



The City Above Toronto

**REGION OF YORK
CLERK'S OFFICE**

FILE No. - *folo*

Clerk's Department
2141 Major Mackenzie Drive
Vaughan, Ontario
Canada L6A 1T1

Tel (905) 832-8504
Fax (905) 832-8535

FOR INQUIRIES: PLEASE QUOTE ITEM & REPORT NO.

May 11, 2009

Mr. Denis Kelly, Regional Clerk
The Regional Municipality of York
17250 Yonge Street, Box 147
Newmarket, ON
L3Y 6Z1

Dear Mr. Kelly:



**RE: CONCORD WEST STREETScape
COMMUNITY ADVISORY COMMITTEE**

Attached for your information is **Item 6, Report No. 23**, of the Committee of the Whole regarding the above-noted matter which was adopted without amendment by the Council of the City of Vaughan at its meeting of May 5, 2009.

Sincerely,

A handwritten signature of Jeffrey A. Abrams, consisting of a stylized 'J' and 'A' followed by a horizontal line.

Jeffrey A. Abrams
City Clerk

Attachment:

Extract
President of Concord Ratepayers Association's formal request to the then Ward 4 Councillor,
Mario G. Racco
Location Map
President of Concord Ratepayers Association November 6, 2008 E-mail to Regional Councillor
Mario F. Ferri.

JAA/pa

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009

Item 6, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

6

CONCORD WEST STREETSCAPE COMMUNITY ADVISORY COMMITTEE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Ferri, dated April 20, 2009:

Recommendation

Regional Councillor Mario F. Ferri in consultation with Ward 4 Councillor Sandra Yeung Racco recommends:

1. THAT a Concord West Streetscape Community Advisory Committee be established, and the Commissioner of Planning be directed to prepare a Terms of Reference for this non-statutory streetscape advisory committee and report to the April 20, 2008 Committee of the Whole with a proposed Terms of Reference;
2. THAT the Regional Municipality of York in consultation with the appropriate City of Vaughan staff be requested to provide the following deliverables for presentation to the Concord West Streetscape Community Advisory Committee for input:
 - a) Streetscape Improvement Plan Matrix (Immediate, Short and Long Term Opportunities, Costs, Funding Source and Implementation).
 - b) Streetscape Improvement Phasing Plan (Include context of timing for Keele Street Highway 7 EA and VIVAnext(BRT)).
 - c) Design Concepts (Key Areas).

Economic Impact

There is no immediate economic impact associated with this report. However, the long range financial implications will include future capital funding request for streetscape improvements, and the maintenance cost associated with this type of infrastructure, including long term replacement, which is not quantified at this time.

Communications Plan

A communication plan will follow as part of the Terms of Reference.

Purpose

The purpose of this report is to obtain Council direction to proceed with the establishment of the Concord West Streetscape Community Advisory Committee on the basis of the Terms of Reference to be prepared by the Development Planning Department, and a request that the Regional Municipality of York develop a Streetscape Improvement Plan Matrix with Conceptual Design Concepts for the area.

Background - Analysis and Options

On January 10, 2003, the President of the Concord West Ratepayers Association, made a formal request to the City of Vaughan through the local Ward 4 Councillor, to establish a Streetscape Advisory Committee to improve the appearance, upkeep and maintenance of the Keele Street and Highway No. 7 area (Attachment #1).

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009

Item 6, CW Report No. 23 – Page 2

In response to the request from the Concord West Ratepayers Association, staff from the Development Planning Department conducted an analysis on the feasibility of establishing a streetscape committee for the Concord West Community. Following a presentation to the local Ward 4 Councillor, it was determined that the forming of a streetscape committee would be premature due to the Keele Street and Highway No. 7 area having been previously identified for possible extensive road improvements by the Region of York.

It was determined at the time that the creation of a streetscape committee should be delayed until the Region of York has completed a formal EA (Environmental Assessment) for improvements to the Keele Street and Highway No. 7 intersection and surrounding area. York Region is now currently undertaking the EA for the Keele Street and Highway No. 7 area with a Construction Program on the intersection improvements estimated for 2014. However, the Region's Construction Program is reviewed yearly and may be addressed accordingly.

On November 6, 2008 the president of the Concord Ratepayers Association contacted Regional Councillor Mario F. Ferri through an e-mail (Attachment #3), requesting my assistance in championing the establishment of a Concord West Streetscape Community Advisory Committee, given my experience with the establishment of the Maple Streetscape Committee, and the fact that I currently sit on both Vaughan's and Region of York's Council.

