

12

NEW SOUTHEAST ROADS MAINTENANCE DEPOT

The Transportation Services Committee recommends the adoption of the recommendation contained in the following report dated May 27, 2010, from the Commissioner of Transportation Services.

1. RECOMMENDATION

It is recommended that:

1. Council authorize staff to work in partnership with Town of Markham staff to complete a Municipal Class Environmental Assessment for a joint roads operations facility(ies) to address Regional service level and system growth in the east end of the Region.

2. PURPOSE

This report updates Regional Council on the future replacement strategy for the Southeast Maintenance Depot for Regional Roads operations activities.

3. BACKGROUND

There are four roads maintenance depots serving York Region

There are four depots that help serve the road maintenance services Region-wide. They are geographically located to help deploy resources in an effective and efficient manner (*see Attachment 1*).

The four road depot locations are:

- North District 3525 Baseline Road in the Town of Georgina.
- Central District 16042 Woodbine Avenue in the Town of Whitchurch-Stouffville.
- Southeast District 1700 Major Mackenzie Drive in the Town of Richmond Hill.
- Southwest District 2850 Rutherford Road in the City of Vaughan.

The existing Southeast Roads Maintenance Depot is shared with and leased from, the Ministry of Transportation

The existing Southeast Roads Maintenance Depot is located at 1700 Major Mackenzie Drive, in the Town of Richmond Hill (*see Attachment 2*). The Region has a lease agreement to share a portion of the Ministry of Transportation Ontario (MTO) works

yard. The Region constructed a prefabricated building and two sand and salt storage buildings in 1996.

The lease at the MTO Southeast Roads Maintenance Depot will expire in July 2015

The current 20 year lease arrangement at 1700 Major Mackenzie Drive with the Ontario Realty Corporation (ORC) will expire by July 2015. Staff from Transportation Services are working with the MTO and the Ontario Realty Corporation to determine if the current arrangement can be extended.

Maintenance requirements have outgrown York Region's 2.9 acre Southeast Depot

In 1995, the total lane kilometres in the Region was 2450 and the road network in the Southeast District of the Region had approximately 650 lane kilometres. In 2009, the Regional road network comprised of 3399 lane kilometres with 1036 lane kilometres in the Southeast District. According to the Transportation Master Plan, by 2020 the road network will grow to 4125 lane kilometres with 1350 lane kilometres in the Southeast District. There is no space to accommodate the additional equipment and resources required to provide the same road maintenance levels of service.

There is an increased demand for winter storage facilities at the Southeast Roads Maintenance Depot

The Southeast Roads Maintenance Depot was constructed in 1996 including a winter material storage facility with the capacity of 1200 metric tonnes. As the Regional road network grew there was more material storage required. In 2007, an additional winter material storage facility was constructed to accommodate another 1500 metric tonnes. The three other Region depots each have a winter material storage capacity of approximately 3500 metric tonnes. During back to back winter events that require significant material, adequate replenishing of winter maintenance materials has become increasingly risky at the Southeast Depot.

There is insufficient land area to accommodate the increased demand for winter maintenance vehicles in the Southeast District

Winter maintenance plow trucks have increased in the Southeast District from 12 units in 1995 to 22 in 2009. By 2020, thirty winter maintenance units will be required. The current 2.9 acre Regional Southeast Roads Depot is not large enough to accommodate future winter maintenance needs.

4. ANALYSIS AND OPTIONS

A Municipal Class Environmental Assessment is required for a new facility

The need to maintain service levels for our customers is critical. With the current lease for the lands currently housing the Southeast Roads Maintenance Depot set to expire in 2015 and the growing demands for additional space, the time is right to initiate the necessary planning for a new southeast facility.

Through the 2010 budget process, staff identified a capital project for the selection of a site and construction of a facility. With authorization to proceed, staff will continue with the project planning and liaison with the necessary parties in advance of the formal prequalification and request for proposal process in order to initiate the project in the fall of 2010. Considering the nature of the proposed facility, a Municipal Class Environment Assessment (EA) will be required and is expected to take 18 months to two years to complete.

Staff have discussed a joint facility with the Town of Markham

As staff from Transportation Services Department started reviewing potential locations and options for a new Southeast Roads Maintenance Depot, staff also reviewed options for partnering with Town of Markham staff, as the Town is also facing similar road system growth challenges.

Staff have confirmed that there maybe mutual benefits to considering a joint location or locations that would meet the needs of both the Region and the Town of Markham. Both parties could potentially benefit from the reduction of duplicated needs that a combined facility could provide. Furthermore, such an arrangement could potentially improve the coordination of road maintenance services to the Regional and Town of Markham residents.

5. FINANCIAL IMPLICATIONS

The replacement of the Southeast Roads Maintenance Depot is included in the approved 2010 Capital Budget. The estimated cost for the new Southeast Roads Maintenance Depot is \$18 million. The project is being funded based on 34% tax levy and 66% development charges. Staff will strive to find a suitable location that meets the current and future need to accommodate growth in the Southeast District.

6. LOCAL MUNICIPAL IMPACT

There is potential for the Town of Markham to become a joint proponent for the Class EA study to meet the common needs of the Region and the Town of Markham.

There is no impact to the other municipalities within the Region at this time.

7. CONCLUSION

It is recommended that Regional Council receive this report for information, and Regional Council authorize Transportation Services staff to lead and continue to work in partnership with Town of Markham staff to complete a Municipal Class Environmental Assessment for a joint roads operations facility(ies) to address Regional service level and system growth in the east end of the Region and report back in 2011.

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 two attachments referred to in this clause are attached to this report.)

York Region Southeast Patrol District and Depot Locations



