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MUNICIPAL ROAD ASSUMPTIONS 15TH SIDEROAD FROM BATHURST STREET TO KEELE STREET 18TH SIDEROAD FROM BATHURST STREET TO DUFFERIN STREET TOWNSHIP OF KING

The Transportation Services Committee recommends the adoption of the recommendations contained in the following report dated April 26, 2010, from the Commissioner of Transportation Services.

1. RECOMMENDATIONS

It is recommended that:

1. 15th Sideroad from Bathurst Street (Y.R. 38) to Keele Street (Y.R. 6), in the Township of King, be assumed into the Regional road system and be designated as 15th Sideroad (Y.R. 40), effective September 1, 2010.
2. 18th Sideroad from Bathurst Street (Y.R. 38) to Dufferin Street (Y.R. 53), in the Township of King, be assumed into the Regional road system and be designated as 18th Sideroad (Y.R. 26), effective September 1, 2010.
- 3 The base for future annual Roads Operating Budgets be increased by \$84,000 to fund the additional maintenance costs for the new assumptions of 15th Sideroad from Bathurst Street (Y.R. 38) to Keele Street (Y.R. 6) and 18th Sideroad from Bathurst Street (Y.R. 38) to Dufferin Street (Y.R. 53).
4. The Regional Solicitor prepare the necessary amendment to the Road Consolidation By-law R-1107-96-126 to include the new sections of 15th Sideroad and 18th Sideroad, as outlined in Recommendation 1.
5. The gross weight of commercial vehicles be restricted to five tonnes per axle on the following assumed hard surfaced roads:
 - a) 15th Sideroad (Y.R. 40) from Bathurst Street (Y.R. 38) to Keele Street (Y.R. 6) in the Township of King.
 - b) 18th Sideroad (Y.R. 26) from Bathurst Street (Y.R. 38) to Dufferin Street (Y.R. 53) in the Township of King.
6. The Regional Solicitor prepare the necessary amendment to the Load Restriction By-Law R-1472-2007-086 to include the new sections of 15th and 18th Sideroad, as outlined in Recommendation 1.

2. PURPOSE

This report is to consider the request from the Township of King to assume 15th Sideroad from Bathurst Street to Keele Street and 18th Sideroad from Bathurst Street to Dufferin Street, in the Township of King.

3. BACKGROUND

The Township of King has made a formal request to transfer 15th Sideroad from Bathurst Street to Keele Street and 18th Sideroad from Bathurst Street to Dufferin Street to the Region

The Township of King requested the Region to review 15th and 18th Sideroads, from Bathurst Street to Dufferin Street, for possible transfer into the Regional road system. The road sections were reviewed and evaluated using the Regional Road Assumption Policy Criteria to determine if they should be assumed into the Regional road system.

At the Regional Council meeting on March 26, 2009 (*see Attachment 1*), Clause 5 of Report No. 3 of the Transportation and Works Committee recommended that Regional Council receive the municipal road assumption analysis which indicate that the proposed transfer of 15th Sideroad from Bathurst Street to Keele Street and 18th Sideroad from Bathurst Street to Dufferin Street meet the criteria for assumption as a Regional road.

Clause 5 of Report No. 3 (*see Attachment 1*) also recommended that the Regional Clerk advise the Council of the Township of King that Regional Council will consider the assumption of 15th Sideroad and 18th Sideroad based on the assumption analysis and subject to:

- a) York Region receiving a formal request from the Council of the Township of King to assume the roads.
- b) The Council of the Township of King supporting the upgrade of the roads to Regional standards.
- c) The limits of the assumption of 15th Sideroad be from Bathurst Street to Keele Street.

On November 2, 2009, the Township of King Council, adopted a recommendation “that the Township proceed with the request to transfer of ownership of 15th Sideroad from Bathurst Street to Keele Street and 18th Sideroad from Bathurst Street to Dufferin Street; and reconstruction of these roads by the Region using a two-lane Region Road standard.”

The locations requested for consideration are as shown on *Attachment 2*.

4. ANALYSIS AND OPTIONS

The two roads are in general compliance with the Region's road assumption criteria

This section outlines how each segment of road under consideration for assumption meets the road compliance and assumption criteria.

In order for a road to be designated as a Regional road in rural areas, it must meet at least one of the criteria, one through six, and it must meet criteria seven and eight. This will help ensure that only the major arterial roads are transferred to the Region.

The Regional Council approved criteria are:

1. Connects designated rural settlements, having existing major commercial/industrial development or more than 150 persons, to each other and a Regional road or Provincial Highway.
2. Connects a Provincial Highway or Regional road to Provincial Highway, major commercial and industrial areas and major institutional complexes such as colleges and hospitals.
3. Provides service close to consistent major attractors or generators of heavy vehicles.
4. Provides service parallel to and, where justified, crossing major barriers to free traffic movement.
5. Provides service on those roads which are extensions of roads designated as Regional roads in urban areas and to a Regional road or a Provincial Highway.
6. Provides service on those roads which are extensions of roads designated as Regional or County roads in neighbouring jurisdictions and, to a Regional road or a Provincial Highway.
7. Roads should have a current traffic volume greater than 4,000 annual average daily traffic (AADT).
8. Roads should be part of the original concession road grid system.

Compliance with the criteria for the two sections of roadway highlighted in the King Township request is summarized in Table 1.

Table 1
Compliance with Assumption Policy

	15th Sideroad (Bathurst Street to Keele Street)	18th Sideroad (Bathurst Street to Dufferin Street)
1. Connects designated rural settlements, having existing major commercial/industrial development or more than 150 persons, to each other and a Regional road or Provincial Highway.	✓	✓
2. Connects a Provincial Highway or Regional road to: • Provincial Highway • Major commercial and industrial areas • Major institutional complexes such as colleges and hospitals	✓	✓
3. Provides service close to consistent major attractors or generators of heavy vehicles.	Not Compliant	Not Compliant
4. Provides service parallel to and, where justified, crossing major barriers to free traffic movement.	Not Compliant	Not Compliant
5. Provides service on those roads which are extensions of roads designated as Regional roads in urban areas and to a Regional road or a Provincial Highway.	✓	✓
6. Provides service on those roads which are extensions of roads designated as Regional or County roads in neighbouring jurisdictions and, to a Regional road or a Provincial Highway.	✓	✓
7. Roads should have a current traffic volume greater than 4000 annual average daily traffic (AADT).	✓	✓
8. Roads should be part of the original concession road grid system.	✓	✓
Overall Rating (meets criteria for assumption as a Regional road)	✓	✓

15th SIDEROAD BETWEEN BATHURST STREET AND KEELE STREET

While reviewing this roadway section against the Regional road criteria, a number of additional factors were also noted by staff.

Transit and vehicle usage are relatively low but still meet the Regional criteria

The sections of 15th Sideroad from Bathurst Street to Keele Street has an Average Annual Daily Traffic Count of 6,300 vehicles per day, with an average of 3.5% trucks. This section of road is classified as a Class 3 road as per the Minimum Maintenance Standards.

York Region Transit operates three bus routes along the section of 15th Sideroad from Bathurst Street to Dufferin Street, Route #88 Bathurst, Route #32 Aurora South, and Route #22 King City. This section constitutes a vital transportation link from Yonge Street, Bathurst Street and Keele Street corridors to the ultimate destination of Seneca College King Campus and as well as a means for transportation for local residents on 15th Sideroad.

15th Sideroad will be an additional road section for reduced load restriction

The section of 15th Sideroad, from Bathurst Street to Dufferin Street, is currently posted with a “No Trucks Local Traffic Only” sign. The section of road is also posted with an annual Spring Load Restriction regulatory sign as per the Township of King By-law # 2000-65 and as amended by By-law #2007-32. The current Region practice does prohibit trucks on Regional roads. Regional staff have conducted a preliminary visual evaluation of the road structure recommend that Regional Council authorize staff to place the appropriate year round load restriction signs complete with applicable Regional by-laws, as warranted.

The existing road condition does not meet Regional standards

The section of 15th Sideroad, from Bathurst Street to Keele Street, is presently a two-lane paved road. The existing condition in many areas does not meet current Regional road design standards. The road section includes a GO level crossing of the Newmarket subdivision.