The Concord West Ratepayers Association has requested that the City establish a Concord West Streetscape Community Advisory Committee at this time, as opposed to delaying it until the Region has completed the EA. By establishing this committee now, it will provide a forum for the community to provide their organized and collaborative comments and input to the Region of York and City of Vaughan on streetscape beautification improvements and related funding initiatives. Furthermore, this request has been active for 6 years and the residents in the Concord West community now deserve the creation of this non-statutory advising committee.

Relationship to Vaughan Vision 2020

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Plan & Manage Growth & Economic Vitality".

Regional Implications

To be determined by the Terms of Reference.

Conclusion

The establishment of the Concord West Streetscape Community Advisory Committee populated by representatives of the City of Vaughan, Region of York and local residents will provide a forum for community input on matters related to streetscape improvement projects in the public realm.

Attachments

1. President of Concord Ratepayers Association's formal request to the then Ward 4 Councillor, Mario G. Racco
2. Location Map
3. President of Concord Ratepayers Association November 6, 2008 E-mail to Regional Councillor Mario F. Ferri.

Report prepared by:

Regional Councillor Mario F. Ferri

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009

Item 6, CW Report No. 23 – Page 3

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

6.4

ATTACHMENT #1

Concord West Ratepayers' Association
P.O. Box 121
Concord, Ontario L4K 1B2

January 10, 2003

Councillor Mario G. Racco
City of Vaughan
2140 Major Mackenzie Drive
Vaughan, Ontario

RE: KEELE & HIGHWAY 7 STREETScape COMMITTEE

Dear Councillor Racco:

Please accept this letter as a formal request to establish the Keele and Highway 7 Streetscape Committee.

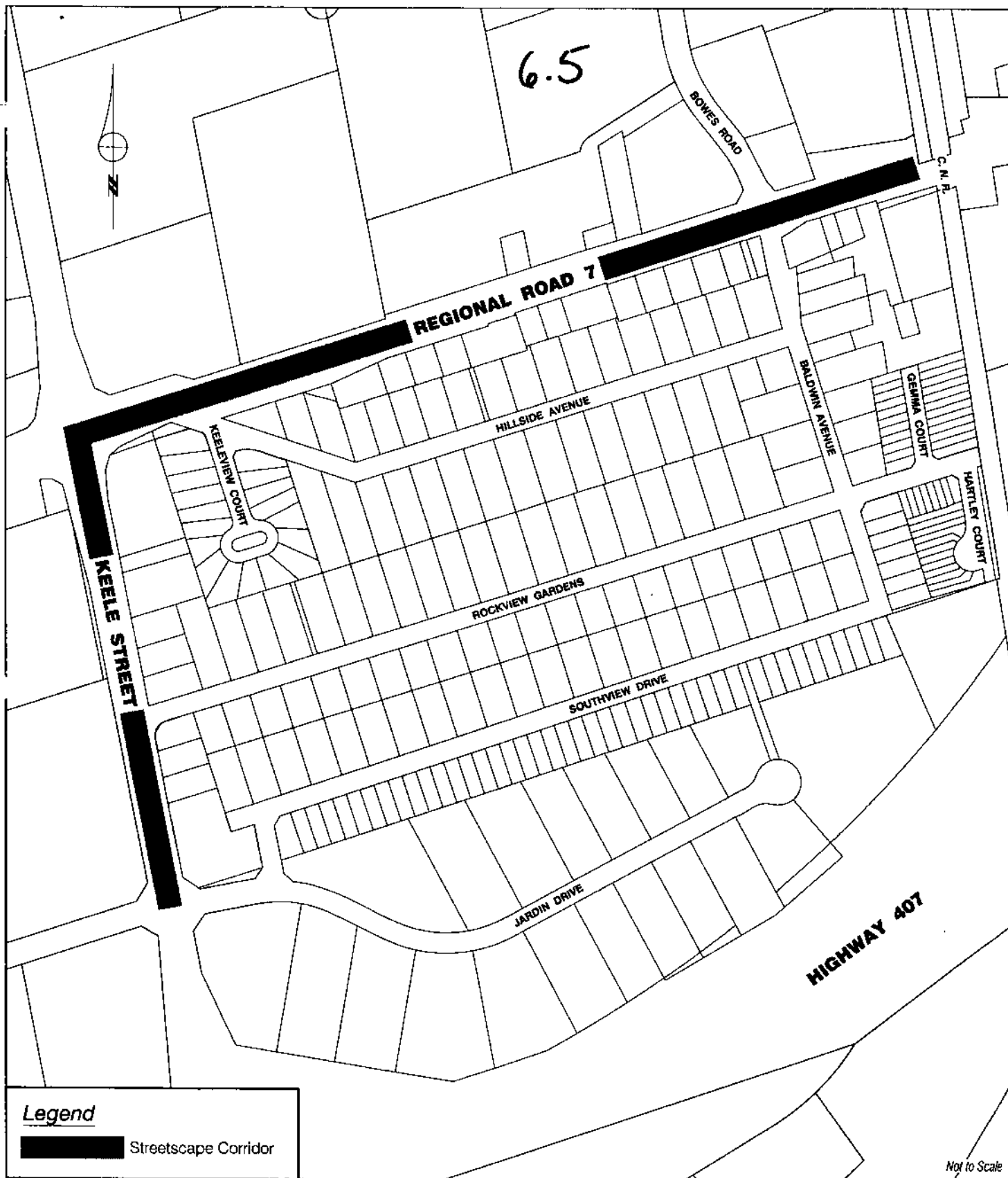
Throughout my tenure as President of the Concord West Ratepayers' Association, I have received many comments and complaints with regard to the appearance, upkeep and general maintenance of the Keele and Highway 7 area. These comments include and are not limited to Creditstone to the west and Centre Street to the east, Bowes Road to the north and Steeles to the south.

