was awarded a contract for the first phase of the installation of spread spectrum radios. The extension of this contract for a second phase was authorized by Regional Council in August 1997.

4. ANALYSIS AND OPTIONS

To accommodate the growth of new traffic signals on the Regional road network, a contract is required for the supply and installation of spread spectrum radio units. It is estimated that 50 new radio installations will be required for this year. The total contract value, including GST, is \$275,544.56.

It is recommended that Stacey Electric Company Limited be retained as a sole source supplier for the spread spectrum radio installation contract and that the Region's by-law be waived. Several crucial factors were considered in this recommendation.

It is always desirable to have a single contractor work on the traffic signals at any one time. In this way, overlapping responsibilities can be more easily co-ordinated and the responsibility for any ensuing operational problems can be more easily resolved. As Stacey Electric Company Limited is currently the contractor for the maintenance of the traffic signals in the Region, the same company was requested to submit a quotation for the installation of spread spectrum radios.

Given the importance of properly operating traffic signal control equipment and the liability associated with operational problems, qualified electrical contractors must be used exclusively for the maintenance and repair of the traffic signals. The contractor retained to install the spread spectrum radio units at the traffic signals requires access to the traffic signal control equipment. Stacey Electric Company Limited is both a proven qualified electrical contractor capable of the installation of spread spectrum radios and a specialist in traffic signal maintenance.

Stacey Electric Company Limited has been successful in obtaining both of the previously awarded radio installation contracts for the Centralized Traffic Control System. Retaining Stacey Electric Company Limited for future installations will provide consistency with the work previously conducted. This consistency helps to ensure any potential operational problems between old and new equipment are minimized.

The prices received from Stacey Electric Company Limited were 13.6% higher than prices from the 1997 contract. These higher unit prices are due to increases in labour costs, fuel and higher manufacturing costs of specific materials. These prices have been reviewed by staff and determined to be reasonable. The specifics of the price increases are listed in the letter from Stacey Electric Company Limited as *Attachment 1*.

For the noted reasons, it is recommended that the contract be awarded to Stacey Electric Company Limited and that the requirements of the purchasing by-law be waived.

5. FINANCIAL IMPLICATIONS

The costs for the supply and installation of spread spectrum radios are included in the approved 2000 capital budget.

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6. LOCAL MUNICIPAL IMPACT

There are no local municipal impacts associated with this report.

7. CONCLUSION

It is recommended that a contract be awarded to Stacey Electric Company Limited for the installation of spread spectrum radio units for approximately 50 new signalized intersections. The value of this contract is \$275,544.56. It is also recommended that the requirements of the purchasing by-law be waived for this contract.

Stacey Electric Company Limited is qualified to undertake this contract because they have successfully completed previously tendered contracts for spread spectrum radio installation work at the Region. Additionally, Stacey Electric Company Limited is also the current traffic signal maintenance contractor for the Region. Retaining Stacey Electric Company Limited to install the radios will eliminate the potential for conflicts and operational problems with the traffic signals.

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 June 28, 2000 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

11

**CONTRACT T-00-09
TENDER AWARD PURCHASE OF SNOW-PLOW TRUCK**

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, June 22, 2000, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The tender for Contract T-00-09 submitted by Woodbine Truck Centre in the amount of \$171,350 for the supply of one 2001 International, 58000 GVW Snow-Plow Diesel Tandem Truck complete with winter equipment be accepted.
2. The Director of Supplies and Services be authorized to issue the purchase order.

2. PURPOSE

The purpose of this report is to award the contract for the supply of a 2001 International 5800GVW snow-plow diesel tandem truck.

3. BACKGROUND

To maintain the Regional road system, the Transportation and Works Department operates a fleet of heavy-duty trucks. These units are used for routine road operations in the summer and then adapted with snow-plows and spreaders for winter maintenance.

To meet the increasing demands of the expanding road system, tenders were advertised for one new snow-plow truck, complete with winter equipment. Funds in the amount of \$157,000 are included in the approved 2000 Transportation and Works Operations budget with funding allocation of 80% from the Public Works (Vehicles and Facilities) Development Charge Reserve and 20% from tax levy.