Some key highlights of the existing condition include:

- Standard road cross section (i.e. narrow shoulder areas of +/- 1m) in many areas that do not meet current design standards of a 1.5m paved cycling lane and 2.5m gravel shoulder. This section of 15th Sideroad has been identified in the Pedestrian and Cycling Master Plan as part of Regional cycling routes.
- Grade railway crossing.

- Poor structural road condition that will require road base repairs. The current pavement condition has extensive alligator cracking, pot holes, rutting, pavement fatigue, and isolated base failures, an estimated Pavement Condition Index (PCI) would report a measure below 50, which indicates this road section is due for reconstruction now.
- Narrow right-of-way averaging 20m that will require significant property acquisition to bring the road to Regional standard of 36m.
- Significant roadside vegetation which may require trimming or removal.
- Crossing through environmentally significant area.

The effect of these conditions is that bringing this section of road to full Regional standard will require a lengthy environmental assessment process and will require significant capital investment which has not been programmed by the Region. York Region staff have developed a preliminary cost estimate based on our standard construction prices. The estimated cost to bring this two kilometre two-lane roadway with partial paved shoulders up to Regional standards is approximately \$17.5 million. The estimated work includes planning, environmental assessment, roadway reconstruction of the two-lane cross section adding 1.5m of paved shoulders, improving the vertical and horizontal alignments, replacing roadway cross culverts, upgrading the level rail crossing and railway safety gates, pavement markings, traffic signal and illumination, installation of street trees, estimated property acquisition costs and any utility relocation costs. This estimate needs to be confirmed once York Region staff have the opportunity to undertake preliminary engineering studies (geotechnical studies, structure condition study, etc.). Based on Region staffs' experience, a project with this complexity, that requires a Class EA, environmental approvals, significant property acquisition will likely take a minimum of five to seven years to complete.

An amount of \$40,000 is required for immediate patching on 15th Sideroad

The annual maintenance cost for 15th Sideroad, from Bathurst Street to Keele Street, is estimated at approximately \$56,000. Furthermore, the initial reviews by Regional staff have identified that an estimated \$40,000 will be required immediately to keep the road in a reasonable state or repair.

In summary, 15th Sideroad between Bathurst Street and Keele Street is appropriate to assume by the Region

Regional staff have concluded that the assumption of the 15th Sideroad between Bathurst Street and Dufferin Street as a Regional arterial road would appropriately reflect the usage of this road section by intra-regional traffic and York Regional Transit. To better meet the Regional transportation needs, the Region's 10-Year Roads Capital Program and the Roads Operating Budgets would however require the adjustments identified above.

The relative priority of capital improvements to this section of the road network would normally be considered as part of the annual capital prioritization process leading to the development of a draft 10-Year Capital Plan to be submitted for Regional Council's approval.

The maintenance and operations costs would require adjustment of the Roads Operating Budget. In order to properly plan for coordinated maintenance activities at both the Regional and local municipal levels, the optimal times for transferring jurisdictional responsibilities would be at the start of either the spring or the fall maintenance cycles.

There are benefits to both York Region and the Township of King to assume the 15th Sideroad from Bathurst Street to Keele Street.

York Region residents will benefit having the 15th Sideroad as a Regional road between Bathurst Street and Keele Street as an improved network connection to Highway 400, while assisting King residents with lower traffic volumes on King Road.

18th SIDEROAD BETWEEN BATHURST STREET AND DUFFERIN STREET

While reviewing this roadway section against the Regional road criteria, a number of additional factors were also noted by Regional staff.

Transit and vehicle usage are relatively low but still meet the Regional criteria

This section of 18th Sideroad, from Bathurst Street to Dufferin Street, has an Average Annual Daily Traffic Count of 7,600 vehicles per day, with an average of 4% trucks. This section of road is classified as a Class 3 road as per the Minimum Maintenance Standards.

Currently, York Region Transit does not operate any scheduled service on this section of 18th Sideroad.

18th Sideroad will be an additional road section for reduced load restriction

This section of 18th Sideroad, from Bathurst Street to Dufferin Street, is currently posted with a "No Trucks Local Traffic Only" sign. The section of road is also posted with an annual Spring Load Restriction regulatory sign as per the Township of King By-law #2000-65 and as amended by By-law #2007-32. The current Region practice does prohibit trucks on Regional roads. Regional staff have conducted a preliminary visual evaluation of the road structure recommend that Regional Council authorize staff to place appropriate load restriction signs, complete with applicable Regional by-laws, as warranted.

The existing road condition does not meet Regional standards

The section of 18th Sideroad, from Bathurst Street to Dufferin Street, is presently a two-lane paved road. The existing condition in many areas does not meet current design standards.

Some key highlights of the existing condition include:

- Substandard road cross section (i.e. narrow shoulder areas of +/- 1m) in many areas that do not meet current design standards of a 1.5m paved shoulder and 2.5m gravel shoulder.
- Very steep grade.
- Poor structural road condition that will require road base repairs. The current pavement condition has extensive alligator cracking, pot holes, rutting, pavement fatigue, and isolated base failures, an estimated Pavement Condition Index (PCI) would report a measure below 50, which indicates this road section is due for reconstruction now.
- Narrow right-of-way averaging 20m that will require significant property acquisition to bring the road to Regional standard of 36m.
- Significant road side vegetation which may require trimming or removal.
- Crossing through environmentally significant area.

The effect of these conditions is that bringing this section of road to full Regional standard will require a lengthy and significant environmental assessment process and will require significant capital investment which has not been programmed by the Region.

York Region staff have developed a preliminary cost estimate based on our standard construction prices. The estimated cost to bring this two kilometre two-lane roadway with partial paved shoulders roadway up to Regional standards is approximately \$7 million. The estimated work includes Planning Environmental Assessment, roadway reconstruction of the two-lane cross section adding 1.5 metre partial paved shoulders, improving the vertical and horizontal alignments, replacing roadway cross culverts, pavement markings, traffic signal and illumination, installation of street trees, estimated property acquisition costs and any utility relocation costs. This estimate needs to be confirmed once York Region staff have the opportunity to undertake preliminary engineering studies (geotechnical studies, structure condition study, etc.). Based on Regional staff's experience, a project with this complexity, that requires a Class EA, environmental approvals, significant property acquisition will likely take a minimum of five to seven years to complete.

An amount of \$20,000 is required for immediate patching on 18th Sideroad

The annual maintenance cost for 18th Sideroad, from Bathurst Street to Keele Street is, estimated at \$56,000. Furthermore, the initial reviews by Regional staff have identified

that an estimated \$20,000 will be required immediately for minor pavement patching work to keep the road in a reasonable state or repair.

In summary, 18th Sideroad between Bathurst Street and Dufferin Street is appropriate to assume by the Region

Regional staff have concluded that the assumption of the 18th Sideroad between Bathurst Street and Dufferin Street as a Regional arterial road would appropriately reflect the usage of this road section by intra-regional traffic. To better meet the Regional transportation needs, the Region's 10-Year Roads Capital Program and the Roads Operating Budgets would however require the adjustments identified above.

The relative priority of capital improvements to this section of the road network would normally be considered as part of the annual capital prioritization process leading to the development of a draft 10-Year Capital Plan to be submitted for Regional Council's approval.

The maintenance and operations costs would require adjustment of the Roads Operating Budget. In order to properly plan for coordinated maintenance activities at both the Regional and local municipal levels, the optimal times for transferring jurisdictional responsibilities would be at the start of either the spring or the fall maintenance cycles. Given this optional timing, Regional staff and Township staff have agreed on a potential September 1, 2010 transfer date conditional on approval of Regional and Township Councils.

5. FINANCIAL IMPLICATIONS

The annual maintenance cost for operating and maintaining these sections of 15th Sideroad and 18th Sideroad, between Bathurst Street and Keele Street is estimated at approximately \$84,000. Assumption of these roads will require an additional \$84,000 in all future Regional Road Operations Budgets.

If the Region assumes these sections of road on September 1, 2010 the 2010 Roads Operating Budget will require an additional \$28,000 for routine fall and winter maintenance.

Furthermore, based on the preliminary reviews by staff, the condition of these two sections of road requires an immediate estimated expenditure of \$60,000 for minor patching. Therefore should the September 1 assumption be deemed appropriate by Council, the 2010 Roads Operations Budget will also require an additional \$60,000 allocation.