We are prepared to meet with you and City staff members in order to brainstorm and find effective remedies to our concerns. We would appreciate formal recognition as soon as possible and are ready to meet monthly commencing in either January 2003 or February 2003.

Thanking you in advance for your prompt attention to this matter.

Sincerely,

Cathy Ferlisi
President



Location Map - Concord West Streetscape

Vaughan
The City Above Toronto

Attachment
2

6.6

ATTACHMENT #3

-----Original Message-----

From: Ferri, Mario [mailto:Mario.Ferri@vaughan.ca]
Sent: Thursday, November 06, 2008 11:52 PM
To: wellness@idirect.com
Cc: Racco, Sandra; gdinorscia@rogers.com; T_panezutti@hotmail.com;
agnes.catenacci@ycdsb.ca; antoniettag@sympatico.ca; jhas@on.aibn.com;
josie.palermo@hotmail.com; julia_salerno82@hotmail.com;
fpisello@sympatico.ca; rmabardi@rogers.com; rosedimarco@concordwest.ca;
sandy.salerno@hotmail.com; Ferri, Mario
Subject: Re: Concord West Streetscape Committee

Kathy, thank you your email.

In response to your association's request, I would categorically state that I would be honoured to spearhead your request to establish the Concord West Streetscape committee.

Do recognize that it may take some time to secure full approvals. Nevertheless, I will begin Friday to get the wheels in motion.

I will be in touch as soon as I have some news. Your local Councillor's and association's continued participation in this project, will be very important as we move through the various phases.

All the best.

Mario Ferri

Sent from my BlackBerry Wireless Handheld

----- Original Message -----

From: Cathy Ferlisi <wellness@idirect.com>
To: Ferri, Mario
Cc: Racco, Sandra; Gabriele <gdinorscia@rogers.com>; 'Teresa' <t_panezutti@hotmail.com>; 'Agnes (For Sabino)' <agnes.catenacci@ycdsb.ca>; 'Antonietta' <antoniettag@sympatico.ca>; 'Archie' <jhas@on.aibn.com>; 'Cathy' <wellness@idirect.com>; 'Josie' <josie.palermo@hotmail.com>; 'Julia' <julia_salerno82@hotmail.com>; 'Phylis' <fpisello@sympatico.ca>; 'Roger' <rmabardi@rogers.com>; 'Rose' <rosedimarco@concordwest.ca>; 'Sandy' <sandy.salerno@hotmail.com>
Sent: Thu Nov 06 09:42:05 2008
Subject: Concord West Streetscape Committee

Good Morning Mario,

6.7

Throughout our many phone conversations regarding the establishment of the Concord West Streetscape Committee you have always agreed that it is only through the establishment of this committee that our neighbourhood would receive esthetical improvements to our boarding roads - Keele and Highway 7 respectively.

Given your experience with the Maple Streetscape Committee and given that you sit on both Vaughan's Council and York Region's Council - the purpose of this email is to formally ask you to champion this committee on our behalf through the City of Vaughan. Once this committee is established, we will be able to request funding through York Region's Streetscape Partnership Program.

We are in the process of acquiring written confirmation from Mrs. Thomas at York Region based on her verbal endorsement of this committee at our meeting in late June of this year.

It is our hope that through your help, her confirmation and the support of our Local Councillor, this much needed committee will be established.