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

4. ANALYSIS AND OPTIONS

A summary of the tenders is provided in Table 1.

Table 1
Summary of Bid Amounts

Supplier	Amount
Galloway Motors Limited	\$170,174.70 *
Woodbine Truck Centre Limited	171,350.00
Newmarket Truck Centre	172,167.65
Alliston Truck Equipment	174,461.18
Sterling Trucks of Toronto	\$178,250.00

* informal bid

The tenders of the two lowest bidders were reviewed for compliance. The heavy-duty truck bid supplied by Galloway Motors Limited did not meet the required equipment specifications as stated in Contract T-00-09. In particular, the engine specifications and front axle set-back were below the acceptable standard. This resulted in a staff recommendation that the bid be rejected and the second lowest bidder, Woodbine Truck Centre Limited be reviewed. The heavy-duty truck supplied by Woodbine Truck Centre Limited complies with the required specifications. The difference in the two tenders is \$1175.30 which is reduced to \$1,134.42 after GST rebate. Woodbine Truck Centre Limited has previously supplied heavy-duty International trucks to the Transportation and Works Department with good results.

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5. FINANCIAL IMPLICATIONS

The funds included in the approved Transportation and Works Budget in the amount of \$157,000 were based on actual prices from 1999. However, due to cost increases in these types of vehicles, all bids submitted are higher than the amount in the approved budget. The additional funds for this heavy-duty truck are available in the approved 2000 Transportation and Works Department budget.

Funding for the purchase of this truck is 80% from the Public Works (Vehicles and Facilities) Development Charge Reserve and the remaining 20% from tax levy.

The supply period for this specialized snow-plow truck is listed at approximately 20 weeks subject to assembly line schedules

6. LOCAL MUNICIPAL IMPACT

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

7. CONCLUSION

It is recommended that the bid submitted by Woodbine Truck Centre Limited for the supply of one snow-plow truck in the amount of \$171,350 be accepted, and the Director of Supplies and Services be authorized to issue the purchase order.

The expenditures are to be funded 80% from the Public Works (Vehicles and Facilities) Development Charge Reserve and the remaining 20% from tax levy.

This report has been reviewed by the Senior Management Group.

12
HEARING OF NECESSITY REPORT
MAPLE COLLECTOR RELIEF SEWER

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, June 14, 2000, from the Commissioner of Corporate and Legal Services:

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council, as approving authority under the *Expropriations Act*, abandon the proposed expropriation of those parts of Lot 11, Concession 3 designated as a temporary limited interest Parts 1 and 2, Plan 65R-21436 and a permanent limited interest in Part 3, Reference Plan 21436 (collectively, the "Lands"); and

-
2. Regional staff be authorized to take all action necessary to construct the Maple Collector Relief Sewer over the route designated as the Alternate Preferred Route in the route selection study prepared by Marshall Macklin Monaghan.

2. PURPOSE

This report has been prepared to advise Committee and Council of the recommendation arising from the hearing of necessity that took place for the Maple Collector Relief Sewer project and to obtain the necessary authority to construct the Relief Sewer on the Alternative Preferred Route identified in the route selection study prepared by Marshall Macklin Monaghan.

3. BACKGROUND

On November 11, 1999, Council authorized the expropriation of certain lands required for the construction of a portion of the proposed Maple Relief Collector Sewer. A location map showing the location of the Lands is attached to this report (*see Attachment No. 1*). The expropriation of the Lands was based upon the results of an environmental assessment and route selection study prepared on the Region's behalf by its consultant, Marshall Macklin Monaghan.

Pursuant to the above authority, the required notices were served by registered mail on the owner of the Lands and a copy of the notice was published in the Vaughan Weekly on December 1, 8 and 15, 1999. In response to these notices, a request for a hearing before an Inquiry Officer was received from C. M. Loopstra on behalf of Vaughan Minerals Co. Ltd. This request was duly forwarded to the Chief Inquiry Officer.