The estimated cost to reconstruct 15th Sideroad from Bathurst Street to Keele Street to Regional arterial standards is approximately \$17.5 million. The estimated cost to

reconstruct 18th Sideroad from Bathurst Street to Dufferin Street to Regional arterial standards is approximately \$7 million.

Table 2
Summary of Estimated Financial Impacts

	Annual Operating Costs	2010 Operating Costs (Sept 1-Dec 31)	Immediate (2010) Maintenance Requirements	Capital Costs (Future Years)
15 th Sideroad	\$59,000	\$18,700	\$40,000	\$17,500,000
18 th Sideroad	\$29,000	\$9,300	\$20,000	\$7,000,000
Total	\$84,000	\$28,000	\$60,000	\$24,500,000

These roads will require upgrading in order to accommodate increasing Regional transportation needs associated with the growth forecasted by the Provincial Growth Plan and accommodated in the York Region Official Plan – December 2009. Upon Regional Council's agreement to the assumption of these roadways, York Region staff will work to include these road sections in the next D.C. By-law update process, and subsequently consider programming of capital improvements for these two sections of road in preparation of future 10-Year Roads Capital Programs. The Region will request from the Township of King the transfer any local development charge funds which have been collected.

6. LOCAL MUNICIPAL IMPACT

It is expected that these road assumptions will reduce the maintenance budget for the Township of King. The Region will also be in a position to provide a higher level of service by considering improvements to the roads in future Roads Capital Budgets.

The road assumptions of 15th between Bathurst Street and Keele Street and 18th Sideroad between Bathurst Street and Dufferin Street help improve connectivity within the Regional road network. Future road improvements will improve the connectivity between the urban areas of Newmarket and Aurora with Highway 400 for what is largely inter-municipal traffic using these two sections of road.

7. CONCLUSION

The Township of King requested the Region to consider assuming 15th Sideroad from Bathurst Street to Keele Street and 18th Sideroad from Bathurst Street to Dufferin Street, into the Regional Road system.

It is recommended that the Region assume the road sections outlined in this report effective September 1, 2010.

For more information on this report, please contact Paul Jankowski, General Manager, Roads at Ext. 5901.

The Senior Management Group has reviewed this report.

(The four attachments referred to in this clause are attached to this report, as well as a communication from Chris Somerville, Clerk, Township of King, dated November 4, 2009 – see Recommendation 3 on Page 5 of the communication.)

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MUNICIPAL ROAD ASSUMPTIONS

15TH SIDEROAD FROM BATHURST STREET TO DUFFERIN STREET

18TH SIDEROAD FROM BATHURST STREET TO DUFFERIN STREET

TOWNSHIP OF KING

The Transportation and Works Committee recommends:

- 1. Receipt of the following report dated February 20, 2009, from the Commissioner of Transportation Services; and**
- 2. Deferral of a decision on this matter pending receipt of a response from the Township of King regarding the items listed in Recommendation No. 2.**

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council receive the municipal road assumption analysis provided in this report.
2. The Regional Clerk advise the Council of the Township of King that Regional Council will consider the assumption of 15th Sideroad and 18th Sideroad based on the assumption analysis and subject to:
 - a) York Region receiving a formal request from the Council of the Township of King to assume the roads.
 - b) The Council of the Township of King supporting the upgrade of the roads to Regional standards.
 - c) The limits of the assumption of 15th Sideroad be from Bathurst Street (Y.R. 38) to Keele Street (Y.R. 6).

2. PURPOSE

This report is to respond to correspondence from the Clerk of the Township of King (*see Attachment 1*) requesting the review of 15th Sideroad and 18th Sideroad from Bathurst Street to Dufferin Street road sections for possible transfer to York Region.

3. BACKGROUND

At its meeting on June 23, 2005, Regional Council approved the Regional Road Assumption Policy to be followed when considering the transfer of a road either from a local municipality to the Region or from the Region to a local municipality.

Each of the criteria and the road compliance for the subject road sections are discussed in section 4.

The locations requested for consideration are as shown on *Attachments 2, 3 and 4*.

4. ANALYSIS AND OPTIONS

General compliance with road assumption criteria

This section outlines how each segment of road under consideration for assumption meets the road compliance and assumption criteria.

In order for a road to be designated as a Regional road in rural areas, it must meet at least one of the criteria, one through six, and it must meet criteria seven and eight. This will help ensure that only the major arterial roads are transferred to the Region.

The Regional Council approved criteria are:

1. Connects designated rural settlements, having existing major commercial/industrial development or more than 150 persons, to each other and a Regional road or Provincial Highway.
2. Connects a Provincial Highway or Regional road to Provincial Highway, major commercial and industrial areas and major institutional complexes such as colleges and hospitals.
3. Provides service close to consistent major attractors or generators of heavy vehicles.
4. Provides service parallel to and, where justified, crossing major barriers to free traffic movement.
5. Provides service on those roads which are extensions of roads designated as Regional roads in urban areas and to a Regional road or a Provincial Highway.
6. Provides service on those roads which are extensions of roads designated as Regional or County roads in neighbouring jurisdictions and, to a Regional road or a Provincial Highway.

7. Roads should have a current traffic volume greater than 4,000 annual average daily traffic (AADT).
8. Roads should be part of the original concession road grid system.

Compliance with the criteria for the two sections of roadway highlighted in the King Township request is summarized in Table 1.

Table 1
Compliance with Assumption Policy

	15th Sideroad (Bathurst Street to Dufferin Street)	18th Sideroad (Bathurst Street to Dufferin Street)
1. Connects designated rural settlements, having existing major commercial/industrial development or more than 150 persons, to each other and a Regional road or Provincial Highway.	✓	✓
2. Connects a Provincial Highway or Regional road to: • Provincial Highway • Major commercial and industrial areas • Major institutional complexes such as colleges and hospitals	✓	✓
3. Provides service close to consistent major attractors or generators of heavy vehicles.	X	X
4. Provides service parallel to and, where justified, crossing major barriers to free traffic movement.	X	X
5. Provides service on those roads which are extensions of roads designated as Regional roads in urban areas and to a Regional road or a Provincial Highway.	✓	✓
6. Provides service on those roads which are extensions of roads designated as Regional or County roads in neighbouring jurisdictions and, to a Regional road or a Provincial Highway.	✓	✓
7. Roads should have a current traffic volume greater than 4000 annual average daily traffic (AADT).	✓	✓

8. Roads should be part of the original concession road grid system.	✓	✓
Overall Rating (meets criteria for assumption as a Regional road)	✓	✓

4.1 15TH SIDEROAD BETWEEN BATHURST STREET AND DUFFERIN STREET

While reviewing this roadway section against the Regional road criteria, a number of additional factors were also noted by staff.

Transit and vehicle usage

This section of 15th Sideroad from Bathurst Street to Dufferin Street has an Average Annual Daily Traffic Count of 6,300 vehicles per day, with an average of 3.5% trucks. This section of road is classified as a Class 3 road as per the Minimum Maintenance Standards.

York Region Transit operates three bus routes along this section of 15th Sideroad from Bathurst Street to Dufferin Street, Route #88 Bathurst, Route #32 Aurora South, and Route #22 King City. This section constitutes a vital transportation link from Yonge Street, Bathurst Street and Keele Street corridors to the ultimate destination of Seneca College King Campus and as well as a means for transportation for local residents on 15th Sideroad.

The section of 15th Sideroad, from Bathurst Street to Dufferin Street, is currently posted with a “No Trucks Local Traffic Only” sign. The section of road is also posted with an annual Spring Load Restriction regulatory sign as per the Township of King By-law # 2000-65 and as amended by By-law #2007-32. The current Region practice does prohibit trucks on Regional roads. Regional staff will evaluate the road structure and report back to Regional Council to place appropriate load restriction signs complete with applicable Regional by-laws, if warranted.

Existing road condition

The section of 15th Sideroad, from Bathurst Street to Dufferin Street, is presently a two-lane paved road. The existing condition in many areas does not meet current Regional road design standards. The road section includes a GO level crossing of the Newmarket subdivision.