Be home proud - be neighbourhood proud,

Cathy Ferlisi
President,
Concord West Ratepayers Association
www.concordwest.ca <<http://www.concordwest.ca/>>

**REGION OF YORK
CLERK'S OFFICE**



TOWN OF GEORGINA FILE No. -

26557 Civic Centre Rd., R.R. #2, Keswick, Ontario L4P 3G1



May 22, 2009

Region of York,
Regional Clerk's Office,
17250 Yonge Street,
NEWMARKET, Ontario
L3Y 6Z1

Attn: Denis Kelly, Regional Clerk

Dear Sir:

Re: Woodbine Avenue Widening Project; 1. Streetscaping, 2. Sidewalks, 3. Streetlighting,
4. Watermain Crossings, 5. Dovedale Drive Storm Sewer
Report No. EPW-2009-0015

Town Council at a meeting held on May 22, 2009, considered the above-noted report concerning the Woodbine Avenue Widening Project and passed the following motion:

1. THAT REPORT NO. EPW-2009-0015 BE RECEIVED FOR INFORMATION.
2. THAT THE COUNCIL OF THE TOWN OF GEORGINA REQUESTS THE REGION OF YORK TO INCLUDE THE FOLLOWING WORK IN THE WOODBINE AVENUE PROJECT AT THE COST OF THE TOWN:
 - LANDSCAPED MEDIANS AND UPGRADED PEDESTRIAN CROSSINGS AT AN ESTIMATED COST OF \$500,109 OF WHICH THE NET COST TO THE TOWN IS \$247,054.
 - CONCRETE SIDEWALKS AND ASPHALT PATHS FROM GLENWOODS AVENUE TO MORTON DRIVE AT AN ESTIMATED COST OF \$224,380.
 - CONTINUOUS STREETLIGHTING BETWEEN BISCAYNE BOULEVARD AND WEXFORD DRIVE AND UNDERGROUND WORKS BETWEEN GLENWOODS AVENUE AND BISCAYNE BOULEVARD AT AN ESTIMATED COST OF \$570,000.

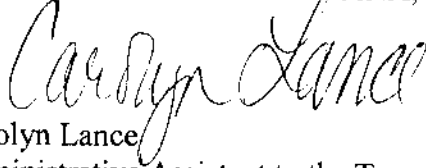
... 2

- WATERMAIN CONSTRUCTION AT AN ESTIMATED COST OF \$345,000.
 - DOVEDALE DRIVE STORM SEWER AT AN ESTIMATED COST OF \$800,000.
3. THAT THE STREETSCAPING MANAGER FOR THE REGIONAL MUNICIPALITY OF YORK BE REQUESTED TO ASSIGN A TOTAL OF \$253,055.00 TO THE INTERSECTION ENHANCEMENTS AND MEDIANS PROPOSED ON WOODBINE AVENUE FROM GLENWOODS AVENUE NORTH TO MORTON AVENUE.
 4. THAT THE STREETSCAPING MANAGER FOR THE REGIONAL MUNICIPALITY OF YORK BE ADVISED THAT THE TOWN OF GEORGINA WILL BE SUBMITTING A SUBSEQUENT APPLICATION TO THE MUNICIPAL STREETSCAPING PARTNERSHIP PROGRAM TO REQUEST 50% OF THE COSTS REQUIRED TO CONSTRUCT STREETSCAPE ENHANCEMENTS SOUTH OF GLENWOODS AVENUE.
 5. THAT COUNCIL APPROVES THE TRANSFER OF \$28,364.00 FROM THE TOWN'S RESERVE ACCOUNT FOR ECONOMIC INITIATIVES TO FUND THE STREETSCAPE ENHANCEMENTS PROPOSED ON WOODBINE AVENUE NORTH OF GLENWOODS AVENUE.
 6. THAT THE CLERK FORWARD A COPY OF REPORT EPW-2009-0015 AND COUNCIL'S RESOLUTION THEREON TO THE CLERK, THE COMMISSIONER OF PLANNING AND DEVELOPMENT SERVICES AND THE COMMISSIONER OF TRANSPORTATION AND WORKS DEPARTMENT FOR THE REGIONAL MUNICIPALITY OF YORK.
 7. THAT THE COST TO CONSTRUCT THE SUBJECT WATERMAIN WORKS SHALL BE FUNDED FROM WATER SYSTEM RESERVES AND BE RECOVERED FROM THE BENEFITTING LANDOWNERS.
 8. THE REGION SHALL APPLY A CREDIT IN THE AMOUNT OF \$262,438 FOR THE SIDEWALK, PATHWAY AND STREETLIGHTING WORKS DESCRIBED ABOVE RESULTING FROM REGION CONTRACT 05-112 WHERE THE TOWN FRONT-ENDED THE COST OF THE MASKINONGE BRIDGE REHABILITATION CONTRACT.
 9. THAT THE TOTAL COST OF THE DOVEDALE DRIVE STORM SEWER BE SECURED BY GLENWOODS GATEWAY INVESTMENTS INC. PRIOR TO THE PROJECT BEING TENDERED.