The hearing of necessity for the proposed expropriation was held on March 16, 2000 before Inquiry Officer T. H. Wickett. In his report delivered in May, 2000 (*see Attachment No. 2*), the Inquiry Officer has reviewed the rationale for the project, the characteristics of the Lands and the steps which have been taken to determine the appropriate route for the necessary facilities. He has concluded that, given the existence of an alternative route which would not involve the expropriation of any property from Vaughan Minerals Co. Ltd., the proposed expropriation of the Lands is not fair, sound and reasonably necessary to achieve the Region's objectives as expropriating authority. The proposed alternative route, which was designated as the "Alternate Preferred Route" in the Marshall Macklin Monaghan route selection study, would entail construction on the Planchet Road right-of-way and other lands owned by the City of Vaughan. The location of the Alternate Preferred Route is shown on Attachment 1 to this report.

4. ANALYSIS

While the hearing officer's report oversimplifies certain aspects of the route selection analysis, he correctly notes that the Alternate Preferred Route identified in the Marshall Macklin Monaghan route selection study eliminates the need to expropriate the Lands and compares closely in merit to the proposed route to be expropriated on the basis of that study's route selection criteria. Although a hearing officer's recommendation is not legally binding, it represents the unbiased view of an appointed third party who has heard evidence in favour of and against a proposed expropriation. In light of the hearing officer's findings, it is

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recommended that the Region abandon the proposed expropriation of the Lands and adopt the Alternate Preferred Route.

5. FINANCIAL IMPLICATIONS

Abandoning the proposed expropriation will eliminate the cost of acquiring the Lands, which would include the market value of the Lands plus reimbursement of the Owner's legal and consultant costs incurred in an expropriation hearing. The Owner's entitlement to reimbursement for costs incurred to date is limited by the *Expropriations Act* to \$200, which has already been paid.

The increased consultant costs associated with the Alternate Preferred Route are outlined in a separate report to Committee from the Commissioner of Transportation and Works.

6. LOCAL MUNICIPAL IMPACT

In order to proceed with construction along the Alternate Preferred Route, it will be necessary to arrange for certain interests in land to be acquired from the City of Vaughan in and adjacent to the Planchet Road right-of-way.

7. CONCLUSION

It is recommended that Regional Council abandon the proposed expropriation of the Lands in accordance with the findings of the Inquiry Officer, and that staff be directed to take all action necessary to construct the Maple Collector Relief Sewer along the Alternate Preferred Route as identified by Marshall Macklin Monaghan and shown on Attachment 1 to this report.

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 June 28, 2000 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

13
EXPROPRIATION OF LAND
FOURTEENTH AVENUE - MARKHAM

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, May 29, 2000, 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, and 4, Plan 65R-22570, (0.08 acre);
 - Parts 5, 6, 7 and 8, Plan 65R-22570, (0.032 acre);
 - Parts 9, 10, 11 and 12, Plan 65R-22570, (0.01 acre);
 - Parts 1 and 2, Plan 65R-22571, (0.058 acre);
 - Parts 7, 8, 9 and 10, Plan 65R-22571, (0.035 acre);
 - Part 11, Plan 65R-22571, (0.073 acre);
 - Part 12, Plan 65R-22571, (0.073 acre);
 - Part 13, Plan 65R-22571, (0.076 acre); and
 - Parts 14, 15, 16, 17 and 18, Plan 65R-22571, (0.041 acre).
- 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 eight owners in conjunction with the widening and reconstruction of Fourteenth Avenue (YR 71), from Kennedy Road (YR 3), to the Canadian National Railway (CNR) tracks, approximately 850 metres west of Kennedy Road (Y.R. 3), in the Town of Markham (*see Attachment 1*).

3. BACKGROUND

On April 13, 2000, Regional Council authorized the following works and undertakings:

- (a) the widening and reconstruction of Fourteenth Avenue (Y.R. 71) from Kennedy Road (Y.R. 3) to the Canadian National Railway (CNR) tracks approximately 850 metres west of Kennedy Road (Y.R. 3), in the Town of Markham, to a basic width of 32.0 metres with additional widenings at cuts, fills, water course crossings and intersections, to provide a basic four lane road with a continuous centre left-turn lane;

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- (b) the installation of traffic control signals and associated illumination at the intersection of Fourteenth Avenue (Y.R. 71) and McDowell Gate;
- (c) the carrying out of all related works and undertakings in connection with the above; and
- (d) the acquisition of the necessary lands and interest in lands for the works described above.