Some key highlights of the existing condition include:

- Substandard road cross section (i.e. narrow shoulder areas of +/- 1m) in many areas that do not meet current design standards of a 1.5m paved cycling lane and 2.5m gravel shoulder. This section of 15th Sideroad has been identified in the Pedestrian and Cycling Master Plan as part of Regional cycling routes.
- At-grade railway crossing.
- Poor structural road condition that will require road base repairs. The current pavement condition has extensive alligator cracking, pot holes, rutting, pavement fatigue, and isolated base failures, an estimated Pavement Condition Index (PCI) would report a measure below 50, which indicates this road section is due for reconstruction now.
- Narrow right-of-way averaging 20m that will require significant property acquisition to bring the road to Regional standard of 36m.
- Significant roadside vegetation which may require trimming or removal.
- Crossing through environmentally significant area.

The effect of these conditions is that bringing this section of road to full Regional standard will require a lengthy and significant environmental assessment process and will require significant capital investment which has not been programmed by the Region.

York Region staff have developed a preliminary cost estimate based on our standard construction prices. The estimated cost to bring this two kilometre two-lane roadway with partial paved shoulders up to Regional standards is approximately \$8.5 million. The estimated work includes Planning Environmental Assessment, roadway reconstruction of the two-lane cross section adding 1.5m of paved shoulders, improving the vertical and horizontal alignments, replacing roadway cross culverts, upgrading the level rail crossing and railway safety gates, pavement markings, traffic signal and illumination, installation of street trees, estimated property acquisition costs and any utility relocation costs. This estimate needs to be confirmed once York Region staff have the opportunity to undertake preliminary engineering studies (geotechnical studies, structure condition study, etc.). Based on Region staffs' experience, a project with this complexity, that requires a Class EA, environmental approvals, significant property acquisition will likely take a minimum of five to seven years to complete.

The annual maintenance cost for 15th Sideroad, from Bathurst Street to Dufferin Street, is estimated at approximately \$28,000 utilizing the 2009 proposed budget lane kilometre costs.

Summary – 15th Sideroad between Bathurst Street and Dufferin Street

Regional staff have concluded that the assumption of the 15th Sideroad between Bathurst Street and Dufferin Street as a Regional arterial road would appropriately reflect the usage of this road section by intra-regional traffic and York Regional Transit. To better

meet the Regional transportation needs, the Region's 10-Year Roads Capital Program and the Roads Operating Budgets would however require the adjustments identified above.

The relative priority of capital improvements to this section of the road network would normally be considered as part of the annual capital prioritization process leading to the development of a draft 10-Year Capital Plan to be submitted for Regional Council's approval.

The maintenance and operations costs would require adjustment of the Roads Operating Budget. In order to properly plan for coordinated maintenance activities at both the Regional and local municipal levels, the optimal times for transferring jurisdictional responsibilities would be at the start of either the spring or the fall maintenance cycles.

There are benefits to both York Region and the Township of King to assume the 15th Sideroad from Bathurst Street to Keele Street

York Region residents would benefit having the 15th Sideroad as a Regional road between Bathurst Street and Keele Street (*see Attachment 3*) as an improved network connection to Highway 400. While assisting King residents with lower traffic volumes on King Road.

4.2 18TH SIDEROAD BETWEEN BATHURST STREET AND DUFFERIN STREET

While reviewing this roadway section against the Regional road criteria, a number of additional factors were also noted by Regional staff.

Transit and vehicle usage

This section of 18th Sideroad, from Bathurst Street to Dufferin Street, has an Average Annual Daily Traffic Count of 7,600 vehicles per day, with an average of 4% trucks. This section of road is classified as a Class 3 road as per the Minimum Maintenance Standards.

Currently, York Region Transit does not operate any scheduled service on this section of 18th Sideroad.

This section of 18th Sideroad, from Bathurst Street to Dufferin Street, is currently posted with a "No Trucks Local Traffic Only" sign. The section of road is also posted with an annual Spring Load Restriction regulatory sign as per the Township of King By-law #2000-65 and as amended by By-law #2007-32. The current Region practice does prohibit trucks on Regional roads. Regional staff will evaluate the road structure and report back to Regional Council to place appropriate load restriction signs, complete with applicable Regional by-laws, if warranted.

Existing road condition

The section of 18th Sideroad, from Bathurst Street to Dufferin Street, is presently a two-lane paved road. The existing condition in many areas does not meet current design standards.

Some key highlights of the existing condition include:

- Substandard road cross section (i.e. narrow shoulder areas of +/- 1m) in many areas that do not meet current design standards of a 1.5m paved shoulder and 2.5m gravel shoulder.
- Very steep grade.
- Poor structural road condition that will require road base repairs. The current pavement condition has extensive alligator cracking, pot holes, rutting, pavement fatigue, and isolated base failures, an estimated Pavement Condition Index (PCI) would report a measure below 50, which indicates this road section is due for reconstruction now.
- Narrow right-of-way averaging 20m that will require significant property acquisition to bring the road to Regional standard of 36m.
- Significant road side vegetation which may require trimming or removal.
- Crossing through environmentally significant area.

The effect of these conditions is that bringing this section of road to full Regional standard will require a lengthy and significant environmental assessment process and will require significant capital investment which has not been programmed by the Region.

York Region staff have developed a preliminary cost estimate based on our standard construction prices. The estimated cost to bring this two kilometre two-lane roadway with partial paved shoulders roadway up to Regional standards is approximately \$7 million. The estimated work includes Planning Environmental Assessment, roadway reconstruction of the two-lane cross section adding 1.5 metre partial paved shoulders, improving the vertical and horizontal alignments, replacing roadway cross culverts, pavement markings, traffic signal and illumination, installation of street trees, estimated property acquisition costs and any utility relocation costs. This estimate needs to be confirmed once York Region staff have the opportunity to undertake preliminary engineering studies (geotechnical studies, structure condition study, etc.). Based on Regional staff's experience, a project with this complexity, that requires a Class EA, environmental approvals, significant property acquisition will likely take a minimum of five to seven years to complete.

The annual maintenance cost for 18th Sideroad, from Bathurst Street to Dufferin Street is, estimated at approximately \$28,000 utilizing the 2009 proposed budget lane kilometre costs.

Summary – 18th Sideroad between Bathurst Street and Dufferin Street

Regional staff have concluded that the assumption of the 18th Sideroad between Bathurst Street and Dufferin Street as a Regional arterial road would appropriately reflect the usage of this road section by intra-regional traffic. To better meet the Regional transportation needs, the Region's 10-Year Roads Capital Program and the Roads Operating Budgets would however require the adjustments identified above.

The relative priority of capital improvements to this section of the road network would normally be considered as part of the annual capital prioritization process leading to the development of a draft 10-Year Capital Plan to be submitted for Regional Council's approval.

The maintenance and operations costs would require adjustment of the Roads Operating Budget. In order to properly plan for coordinated maintenance activities at both the Regional and local municipal levels, the optimal times for transferring jurisdictional responsibilities would be at the start of either the spring or the fall maintenance cycles.

5. FINANCIAL IMPLICATIONS

The annual maintenance cost for operating and maintaining 15th Sideroad, between Bathurst Street and Dufferin Street is estimated at approximately \$28,000. The estimated cost to reconstruct this section of road to Regional arterial standards is approximately \$8.5 million.

The annual maintenance cost for operating and maintaining 18th Sideroad, between Bathurst Street and Dufferin Street, is estimated at approximately \$28,000. The estimated cost to reconstruct this section of road to Regional arterial standards is approximately \$7 million. Maintenance costs have not been included in the 2009 Roads Operating Budget.

Upon Regional Council's agreement to the assumption of these roadways, York Region staff will work to include these road sections in the next D.C. By-law update process, and subsequently consider programming of capital improvements for these two sections of road in preparation of future 10-Year Roads Capital Programs, as well as work with Township staff to determine if any local development charge funds have been collected and to transfer any revenue collected to date to the Region.

Table 2
Summary of Financial Impacts

	2009 Operating Costs	Annual Operating Costs	Capital Costs (Future Years)
15 th Sideroad	\$9,500	\$28,000	\$8,500,000
18 th Sideroad	\$9,500	\$28,000	\$7,000,000

6. LOCAL MUNICIPAL IMPACT

It is expected that these road assumptions will reduce the maintenance budget for the Township of King. The Region will also be in a position to provide a higher level of service by considering improvements to the roads in future Roads Capital Budgets.