Accordingly, please find enclosed a copy of Report No. EPW-2009-0015 for you review and information. If you have any questions, please direct them to either Bob Magloughlen, Director of Engineering and Public Works or Harold Lenters, Director of Planning and Building.

Sincerely,

FOR THE TOWN OF GEORGINA,

A handwritten signature in cursive script, appearing to read "Carolyn Lance".

Carolyn Lance

Administrative Assistant to the Town Clerk

cc: Bryan Tuckey, Commissioner, Planning and Development Services Department, Region of York,
17250 Yonge St, Newmarket L3Y 6Z1
Kathleen Llewellyn-Thomas, Commissioner of Transportation Services, Region of York, 17250
Yonge St, Newmarket L3Y 6Z1
Bob Magloughlen, Director of Engineering and Public Works
Harold Lenters, Director of Planning and Building

THE CORPORATION OF THE TOWN OF GEORGINA

REPORT NO. EPW-2009-0015

**FOR THE CONSIDERATION OF
COMMITTEE OF THE WHOLE
MAY 19, 2009**

COPY

SUBJECT: WOODBINE AVENUE WIDENING PROJECT

- 1. STREETSCAPING**
 - 2. SIDEWALKS**
 - 3. STREETLIGHTING**
 - 4. WATERMAIN CROSSINGS**
 - 5. DOVEDALE DRIVE STORM SEWER**
-

RECOMMENDATION:

- 1. THAT REPORT NO. EPW-2009-0015 BE RECEIVED FOR INFORMATION.**
- 2. THAT THE COUNCIL OF THE TOWN OF GEORGINA REQUESTS THE REGION OF YORK TO INCLUDE THE FOLLOWING WORK IN THE WOODBINE AVENUE PROJECT AT THE COST OF THE TOWN:**
 - LANDSCAPED MEDIANS AND UPGRADED PEDESTRIAN CROSSINGS AT AN ESTIMATED COST OF \$500,109 OF WHICH THE NET COST TO THE TOWN IS \$247,054.**
 - CONCRETE SIDEWALKS AND ASPHALT PATHS FROM GLENWOODS AVENUE TO MORTON DRIVE AT AN ESTIMATED COST OF \$224,380.**
 - CONTINUOUS STREETLIGHTING BETWEEN BISCAYNE BOULEVARD AND WEXFORD DRIVE AND UNDERGROUND WORKS BETWEEN GLENWOODS AVENUE AND BISCAYNE BOULEVARD AT AN ESTIMATED COST OF \$570,000.**
 - WATERMAIN CONSTRUCTION AT AN ESTIMATED COST OF \$345,000.**
 - DOVEDALE DRIVE STORM SEWER AT AN ESTIMATED COST OF \$800,000.**

3. THAT THE STREETSCAPING MANAGER FOR THE REGIONAL MUNICIPALITY OF YORK BE REQUESTED TO ASSIGN A TOTAL OF \$253,055.00 TO THE INTERSECTION ENHANCEMENTS AND MEDIANS PROPOSED ON WOODBINE AVENUE FROM GLENWOODS AVENUE NORTH TO MORTON AVENUE.
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5. THAT COUNCIL APPROVES THE TRANSFER OF \$28,364.00 FROM THE TOWN'S RESERVE ACCOUNT FOR ECONOMIC INITIATIVES TO FUND THE STREETSCAPE ENHANCEMENTS PROPOSED ON WOODBINE AVENUE NORTH OF GLENWOODS AVENUE.
6. THAT THE CLERK FORWARD A COPY OF REPORT EPW-2009-0015 AND COUNCIL'S RESOLUTION THEREON TO THE CLERK, THE COMMISSIONER OF PLANNING AND DEVELOPMENT SERVICES AND THE COMMISSIONER OF TRANSPORTATION AND WORKS DEPARTMENT FOR THE REGIONAL MUNICIPALITY OF YORK.
7. THAT THE COST TO CONSTRUCT THE SUBJECT WATERMAIN WORKS SHALL BE FUNDED FROM WATER SYSTEM RESERVES AND BE RECOVERED FROM THE BENEFITTING LANDOWNERS.
8. THE REGION SHALL APPLY A CREDIT IN THE AMOUNT OF \$262,438 FOR THE SIDEWALK, PATHWAY AND STREETLIGHTING WORKS DESCRIBED ABOVE RESULTING FROM REGION CONTRACT 05-112 WHERE THE TOWN FRONT-ENDED THE COST OF THE MASKINONGE BRIDGE REHABILITATION CONTRACT.
9. THAT THE TOTAL COST OF THE DOVEDALE DRIVE STORM SEWER BE SECURED BY GLENWOODS GATEWAY INVESTMENTS INC. PRIOR TO THE PROJECT BEING TENDERED.
10. THAT A SPECIAL COUNCIL MEETING BE HELD ON MAY 19, 2009 TO PASS THE ABOVE RECOMMENDATIONS.