4. LOCAL MUNICIPAL IMPACT

There are no local municipal implications associated with this report.

5. CONCLUSION

Construction of this project is scheduled for the Summer of 2000.

Reference plans showing the Region's requirements were registered May 11, 2000. The Realty Services Branch has made initial contact with the owners. However, in order to ensure that the project is not delayed, it is appropriate to proceed with expropriation.

The above noted reference plan will be available at Committee and Council for your review.

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 June 28, 2000 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

14
ACQUISITION OF LAND
DELEGATION OF AUTHORITY

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, June 14, 2000, from the Commissioner of Corporate and Legal Services, subject to adding Recommendation 5 as follows:

- "5. The Chief Administrative Officer be designated as second signing officer to authorize and execute agreements for land acquisitions where the purchase price does not exceed \$50,000.00."**

1. RECOMMENDATIONS

It is recommended that:

1. The Commissioner of Corporate and Legal Services be authorized to approve agreements for the acquisition of land, and any interests in land, where the purchase price does not exceed \$50,000.00;
2. The Commissioner of Corporate and Legal Services be authorized to execute any agreements and supporting documents approved under this authority;
3. The Regional Solicitor prepare the necessary by-law to give effect to this authority; and
4. The Commissioner of Corporate and Legal Services report annually to Council on the lands acquired under this authority.

2. PURPOSE

This report is to obtain authority from Regional Council for the Commissioner of Corporate and Legal Services to authorize and execute agreements for land acquisitions where the purchase price does not exceed \$50,000.00.

3. BACKGROUND

The Director of Realty Services negotiates land acquisitions on behalf of the Region. For the most part, lands are required for Transportation and Works capital projects, primarily for road widenings, and for permanent easements for the installation of watermains and sewers. Temporary interests in land are also required for construction purposes. Currently, all offers are submitted to Council for approval.

Negotiations commence as soon as Council authority is obtained for the project. Offers are made based on the appraised value of the land as determined by the Director and his staff. If an agreement is not concluded, the lands may ultimately be acquired through the expropriation process. In these cases, it is not appropriate to delegate Council's statutory powers under the *Expropriations Act*, and reports will be submitted to Council in each case.

In 1999, a total of 87 agreements were negotiated. Of these, 13 were for nominal consideration, 68 had a value of \$50,000.00 or less and 6 had a purchase price over \$50,000.00.

The purchasing by-law adopted by Council on May 25, 2000, provides for Department Heads to authorize expenditures for goods and services up to \$50,000.00, but the by-law specifically excludes real property and interests in land.

4. ANALYSIS AND OPTIONS

The current procedures for submitting each agreement to Council can result in significant delays in completing the transaction and acquiring the land. Vendors are required to make their offer irrevocable for a period of up to 120 days in order to ensure the offers are still open when considered by Council. This delay may have a negative effect on negotiations.

A standard form of agreement is used for all property acquisitions. This provides for the vendor to convey clear title to the Region, contains standard conditions and warranties and

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provides for the Region to pay reasonable legal and consulting fees.

Staff recommend that the Commissioner of Corporate and Legal Services be authorized to approve agreements where the purchase price does not exceed \$50,000.00, provided that the works for which the land is required has been approved by Council and funds have been approved for the acquisition. All acquisitions in excess of \$50,000.00 would be submitted to Council in the usual course. The Region of Ottawa-Carleton currently has a similar policy in place.

Where land is acquired under the *Expropriations Act*, reports will continue to be submitted to Council.

5. FINANCIAL IMPLICATIONS

Negotiations for land acquisitions may be negatively affected by the length of time between commencing negotiations and concluding the agreement. It is hoped by streamlining the process as recommended in this report that more favourable negotiations may be concluded.

6. LOCAL MUNICIPAL IMPACT

There are no local municipal implications associated with this report.