The road assumptions of 15th and 18th Sideroad between Bathurst Street and Dufferin Street help improve connectivity within the Regional road network. Future road improvements will improve the connectivity between the urban areas of Newmarket and Aurora with Highway 400 for what is largely inter-municipal traffic using these two sections of road.

7. CONCLUSION

The Township of King requested the Region to review 15th and 18th Sideroads, from Bathurst Street to Dufferin Street, for possible transfer into the Regional road system. The road sections were reviewed and evaluated using the Regional Road Assumption Policy criteria to determine if they should be assumed into the Regional road system.

For more information on this report, contact Paul Jankowski, General Manager, Roads at extension 5901 in the Transportation Services Department.

The Senior Management Group has reviewed this report.

(The four attachments referred to in this clause are attached to this report.)



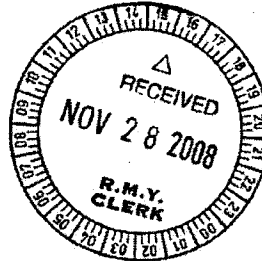
KING

INCORPORATED 1850

TOWNSHIP OF KING

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*Receive &
repas.*

November 18th, 2008

Kathleen Llewelyn-Thomas, P. Eng.
Commissioner of Transportation Services
Region of York
17250 Yonge Street
NEWMARKET ON L3Y 6Z1

REGION OF YORK
CLERK'S OFFICE

FILE No. - *POB*

Dear Ms. Llewelyn-Thomas

**RE: Presentation to Township of King Committee of the Whole
Uploading of 15th & 18th Sideroads between Bathurst Street and Dufferin
Street, and (King City By-pass
(Mid-York East/West Transportation Issues)**

Please find enclosed extract C.O.W. #2008-251 of the Committee of the Whole Report of November 3rd, 2008 outlining your presentation on the Region of York Transportation Master Plan and discussions on the matters of uploading the 15th and 18th Sideroads between Dufferin Street and Bathurst Street to the jurisdiction of the Region of York, and the King City By-pass.

Also enclosed is extract C.O.W. #2008-252 outlining the depositions by the residents regarding the Operations Department Report OP08-18 (Revised) – Road Rationalization Study regarding the 15th and 18th Sideroads which was considered at the same meeting.

For your information and reference, we are also sending copies of the following items:

- Operations Department Report OP08-18 (revised), November 3rd, 2008
- Extract of Committee of the Whole Report of May 12th, 2008
- Operations Department Report OP08-05, May 12th, 2008
- TSH Township of King Road Rationalization Study, April 11, 2008
- Correspondence dated March 23, 2007 re: Motion to request the Region of York to undertake a Class EA to resolve traffic issues in King City

...2

Ms Llewellyn-Thomas
November 20, 2008
Page 2

At its meeting of November 3rd, 2008, Council adopted the recommendations of the Operations Department Report, as amended, as follows:

1. That the Township of King make a formal request through a resolution of Council, to the Region of York, that the 15th and 18th Sideroads, between Bathurst and Dufferin Streets be reviewed for possible repair, maintenance or transfer to the Region of York road system, taking into consideration the protection of the aquifer and kettle lakes, speed issues, road width and the protection of the 100 year old maple trees;
2. That this report and the report prepared by Totten Sims Hubicki (TSH) dated April 11, 2008 be submitted to the Region of York as background material.
3. That once the Region's Report is completed, that staff report back to Council for further direction on this matter.
4. That the Region of York report back on the Mid-York Collector and consider in context with the 15th and 18th Sideroads and including a King City By-pass as soon as possible.

Please do not hesitate to contact the undersigned or Jody LaPlante, Director of Operations if you require any further information.

Yours truly,



Chris Somerville
Township Clerk

c.c. Scott Somerville, CAO
Jody LaPlante, Director of Operations
Stephen Kitchen, Director of Planning

TOWNSHIP OF KING

COMMITTEE OF THE WHOLE REPORT

The following item from the Committee of the Whole Report of May 12th, 2008 was adopted by Council at its meeting of May 26th, 2008.

COPIES TO: FILE

CAO, JODY LAPLANTE

C.O.W. #2008-117

Operations Dept. Report No. OP08-05
and Presentation by Totten Sims Hubicki
Re: Road Rationalization Study, 15th and 18th Sideroads,
from Bathurst Street to Dufferin Street

Jim McEwen, Vice-President of Totten Sims Hubicki, provided Committee with a brief overview of the Minimum Maintenance Standards (Ont. Reg. 239/02) and the Township of King Road Rationalization Study of the 15th and 18th Sideroads between Bathurst and Dufferin Streets. Mr. McEwen introduced Dave Anderson, Project Manager of Totten Sims Hubicki, who proceeded to review the study and explain the traffic counts, traffic needs and roads conditions reflected within the study. He advised members of the Environmental Assessment requirements when performing certain works, as well as the definitions and criteria measurements for Road Classifications. It was noted that the study was amended to correct the York Region Assumption Criteria of the 15th Sideroad as an "indirect" connection to Highway #400.

Committee recommends that the presentation of the Roads Rationalization Study (TSH, May 12, 2008) of the 15th and 18th Sideroads from Bathurst St. to Dufferin St. be received.

DEPUTATIONS

- (i) Frank Moskoff, 115 Watch Hill Road

Mr. Moskoff thanked Committee for the opportunity to speak this evening, and noted he has been a resident of the area for 22 years. He had submitted an e-mail reflecting inaccuracies within the study as distributed at this evening's meeting, and discussed these concerns further. Mr. Moskoff expressed the importance of accurately reflecting within the documentation that the 15th Sideroad is NOT a connector to Highway #400, as was shown on the attached maps within the study, as well as noted within Criteria Chart (listing as "direct" connection to Highway #400, and should be changed to "indirect").

file for possible
appears in Sept at
King Council

Should Council adopt a recommendation to submit a resolution to York Region as reflected within the staff report recommendation, he requested that the resolution include a statement that the status of the 15th Sideroad and its future has not been discussed or considered, and this transfer is to improve its current condition only, not as an opportunity to construct a future direct connector road to Highway #400.

Committee recommends that the Deputation by Mr. Moskoff and the e-mail be received.

(ii) Andrea Loeppky, 17130 Keele Street

Ms Loeppky appeared before Committee on behalf of Concerned Citizens of King Township (CCKT), citing their objection to a lack of adequate notice and information to affected residents, and requesting deferral of this matter to provide additional time for the public to fully assess the implications and impact of uploading roads to the Region of York. She suggested that many roads within King Township are being used by commuter traffic, and that with the impending growth in surrounding areas, this will escalate in future years. She opined that transferring the roads to the Region would have serious implications for the residents, including loss of control over the roads with respect to speed limitation, expropriation to widen the roads, 'spill-over' effect to other roads with an increase in traffic on other roads in King Township such as Keele Street and Jane Street which would impact the residents on those roads, increasing traffic in King City. She advised that the Region's priority is moving traffic, not the safety of the residents. Ms Loeppky noted a 10% reduction of traffic over the last year indicated in the study and wondered if this might be a trend. She questioned the cited safety issues because the speed limit is set at 40 and 60 kph.

Ms Loeppky suggested that these two sections are not unique, that there are many deficient roads within King Township and to upload a small portion of municipal roadways to the Region appears to be rationalized through financial necessity to do so. She added that decisions of this Council should not be dictated by financial concerns. Ms Loeppky suggested that staff come up with some strategies to reduce traffic on these roads so that they can be reduced from Class 3.

Committee recommends that the Deputation by Ms Loeppky be received.

(iii) Rob Wilson, 1273 18th Sideroad

Mr. Wilson submitted a petition and letter to the Clerk, on behalf of residents of the 18th Sideroad, opposing the transfer of these roads to the Region and read from the letter for member's consideration. The letter clearly notes concerns that such a transfer is to satisfy the need of east-west commuter traffic and York Region's projected growth and need for connection to Hwy. #400. It stresses the negative impact to the affected

residents to proceed with such a transfer, as the Township will relinquish full control, and in all likelihood these sections will be widened to accommodate the increased traffic. Mr. Wilson noted that the current conditions of the roadway have not been a complaint by the local residents, that routine maintenance and lower speeds is sufficient, and that it is these conditions that can deter commuters from its use.