REPORT:

The current schedule for Woodbine Avenue road widening, trunk watermain and sewage forcemain project will see work beginning in 2009 with completion in 2011. The project extends from Ravenshoe Road to Morton Avenue and consists of widening the road to four through lanes plus turning lanes at intersections, a trunk watermain and twin sewage forcemains and on-road bicycle lanes. The road will be urbanized (curb and gutter) along the west side of the road and along the east side from the Presbyterian Church to Riverglen Drive with the remaining section on the east side being a rural cross section (roadside ditches).

There are significant Town works to be included in the Region's contract that will be constructed at the expense of the municipality. In that regard Council passed Resolution SC-2006-0295, attached as Appendix I at its meeting of July 31, 2006.

The Resolution requests the Region to construct the streetscaping, sidewalks and streetlighting. In addition to these facilities, the Town should authorize the Region to construct watermain crossings and a storm sewer outlet along Dovedale Drive. These items will be discussed in more detail below.

Streetscaping

Background

In the Spring of 2007, the Town submitted an application to request funding that was available through the Region's Municipal Streetscape Partnership Program. The application was to facilitate the construction of an entrance feature and intersection plan at the Woodbine/Ravenshoe intersection, in addition to two centre lane medians on Woodbine Avenue in the vicinity of the future Joe Dales Drive and Dovedale Drive intersections (refer to Project A on Schedule '1'). The exact location and design of the medians is dependent on the final location and design of these intersections and the location of existing and proposed entrances approved along Woodbine Avenue.

Approved Streetscaping Projects

The Town's application for Regional funding was well received and on October 3, 2007, Regional Council approved \$253,055.00 towards the funding of the following streetscape initiatives:

- Intersection Enhancements at Woodbine Avenue and Ravenshoe Road
- Entrance Feature at Woodbine Avenue and Ravenshoe Road (Northeast corner)
- Centre Median in the vicinity of the future Joe Dales Drive and Woodbine Avenue Intersection
- Centre Median between Glenwoods Avenue and Dovedale Avenue

The Town's application was approved for the maximum funding of 50% of the project. As Council is aware, the Town has set aside \$199,290.00 to fund the above projects. The remaining funds (\$53,765.00) required to match the \$253,055.00 contributed by the Region was to be set aside in the budget over the next two years.

Late last fall staff was made aware that the intersection at Woodbine Avenue and Ravenshoe Road will be constructed at the last stage of the Woodbine Avenue widening project. This intersection will not be constructed until MTO proceeds with the extension of Hwy 404 and reconstructs the Woodbine/Ravenshoe intersection to handle the increased traffic volumes. Further, the median at the intersection at Joe Dales Drive and Woodbine Avenue will not be constructed until development occurs in this immediate area. In this regard, enhancements proposed south of Glenwoods Avenue will be delayed.

Proposed Revisions to Streetscaping Projects

In late 2008 during the preparation of the construction drawings for the Woodbine Avenue widening project, Regional staff advised the Town that there were additional opportunities to enhance several smaller medians proposed between Glenwoods Avenue and Morton Avenue as indicated on Schedule '2'. These enhancements would take the form of interlock or patterned concrete within these smaller medians, as opposed to simply asphalt. There is also one larger median located just south of Riverglen Drive that can accommodate a limited amount of soft landscaping and therefore will be designed in a manner previously approved for the larger median to be constructed at Dovedale Drive.

In addition, Town staff were advised that the construction drawings indicated that the design for the existing/proposed intersections at Glenwoods Avenue, Dovedale Avenue, Riverglen Drive, Riveredge Drive and Morton Avenue included enhanced interlock crosswalks. Schedule '3' provides a sample of the enhancements that are proposed for these intersections.

These enhancements proposed north of Glenwoods Avenue are referred to as Project B and are detailed in Schedule '4'. Schedule '4' received from the Region's consultant Marshall Macklin Monaghan (MMM) indicates that a total of \$500,109.00 will be required to fund all of the proposed works north of Glenwoods Avenue (Project B).