7. CONCLUSION

Currently, all agreements for land acquisitions are submitted to Council for approval. In many cases, the value of the land is nominal and the majority of agreements are negotiated for values less than \$50,000.00. In all cases, a standard form of agreement of purchase and sale is used and appraisals are conducted of the property to determine its market value. It is recommended that the Commissioner of Corporate and Legal Services be authorized to approve and execute all agreements for land acquisitions where the value does not exceed \$50,000.00, together with any supporting documents required to complete the transaction. This authority would be consistent with the expenditure limits recently approved by Council for other goods and services. A report will be submitted annually to Council on the lands acquired under this authority.

This report has been reviewed by the Senior Management Group.

15
LAND ACQUISITION
VARIOUS PROJECTS

The Transportation and Works Committee recommends the adoption of the recommendation contained in the following report, June 9, 2000, from the Commissioner of Corporate and Legal Services:

1. RECOMMENDATIONS

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

2. BACKGROUND

2.1 Property No. 1

OWNER: Canadian Pacific Railway Company, St. Lawrence & Hudson Railway Company Limited and its lessee, Canadian Pacific Railway Company

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

SUBJECT PROPERTY: Part of Lots 7 and 15, on Registrar's Compiled Plan No. 9691, City of Vaughan, designated as Parts 1 and 2, on Reference Plan 65R-22534

AUTHORITY: By-Law No. R-1130-97-85

TOTAL OWNERSHIP: 4663 m² (1.15 acres)

AREA TAKEN: 1959 m² (0.462 acre), fee simple interest

COMMENTS: The subject property is an east-west railway corridor that is located north of Steeles Avenue intersecting Islington Avenue. The Region's requirements are located across the front of the subject property. There are no development applications or site plan approvals pending on this property.

PROJECT NUMBER: 8609

2.2 Property No. 2

OWNER: Winnitex Investment Ltd.

PROJECT: The widening and reconstruction of Kennedy Road (Y.R. 3) from 16th Avenue (Y.R. 73) to Major Mackenzie Drive (Y.R. 25), in the Town of Markham

SUBJECT PROPERTY: Part of Lot 2, Registered Plan 3555, in the Town of Markham, designated as Part 1, on Reference Plan 65R-22327

AUTHORITY: By-Law No. R-1199-1999-093

TOTAL OWNERSHIP: 2526.88 m² (27,200 sq. ft.)

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AREA TAKEN:	53 m ² (570.5 sq. ft.) = 2.1% of total site, fee simple interest
COMMENTS:	The subject property is a residential site that is located on the north-west corner of 16 th Avenue and Kennedy Road. The Region's requirements are located across the Kennedy Road frontage of the subject property. There are no development applications or site plan approvals pending on this property.
PROJECT NUMBER:	9836
2.3 Property No. 3	
OWNER:	Donna Beckett, Ewart Beckett and Lawrence Beckett
PROJECT:	The widening and reconstruction of Kennedy Road (Y.R. 3) from 16 th Avenue (Y.R. 73) to Major Mackenzie Drive (Y.R. 25), in the Town of Markham
SUBJECT PROPERTY:	Part of Lot 17, Concession 6, in the Town of Markham, designated as Part 2, on Reference Plan 65R-22327
AUTHORITY:	By-Law No. R-1199-1999-093
TOTAL OWNERSHIP:	79.13 ha (195.53 acres)
AREA TAKEN:	1638 m ² (0.405 acre), fee simple interest
COMMENTS:	The subject property is an improved agricultural site that is located on the north-east corner of 16 th Avenue and Kennedy Road. The Region's requirements are located across the Kennedy Road frontage of the subject property. There are no development applications or site plan approvals pending on this property.
PROJECT NUMBER:	9836

3. FINANCIAL IMPLICATIONS

The total amount of compensation involved in connection with the above transactions is the sum of \$276,330.00. Interest, where applicable, together with legal and consulting fees are payable in addition to the foregoing.

4. LOCAL MUNICIPAL IMPACT

There are no local municipal implications associated with this report.

5. CONCLUSION

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

This report has been reviewed by the Senior Management Group.