Committee recommends that the letter and petition and Deputation from Mr. Wilson be received.

(iv) Karen Fiorini, 925 15th Sideroad

Ms Fiorini advised that she is an affected resident of the current conditions of the 15th Sideroad, that the road is in disrepair and has been that way for years. She acknowledged that the traffic volume is largely commuter traffic, not local, but that steps and mitigating measures can be used to discourage this type of use. She stressed the risk to residents entering this road from their driveways due to blind spots and speeds of commuter traffic, and questioned why the 40 km speed limit is not adequately enforced. Ms Fiorini noted the risk to neighbourhood children waiting for their school bus, and questioned the need for the number of transit buses now using the road mainly to service Seneca College students, adding that if residents wanted to use these buses they cannot access them at their own driveways, but have to go to the bus stop located at either Bathurst or Dufferin Street. Ms Fiorini asked that this section of road should not be improved to become an arterial road to commuters, but rather maintained as a local roadway only, serving its local residents.

Committee recommends that the Deputation by Ms Fiorini be received.

(v) Rocchisa Picheca, 1076 15th Sideroad

Ms Picheca apologized for her lack of preparation to present her concerns to the members as she had not received a copy of the report in advance of the meeting. She noted that she is a new resident and has invested additional monies in her property due to the necessity of replacing the well which had been contaminated with sand/salt use on the roads. Should it become a Regional road, she is concerned that her property frontage may be expropriated for necessary road widening for road improvements, which will subsequently bring the pollution closer to her new well. She expressed concern that it will also reduce her lot area, and voiced concerns of a 2.5 acre lot becoming less than 2 acres, thereby limiting any building construction should her home perish in a fire. Ms Picheca added they moved to the area for its beauty and rural setting, and objects to her roadway becoming a Regional Road.

Staff clarified that if her home was destroyed by fire, the lot area would not restrict the reconstruction and replacement of the damaged dwelling.

Committee recommends that the Deputation by Ms Picheca be received.

(vi) Stephen Elia, 1360 15th Sideroad

Mr. Elia noted his lack of receiving adequate notice to assess the report and implications. He advised that the 15th and 18th Sideroads are rural concessions, and should not be commuter roadways, citing his concern with the environmental significance of the area, and that these roads are within the Oak Ridges Moraine.

Mr. Elia recommended that if liability is a matter of concern that actions such as posting "use at your own risk" signs could be posted. He added that the slower 40 km speed limit, if adhered to, limits damage to vehicles, increases local safety, and discourages commuters as it is then no longer a convenient alternative route. Mr. Elia asked if environmental studies have been conducted or researched to consider the impact to this sensitive area through the construction work, increased traffic noise and emissions, heavier load use and volumes, all of which could harm the sensitive, adjacent kettle lakes.

Mr. Elia suggested that the 15th and 18th Sideroads be designated as toll roads, with local residents exempt from paying.

The CAO was asked to respond to the "use at own risk" signage. The CAO advised that a formal legal opinion should be obtained to adequately respond.

Committee recommends that the Deputation by Mr. Elia be received.

(vii) Peter Laughton, 22 Chelsea Lane

Mr. Laughton asked why this report did not include options, mitigating measures such as "turn lane restrictions" and other ways to inhibit commuters from choosing this route. He questioned the accuracy of Map 9 of the Study, as the York Region Official Plan is out of date and currently under review. The revised mapping will or won't include the 15th or 18th Sideroads as collector roads, and attention should be given to ensure that is it not part of a larger Regional Plan.

(vii) Pamela Angle, 1360 15th Sideroad

Ms Angle commended the Township for standing up to the pressures of development, and that we are stewards of the environment and the headwaters for one quarter million people, and that the environmental sensitivity of the community should be protected. Her property contains a kettle lake and is home to a variety of unknown species (plant and animal). She stressed the importance of conducting a complete Environmental

Assessment (EA) for any work in this area, that works can be a threat to the wetland and that there is much to consider.

Committee recommends that the Deputation by Ms Angle be received.

(viii) Helen Girardin, 105 Kingsview Crescent

Ms Girardin explained that she is a long time resident of King, and that traffic issues are a huge concern to the community. She sympathizes with the residents on the 15th and 18th and the negative impact this can place on their lifestyle, and notes that there is also excessive traffic on the 17th Sideroad, near her residence. The traffic volume concerns throughout King Township go beyond the transfer of a few sections of roadway, and recommended that Council should consider the overall issue very carefully, putting greater emphasis on the development of a feasible By-pass plan for the area.

Committee recommends that the Deputation by Ms Girardin be received.

(ix) Linda Little, 1485 18th Sideroad

Ms Little expressed her position that the traffic and commuting concerns throughout King Township are significant and need an overall evaluation. The number of commuters that exit Hwy. #400 at Lloydtown/Aurora Road or King Road due to traffic back ups on the highway are increasing. She emphasized the need to assess the volume and purpose of traffic that runs through the Township, and develop a route to divert these volumes away from our residential areas.

Committee recommends that the Deputation by Ms Little be received.

Committee considered Operations Department Report No.: OP08-05 seeking Council authorization to initiate the York Region Road Assumption Process to transfer two (2) road sections to York Region, namely the 15th and 18th Sideroads both between Bathurst and Dufferin Streets.

Following considerable discussion, Committee recommends that Operations Department Report No. OP08-05 and Presentation by Totten Sims Hubicki Re: Road Rationalization Study – 15th and 18th Sideroad, from Bathurst Street to Dufferin Street be received, and the correspondence and deputations of this evening be received; and

- (a) The Township of King request the Region of York to make a presentation to Township of King Council;

- (b) The Township of King make a formal request through a Resolution of Council to the Region of York that the 15th and 18th Sideroads, between Bathurst and Dufferin Streets, be reviewed for discussion on the status with the Region of York;
- (c) Report No. OP08-05 be submitted to the Region of York with the Township of King request for discussion on the status with the Region of York;
- (d) Regional staff to update and inform Township of King Council on the Mid-York Collector Study.