In order to proceed with this construction, and in consideration of the delay for streetscape enhancements that are proposed south of Glenwoods Avenue, Staff are recommending that all of the funds currently assigned to the enhancements south of Glenwoods Avenue, be transferred to the works proposed north of Glenwoods Avenue. Staff have discussed this approach with the Regional Streetscape Manager for York Region who has indicated no objection to this transfer of funds.

The Streetscape Manager has encouraged the Town to once again submit a request for funding of the streetscape enhancements (ie. entrance feature, median, intersection plan) proposed south of Glenwoods Avenue. It is important to note that the design of this intersection at Woodbine Avenue and Ravenshoe Road has not been finalized and there may be a need to modify the plan and entrance feature for this intersection. This request for funding for the future enhancement south of Glenwoods Avenue will be presented to Council for consideration at a later date.

However, staff note that notwithstanding this transfer of Regional and Town funds from Project A to Project B, there is still a Town share shortfall of \$47,764.00 required to fund the streetscaping enhancements proposed north of Glenwoods Avenue. While staff reviewed opportunities to reduce the total costs, in consideration of the Urban Design Guidelines prepared for the Woodbine Avenue Corridor and the desire to create a highly attractive streetscape, staff recommend that this additional funding be provided for the proposed enhancements.

To cover the shortfall of \$47,764.00, staff are proposing that \$19,400.00 that was budgeted this year for this project be used. We further recommend that the remaining \$28,364.00 be transferred from the Town's Economic Initiative reserve account to ensure that the construction of the enhancements as proposed may proceed.

Sidewalks

The previous Resolution called for the construction of a 1.5 metre concrete sidewalk from Morton Avenue to Riverglen Drive and a 2.0 metre wide multi-use asphalt path from Riverglen Drive to south of Biscayne Boulevard. It would be the responsibility of landowners to the south to complete the asphalt path as the land becomes developed. Since the date of the previous resolution there has been no significant action by the landowners to develop their commercial projects but a commuter parking lot has been constructed by Metrus Development Ltd. and a York Region Transit shuttle bus service to the East Gwillimbury Go Train Station has been established. For that reason we believe there is merit in authorizing the Region to complete the asphalt path across these lands to Glenwoods Avenue at the expense of the Town and we will attempt to recover the cost from the landowners. There is potential however that the path may be damaged during construction on the abutting lands and there will be no streetlights in place to light the sidewalk. The cost to complete the path across the commercial developments is \$75,000.

In 2005 the Town front-ended the bridge rehabilitation work on Woodbine Avenue over the Maskinonge River to facilitate the construction of a sidewalk between Riveredge Drive and Riverglen Drive and the monies were to be credited toward the future sidewalk work on Woodbine Avenue. The value of this credit is \$262,438 and will fund construction of the above described sidewalk and asphalt path.

Streetlighting

The Region of York only provides streetlighting at intersections and it is left to local municipalities to install lighting between intersections. The Town made the previous decision that it would match the Region's standard of lighting consisting of 250 watt high pressure sodium horizontal highway luminaries mounted on galvanized steel poles with underground power supplies. We were requested by Council to investigate the use of LED lighting along the road however the Region has studied the matter in detail and will be continuing with high pressure sodium lighting along Regional roads. We agree with this decision however we do support a future trial section of LED or induction lighting on a residential street that would not be as wide and would have lower traffic volumes and turning operations.

The limits of the streetlighting set out in 2006 resolution were between Morton Avenue and Biscayne Boulevard. Providing proper levels of lighting along this wide arterial road will require lights along both sides of the road at 40 metre spacings. This will require 44 fixtures at an average cost of \$9,500 per light including foundation, pole, bracket, fixture and underground power supply for a cost of \$418,000. There is currently \$478,000 in reserves for this purpose. Because the Region will be installing traffic control signals at Wexford Drive we recommend that the streetlighting be extended to Wexford Drive and an additional cost of \$50,000. The cost is lower per fixture because some hydro poles and overhead power supply can be used to mount streetlights along this section of road.

As stated in the 2009 capital budget submission, consideration has been given to extending the new streetlights from Biscayne Boulevard to Glenwoods Avenue West. This would require an additional 28 lights at a cost of \$266,000 and would provide lighting on the road in front of the following developments:

- CRAFT Developments Inc.
- Sneakers Commercial Site
- Keswick Business Park

We were intending to recommend to Council that this work proceed now and that the Town would recover the funds from these developers in the future. Given that perhaps it might be difficult to recover the costs from some landowners it is recommended that the work required to prepare for the lights in the future be installed now consisting of underground electrical conduits and pole bases and that the electrical cables, poles, brackets and fixtures be installed at the expense of the landowners at such time as development takes place. An estimate for the underground is \$100,000 that would be recovered at the time the lights are added. We think that is a more cautious way to proceed and to recover the funds. Even so, this will require a further contribution from the 2010 construction budget.