(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the June 28, 2000 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

16
PARKING RESTRICTIONS
NINTH LINE
TOWN OF WHITCHURCH-STOUFFVILLE

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, June 28, 2000, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. A "No stopping anytime" zone be established on the lake side of Ninth Line (Y.R. 69), between the south limit of Cedarvale Boulevard and the north limit of Coultice Drive, in the Town of Whitchurch-Stouffville.
2. The proposed "No stopping anytime" signs be supplemented with "Tow Away Zone" tabs.
3. The Regional Solicitor prepare the necessary by-law.
4. The Regional Clerk forward a copy of this report to the Clerk of the Town of Whitchurch-Stouffville.

2. PURPOSE

This report proposes parking restrictions on Ninth Line in the vicinity of Musselman's Lake to address pedestrian and road safety concerns. A Regional by-law is required under the Highway Traffic Act before the parking regulations can be enforced.

3. BACKGROUND

There are a large number of pedestrians and vehicles using the section of Ninth Line around Musselman's Lake to access the beach areas. Presently, vehicles are permitted to park on the side of the road. The presence of these parked vehicles is causing a safety concern. As a result, the Council for the Town of Whitchurch-Stouffville passed a resolution requesting the Region to establish a by-law designating a "Tow Away Zone" on the lake side of Ninth Line between the south limit of Cedarvale Blvd. and the north limit of Coultice Drive. A site map showing the location is provided as *Attachment 1*.

Ninth Line consists of a two-lane rural cross section that carries a daily traffic volume of 5,330 vehicles. The speed limit on Ninth Line in the area of Musselman's Lake is posted at 40 km per hour. There are narrow shoulders, sharp curves, steep hills and frequent residential accesses along this section. The area generates a high number of visitors during the summer months who park on the lake side shoulder of Ninth Line.

4. ANALYSIS AND OPTIONS

In response to a resolution passed by the Council of the Town of Whitchurch-Stouffville, Regional staff reviewed the situation and agree that the parked vehicles are causing a safety concern. Several options were assessed for the signing and associated regulations of tow-away zones.

To be enforceable, a sign must be listed in the Highway Traffic Act as a regulatory sign. Most Municipalities use the tow-away zone sign as a supplement to regulatory parking signs. Currently the Town of Whitchurch-Stouffville has a combination of "No Parking" and tow-away zone signs in place on Burkholder Street, Rose Avenue and Park Drive. Despite the tow-away zone signage, only a police officer, designate or a by-law enforcement officer has the authority to identify vehicles for towing.

A "No Stopping" restriction is primarily used in areas where there are concerns with vehicles stopped for a short duration because they create safety problems for either motorists or pedestrians.

The stretch of roadway along Ninth Line between Cedarvale Boulevard and Coultice Drive has narrow shoulders, sharp curves and steep hills. Consequently, vehicles stopped along the lake side shoulder create potential safety problems.

To address this potential safety concern, it is proposed that a "No Stopping anytime" zone be implemented on the lake side of Ninth Line. To address the Town's concern, tow-away zone tabs will be installed under the "No Stopping anytime" signs. The proposed zone extends between the south limit of Cedarvale Boulevard and the north limit of Coultice Drive.

The proposed "No Stopping anytime" zone will be posted and monitored by the Region with enforcement carried out through the Town of Whitchurch-Stouffville by-law staff. The Regional Clerk is therefore requested to forward a copy of both this report and the Regional "No Stopping anytime" by-law to the Clerk of the Town of Whitchurch-Stouffville.

5. FINANCIAL IMPLICATIONS

The costs associated with the manufacture and installation of the "No Stopping anytime" signs are covered under the Transportation Operations program budget for the year 2000. In accordance with the Regional/Provincial Offences agreement, the Town of Whitchurch-Stouffville will retain any enforcement revenues.

6. LOCAL MUNICIPAL IMPACT

The proposed new Regional regulation to address safety issues near the shores of Musselman's Lake was requested through the Council for the Town of Whitchurch-Stouffville. Local municipal impacts have been considered through the proclamation of the Town's resolution. Additionally, the Town of Whitchurch-Stouffville by-law staff will carry out enforcement. This action is in accordance with the recent agreement for enforcement of Regional by-laws with revenues to be retained by the Town.

7. CONCLUSION

To address the safety concern on Ninth Line in the area of Musselman's Lake, a "No Stopping anytime" regulation is proposed for the lake side of Ninth Line from the south limit of Cedarvale Boulevard to the north limit of Coultice Drive.