CHRIS SOMERVILLE
CLERK



LOCATION PLAN

Municipal Road Assumption - Township of King
15th Sideroad and 18th Sideroad

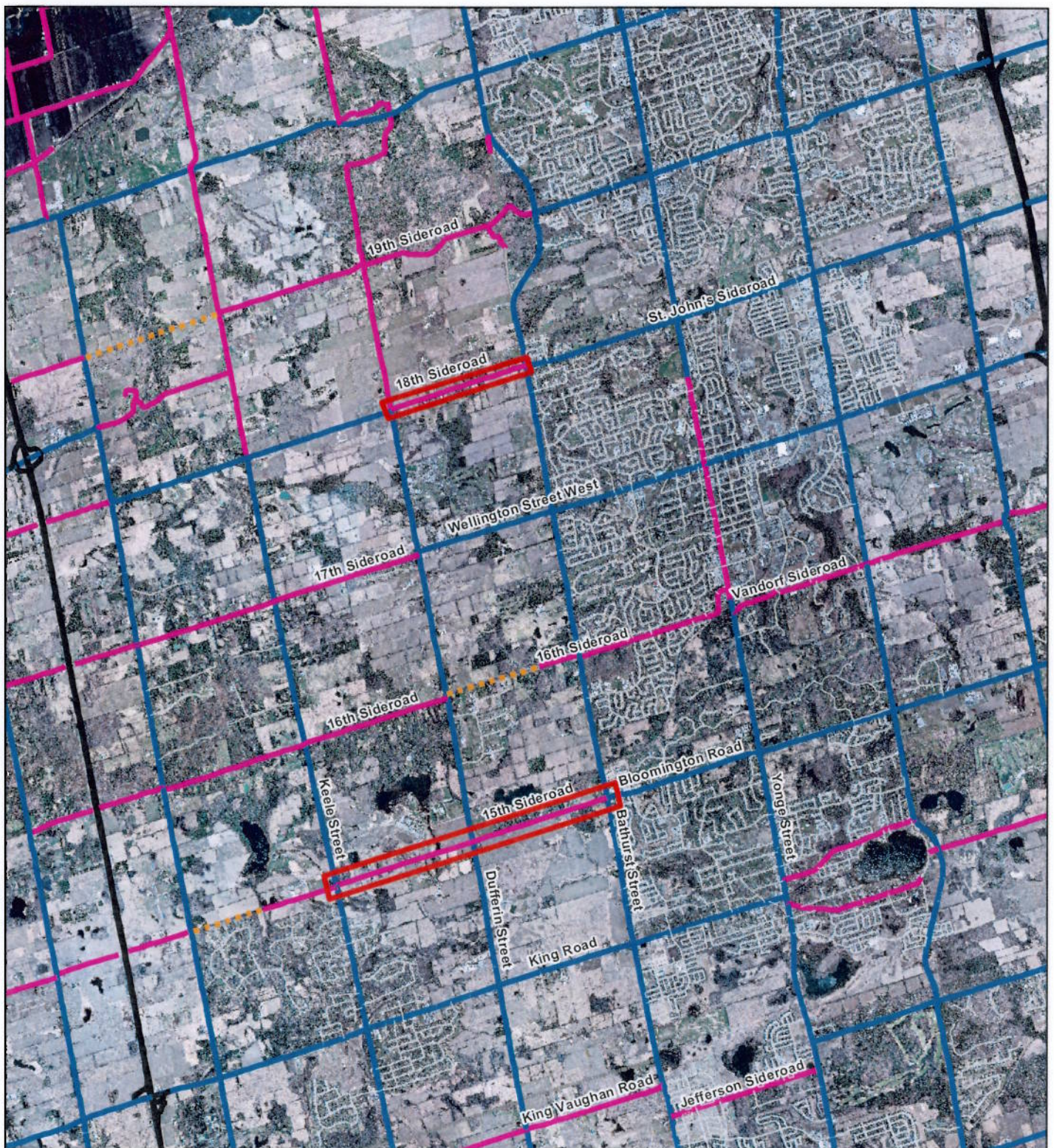
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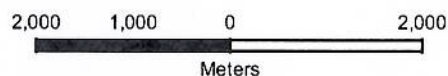
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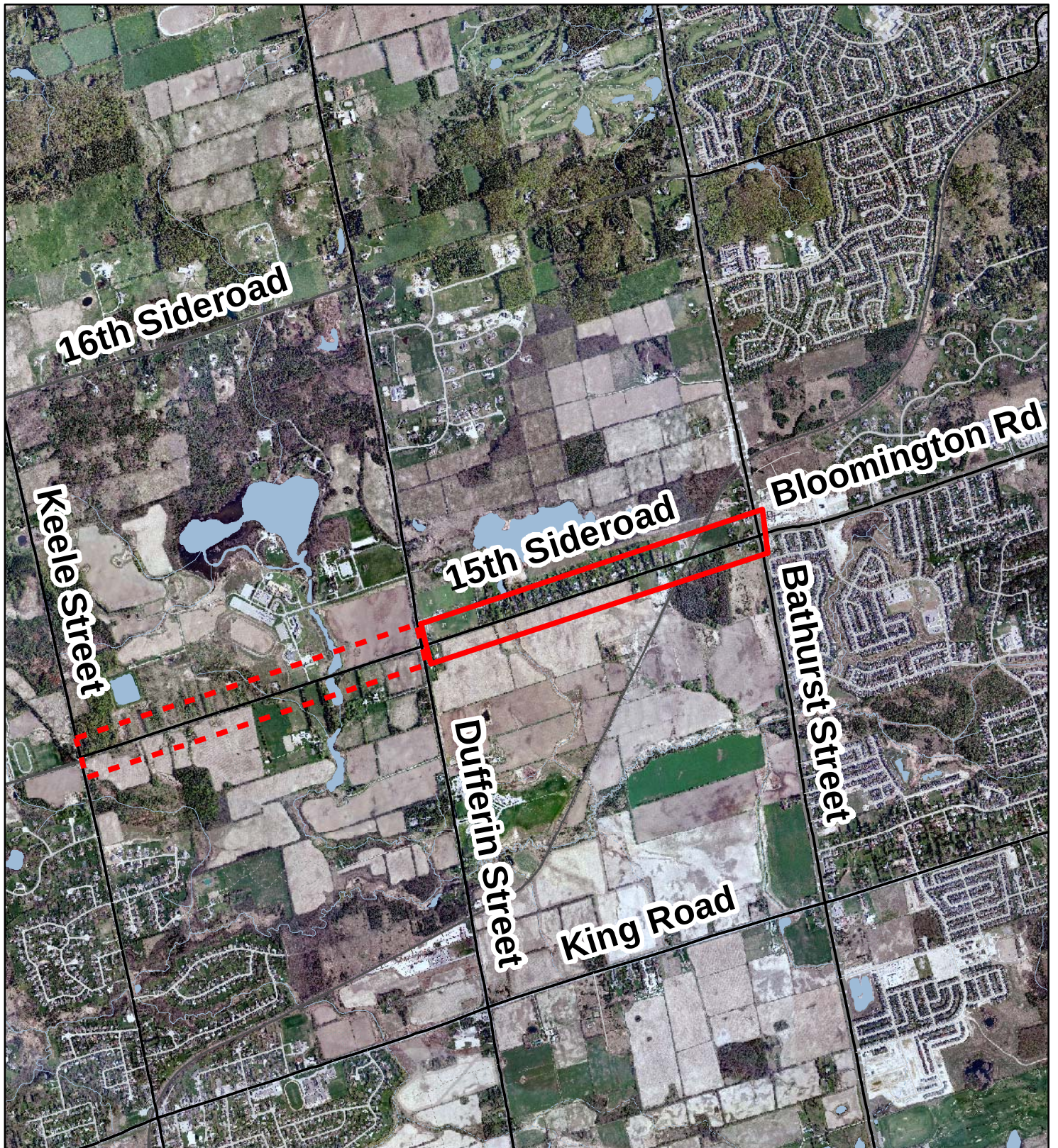
Municipal Road Assumption - Township of King
15th Sideroad and 18th Sideroad

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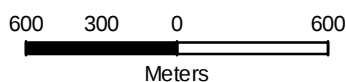




LOCATION PLAN

Municipal Road Assumption - Township of King
15th Sideroad

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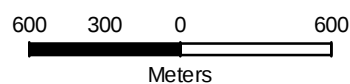




LOCATION PLAN

Municipal Road Assumption - Township of King
1 th Sideroad

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November 4, 2009

Denis Kelly, Regional Clerk
Region of York
17250 Yonge Street
NEWMARKET ON L3Y 6Z1

YORK REGION	
TRANSPORTATION SERVICES	
NOV 11 2009	
FILE / ROUTING	

P07

Dear Mr. Kelly,

**RE: Township of King
Comments on the Draft York Region Water and Wastewater
Master Plan Updates and Transportation Master Plan Update**

At its meeting of October 19th, 2009, Committee of the Whole considered and approved, as amended, Planning Department and Engineering & Public Works Department Joint Report JR-2009-09 providing comments with respect to the Draft York Region Water and Wastewater Master Plan Updates and Transportation Master Plan Updates.

Please find enclosed for your information and any action deemed necessary, an extract of C.O.W. Item #2009-235 of the Committee of the Whole Report of October 19th, 2009 as adopted by Council at its meeting of November 2nd, 2009 as well as a copy of Planning Department and Engineering & Public Works Department Joint Report JR-2009-09.

Yours truly,

Chris Somerville

Chris Somerville
Clerk
Encls.

c.c. Kathleen Llewellyn-Thomas, P. Eng. Commissioner of Transportation Services
Erin Mahoney, M. Eng., Commissioner of Environmental Services
Don Gordon, General Manager York Region Transportation
Rob Flindall, Director of Engineering & Public Works

TOWNSHIP OF KING

COMMITTEE OF THE WHOLE REPORT

The following item from the Committee of the Whole Report of October 19th, 2009 was adopted by Council at its meeting of October 19th, 2009. The minutes of the meeting were approved by Council at its meeting of November 2nd, 2009.