Staff for the Town of Whitchurch-Stouffville, in accordance with the recent agreements under the Provincial Offences Act, will carry out enforcement of this Regional by-law. A copy of this report and the adopted by-law should be sent by the Regional Clerk to the Clerk of the Town of Whitchurch-Stouffville.

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 June 28, 2000 Transportation and Works Committee agenda and a copy thereof is also on file in the office of the Regional Clerk.)

17**CONTINUATION OF HEARING – WIDENING AND RECONSTRUCTION
OF NINTH LINE
TOWNS OF MARKHAM AND WHITCHURCH-STOUFFVILLE
ADJOURNED FROM APRIL 5, 2000 MEETING**

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. Alex Jenkins, Markham and written submissions;
- b) Mr. John Hawco, Markham;
- c) Mr. Paul Dean, Markham;
- d) Mr. Bill Hayward, Markham;
- e) Ms. Sharon Lawlor, Executive Director, Participation House, Markham;
- f) Councillor Jack Heath, Markham;
- g) Regional Councillor Ralph Aselin, Markham;
- h) Regional Councillor Tony Wong, Markham;

3. Council enact the necessary By-law authorizing:

- a) The widening and reconstruction of Ninth Line (Y.R. 69), from proposed Highway 407 to Main Street, Stouffville, in the Towns of Markham and Whitchurch-Stouffville, to a basic width of 36.0 metres with additional widenings at cuts, fills, water course crossings and intersections, to provide:
 - a basic four lane road from 16th Avenue to Major Mackenzie Drive;
 - a basic two lane road from Major Mackenzie Drive to Main Street, Stouffville, with a continuous left-turn lane within Stouffville;
 - a basic four lane road on Main Street between Ninth Line south of Main Street and Ninth Line north of Main Street and;
 - left-turn and right-turn lanes at intersections;
- b) Adjustments to existing traffic control signals and associated illumination to accommodate the proposal revisions to the road layout at the intersections of Ninth Line with Highway 7, Church Street, 16th Avenue and Main Street (east intersection);
- c) The provision of an underground conduit system and illumination at the intersections of Ninth Line with Delmark Boulevard, Cornell Park Avenue, Major Mackenzie Drive, Main Street (west intersection), as well as partial illumination at the Ninth Line intersection with Elgin Mills Road;
- d) The carrying out of all related works and undertakings in connection with the above;

- e) **The acquisition of the necessary lands and interest in lands for the works described above;**
- 4. **Staff provide a report back with respect to the following issues:**
 - a) **Ninth Line / Markham By-Pass intersection configuration;**
 - b) **Imposing a truck ban on Ninth Line;**
 - c) **Impact of this project on Participation House; and**
- 5. **The recommendations contained in the document entitled "Report of the Ninth Line Working Group Executive Summary" be referred to Staff for consideration in the design stage of this project.**

(Regional Council at its meeting on July 6, 2000 amended the foregoing Clause as follows:

to provide that no tender be released until such time as the design comes back for approval of Council and staff report back on recommendations 4 and 5 and all other issues referred to in the Report of the Ninth Line Working Group.)

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HEARING – CONSTRUCTION OF MARKHAM BY-PASS TOWN OF MARKHAM

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) **Mrs. Marjorie Nielsen, Markham and written submission;**
 - b) **Mr. Richard Pearce, Markham;**
 - c) **Mr. Donald Stevenson, Member Service Representative , Simcoe, York, Peel, Ontario Federation of Agriculture and written submission;**
 - d) **Ms. Patricia Foran, Barrister & Solicitor, Aird & Berlis, Toronto and written submission;**
- 3. **Council enact the necessary By-law authorizing:**
 - a) **The construction of the Markham By-pass from Highway 407 to Highway 48 (Y.R. 68), in the Town of Markham, to a basic width of 36.0 metres with additional widenings at cuts, fills, water course**

crossings, surface water drainage facilities and intersections, to provide a basic four lane road with left-turn and right-turn lanes at intersections;

- b) The construction of a temporary connection from the intersection of the existing Markham By-pass northerly to the proposed Markham By-pass to a basic width of 36.0 metres with additional widenings at cuts, fills, water course crossings, surface water drainage facilities and intersections, to provide a basic two lane road with left-turn and right-turn lanes at intersections;**
- c) The widening and reconstruction of Major Mackenzie Drive (Y.R. 25), from Highway 48 (Y.R. 68) to Ninth Line (Y.R. 69), including the elimination of the jog at Ninth Line (Y.R. 69), to a basic width of 36.0 metres with additional widenings at cuts, fills, water course crossings, surface water drainage facilities and intersections, to provide a basic four lane road with left-turn and right-turn lanes at intersections;**
- d) The widening and reconstruction of 16th Avenue (Y.R. 73), from the existing Markham By-pass to the Tenth Concession Road, to a basic width of 36.0 metres with additional widenings at cuts, fills, water course crossings, surface water drainage facilities and intersections, to provide a basic two lane road with left-turn and right-turn lanes at intersections;**
- e) Installation of traffic control signals and associated illumination at the intersections of the proposed Markham By-pass with Highway 7 (Y.R. 7), the realigned Ninth Line (Y.R. 69), Major Mackenzie Drive (Y.R. 25), and Highway 48 (Y.R. 68); and the installation of temporary traffic control signals and associated illumination at the intersection of the existing Markham By-pass, 16th Avenue (Y.R. 73), and the temporary connection roadway;**
- f) The provision of an underground conduit system and illumination at the intersection section of proposed Markham By-pass with 16th Avenue (Y.R. 73);**
- g) The carrying out of all related works and undertakings in connection with the above; and**
- h) The acquisition of the necessary lands and interest in lands for the works described above.**

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HEARING – WIDENING AND RECONSTRUCTION OF RUTHERFORD ROAD CITY OF VAUGHAN

The Transportation and Works Committee recommends:

1. The presentation by Paul Jankowski, Director of Transportation Design & Construction Branch be received;
2. Council enact the necessary By-law authorizing:
 - a) The widening and reconstruction of Rutherford Road (Y.R. 73) from Jane Street (Y.R. 55) to Weston Road (Y.R. 56), in the City of Vaughan, to a basic width of 36.0 metres with additional widenings at cuts, fills, water course crossings, and intersections, to provide:
 - A basic six-lane road with a continuous left-turn lane from Jane Street (Y.R. 55) to Weston Road (Y.R. 56);
 - Two new intersections between Highway 400 and Jane Street (Y.R. 55);
 - Improvements at the intersections of Rutherford Road (Y.R. 73) with Jane Street (Y.R. 55), Highway 400 ramp terminals and Weston Road (Y.R. 56);
 - Left-turn and right-turn lanes at intersections;
 - b) Adjustments to existing traffic control signals and associated illumination to accommodate the proposed revisions to the road layout at the intersections of Rutherford Road (Y.R. 73) with Jane Street (Y.R. 55), Highway 400 ramp terminals and Weston Road (Y.R. 56);
 - c) New traffic signals and associated illumination at two intersections between Highway 400 and Jane Street (Y.R. 55);
 - 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.

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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 corresponding action as noted:

COMMUNICATIONS

1. Mike Glynn, C.E.T., Manager, Environmental Technical Services, Public Works Department, The Regional Municipality of Niagara, June 6, 2000, expressing their appreciation to Regional staff Fai Ng for the assistance provided to the Region of Niagara in the use of the Access (M.I.S.A.) database program. Received.
2. Y. Hurst, A.M.C.T., Council Co-ordinator, Town of Whitchurch-Stouffville, June 21, 2000, forwarding a Town Council resolution adopted at its meeting on June 20, 2000, requesting the Region of York to pass a by-law designating a "Tow Away" Zone on the Ninth Line south from Cedarvale Blvd. to Coultice Drive. Received.

The Transportation and Works Committee adjourned at 11:55 a.m.

Respectfully submitted,

**June 28, 2000
Newmarket, Ontario**

**Wm. F. Bell
Chair**

(Report No. 7 of the Transportation and Works Committee was adopted, as amended, by Regional Council at its meeting on July 6, 2000.)