COPIES TO: FILE

STEPHEN KITCHEN, ROB FLINDALL

C.O.W. #2009-235

Planning/Engineering & Public Works Department Joint Report Number JR-2009-09
Re: Review and Comments on the Draft York Region Water and Wastewater Master Plan Updates, and Transportation Master Plan Updates

DEPUTATIONS

- (i) Steven Elia, King City

Mr. Elia commented that it appears staff have not measured the detrimental effects uploading the 15th and 18th Sideroads to the Region will have, that long term issues have not been addressed and the recommendations are based on inadequate data. Mr. Elia advised that there is no record of Council or the residents of King Township requesting the Region of York to take over ownership of these roads. The impact on the residents and the environment that the massive increase in commuter traffic that the uploading of these roads will create, has not been taken into consideration - the emissions and pollution will affect the streams, ground water and the air quality. Mr. Elia asked what is the scientific rationale of the degradation of two nearby pristine

kettle lakes. Mr. Elia felt that the recommendation to upload the 15th & 18th Sideroads to the Region does not represent the interests of the Council nor the residents, and urged Council to consider the long-term effects this decision will have.

Committee recommends that the deputation by Mr. Elia be received.

- (ii) Debbie Schaefer, Concerned Citizens of King Township (CCKT)

Ms. Schaefer read from a prepared brief on behalf of Concerned Citizens of King Township. Ms. Schaefer commented that if Council approves the Joint Report Number JR-2009-09 as it is, our elected representatives have decided that their role is to improve the commuting experience of others as opposed to seeking to protect and improve our rural environment. She advised CCKT is pleased to see a new GO Station north of the King City Station but asked that the station be located east of Bathurst Street to alleviate traffic along the 15th Sideroad, that the GTA Corridor should be located south of King Township and questioned the impact to the Township the proposed new interchange at Highway 400 and the 18th Sideroad will have on King. Ms. Schaefer advised that CCKT opposes the uploading of the 15th and 18th Sideroads to the Region

of York but should this go through, asked that Council ensure an ongoing water quality monitoring program on the kettle lakes and surrounding water courses is implemented as well as assurances that road widths and speed limits will be taken into consideration. Ms. Schaefer provided a copy of the brief to the Clerk.

Committee recommends that the deputation by Ms. Schaefer be received.

Committee considered Planning/Engineering & Public Works Department Joint Report Number JR-2009-09 to provide specific comments and recommendations as they relate to the Township of King with respect to the Draft York Region Water and Wastewater Master Plan Updates and Transportation Master Plan Updates.

Committee recommends that the Report be amended on Agenda Page 78, third paragraph, to read "...consult with the Township regarding the Bathurst Street improvements ..."

Councillor Mortelliti commented that he cannot support Recommendation C.3.i recommending "proceeding with the transfer of ownership of the 15th Sideroad from Bathurst Street to Keele Street and the 18th Sideroad from Bathurst Street to Dufferin Street, and reconstruction of these roads by the Region using a two-lane Regional road standard", and advised that he will ask that this recommendation be separated for the vote. He suggested that these roads could be pulverized and reverted back to gravel, thus resolving safety and liability issues, and reducing and slowing down the traffic.

Committee recommends that Planning/Engineering & Public Works Department Joint Report Number JR-2009-09 be received, and the recommendations therein be approved, as follows:

- A. The Joint Report JR-2009-09 titled "Review and Comments on the Draft Region of York Water and Wastewater Master Plan Updates, and Transportation Master Plan Updates" dated October 19, 2009 be received.
- B. That a copy of Joint Report JR-2009-09 together with the following comments be forwarded to the Regional Municipality of York as the review and comments from the Township of King with respect to the Water and Wastewater Master Plan Update:
 1. Water Systems
 - i. It is recommended that York Region continue to protect the existing municipal drinking water well sites in Ansnorveldt, King City, Nobleton, and Schomberg as part of the Source Water Protection Plan being developed by the Source Water Protection Committee.
 - ii. It is recommended that York Region staff be requested report back to the Township with details of the Source Water Protection Plans as soon as they become available.

- iii. It is recommended that York Region be requested to provide additional funding to permit extension of the sanitary sewer system in Nobleton into the entire two-year time of travel zone around the wells (and beyond) in order to provide greater protection to the drinking water supply.
 - iv. It is recommended that technical comments outlined in this report with respect to details of the Master Plan for each of the drinking water systems be forwarded to York Region Staff.
2. Wastewater Systems
- i. It is recommended that the Region of York be requested provide funding and other resources necessary to implement enforcement and inspection of septic system decommissioning in King City and Nobleton.
 - ii. It is further recommended that the Water and Wastewater Master Plan identify a capital project in the period 2021-2031 for expansion of the wastewater treatment plant in Nobleton to coincide with the water system expansion to meet the needs of the community.
 - iii. It is recommended that technical comments outlined in this report with respect to details of the Master Plan for each of the wastewater systems be forwarded to York Region Staff.
3. Policies and Programs Supporting Sustainable Water and Wastewater Servicing
- i. It is recommended that the Township support all of the Region's Policies and Programs Supporting Sustainable Water and Wastewater Servicing.
 - ii. It is recommended that the Region of York be requested provide funding and other resources necessary to implement the monitoring of the water and wastewater systems at the local level to identify drinking water system leakage; and wastewater collection system inflow/infiltration problems.
- C. That a copy of Joint Report JR-2009-09 together with the following comments be forwarded to the Regional Municipality of York as the review and comments from the Township of King with respect to the Transportation Master Plan Update:
1. Transit Service
- i. It is recommended that the Township support the construction of the proposed new GO Transit station near the intersection of Bathurst Street and the 15th Sideroad.
 - ii. It is recommended that York Region staff report back to the Township with details of the location of the proposed GO Transit station; the requirements for an Environmental Assessment prior to construction; the timelines for construction; and the necessary improvements to the 15th Sideroad resulting from the proposed station.

- iii. It is recommended that the Region include construction of transit supportive features such as appropriate bus stops, shelter and sidewalks on Regional Roads that are not impacted by development applications in the Region's capital program.

2. Road Improvements

- i. It is recommended that the Township of King support the construction of the Bradford By-pass to link Highways #400 and #404 and the conceptual alignment shown.
- ii. It is recommended that York Region staff be requested to report back to the Township with details of the proposed interchange from the Bradford By-pass to Bathurst Street and any improvements planned to Bathurst Street north of Highway #11 as a result.
- iii. It is recommended that Township of King support the early identification and protection of lands for the future construction of the GTA West Corridor highway south of the Oak Ridges Moraine and west of Highway #400.
- iv. It is recommended that the Region Staff work with Township Staff to identify the effect the GTA West Corridor highway link will have on Township and Region Roads. In particular, Regional Staff should identify the additional number of inter-regional vehicular trips that will be generated and the impact that these additional vehicles will have on Township Roads.
- v. It is recommended that the Township of King support the extension of Highway #427 northerly only to the point of the proposed GTA West Corridor highway interchange.
- vi. It is recommended that the Region Staff work with Township Staff to identify the effect the Highway #427 extension will have on Township and Region Roads. In particular, Staff should identify the additional number of inter-regional vehicular trips that will be generated and the impact that these additional vehicles will have on Township Roads.
- vii. It is recommended that Region staff report back to the Township with details of the plans for the Lloydtown/Aurora Road (Y.R. 16), Jane Street (Y.R. 55), and the Highway#400 Interchange. The Region should advise the Township if there are plans to construct a new interchange at the point where the 18th Sideroad terminates at Highway #400.

- viii. It is recommended that the Township of King support, in principle, the need to undertake improvements to Regional Roads to ensure that future capacity needs are met and that an efficient and sustainable network of Regional Roads is maintained.
 - ix. It is recommended that the Region be requested to expand the East-West mid-York Transportation Needs Study to include all of the area west of Highway #400, and to consider population growth in Peel Region and Simcoe County and the expansion of arterial roads in those municipalities. This study should also consider the north-south transportation needs in the area west of Highway #400.
 - x. It is recommended that technical comments related to proposed Regional Road improvements be forwarded to Region of York Staff.
3. Uploading of Township Roads and Assumption by the Region
- i. It is recommended that the Township proceed with the request to transfer of ownership of the 15th Sideroad from Bathurst Street (Y.R. 38) to Keele Street (Y.R. 6); and 18th Sideroad from Bathurst Street (Y.R. 38) to Dufferin Street (Y.R. 53); and reconstruction of these roads by the Region using a two-lane Region Road standard.
 - ii. It is recommended that the Region of York assume ownership of the King Caledon Townline road to relieve the Township of the considerable financial burden associated with maintenance of this road due to the large volumes of inter-regional traffic.

CHRIS SOMERVILLE
CLERK