Watermain Crossings

To avoid the need to excavate across Woodbine Avenue in the future, it is recommended that watermain crossings to service designated developments be installed as part of the Woodbine Avenue project. In addition, there are dead end watermains at the intersection of Ravenshoe Road and The Queensway that should be connected to improve fire flows and water circulation at a cost of \$50,000.

The proposed watermain crossings along Woodbine Avenue are:

1. A 200mmØ crossing from the west side of Woodbine Avenue to the east side of Glenwoods Avenue East to provide water service to the new Presbyterian Church and the four existing homes in that location.
2. A 400mmØ crossing under Glenwoods Avenue West to provide a secondary supply to the CRAFT Development site and a connection for a future watermain along Glenwoods Avenue West.
3. A 400mmØ crossing under Woodbine Avenue to Glenwoods Avenue east to service the southerly portion of the Keswick Business Park.
4. A 400mmØ crossing at Dovedale Drive to service the Business Park.
5. A 300mmØ crossing at Biscayne Boulevard to service the Business Park.
6. A 400mmØ crossing at Riverglen Drive to service the Business Park.

The Region's estimate for this work is \$295,000 and includes a PVC plastic watermain pipe installed within a steel liner to ensure the watermain does not break nor is damaged under the roadway. We believe this is an unreasonable and costly requirement since we have many such crossings under Regional roads and have not had any problems. We are looking at alternatives to satisfy the Region such as concrete pressure pipe and thick walled high density polyethylene pipe.

The cost of this work will be a charge against the water system in 2010 and will be recovered from benefiting landowners in the future.

Dovedale Drive Storm Sewer Outlet

Council will recall there is a need to install a large storm sewer through the CRAFT Developments Inc. property to drain the future business park on the east side of Woodbine Avenue. The CRAFT development is not proceeding quickly and Glenwoods Gateway Investments Inc., the Region and the Town were trying to work with CRAFT to allow Woodbine Avenue to proceed and to accommodate the drainage works required

for the business park. Nothing could be arranged with CRAFT for a storm sewer through their lands and an alternative design is now proposed.

This alternative consists of building a storm sewer under Woodbine Avenue to the business park along the 10 metre section of the future Dovedale Drive owned by the Town to service that portion of the business park lying north of Glenwoods Avenue. The Region will be connecting its road drainage system to this outlet as well. The work will be constructed by the Region however the Town must pay the Region and the Town will in turn obtain funds in advance from Glenwoods Gateway Investments Inc. The developer has agreed to this arrangement and is in the process of providing a Letter of Credit in the amount of \$851,000. This amount includes the costs of building the storm sewer plus the cost of three of the watermain crossings described above.

Furthermore, approximately half of the length of the Dovedale Drive storm sewer is oversized to accommodate the flow that will be coming in the future from the CRAFT site. A large storm sewer will still be required through the CRAFT site to service the portion of the business park located south of Glenwoods Avenue. Glenwoods Gateway will want to be compensated from this oversizing and will expect the Town to assist with the recovery of funds.

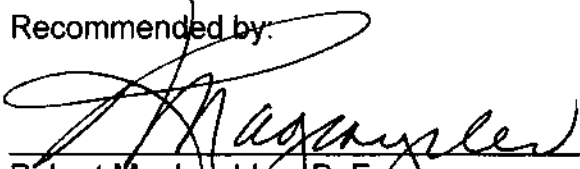
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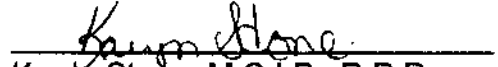
Woodbine Avenue has become the major arterial road through the community of Keswick and commercial corridor. The proposed business park on the east side of the road will increase this role further.

Therefore the standard of construction should reflect the high profile and importance of the road. Streetscaping, sidewalks and proper lighting must be provided. Additionally, it is important that all planned underground facilities be installed at the time of construction to avoid excavating the road in the future at much higher costs and major disruption to traffic.

It is recommended therefore that the Town authorize the Region to include the subject works as part of their contract and agree to pay the Town share of the works.

Recommended by:


Robert Magloughlen, P. Eng.
Director of Engineering & Public Works


Karyn Stone, M.C.I.P., R.P.P.
Economic Development Officer

Approved by:


Susan Plamondon, B.A. LL.B
Chief Administrative Officer

RM/hay
Att.

Resolution sc-2006-0295

APPENDIX I

Moved by Councillor Hackenbrook

Seconded by Regional Councillor Wheeler

RESOLUTION NO. SC-2006-0295

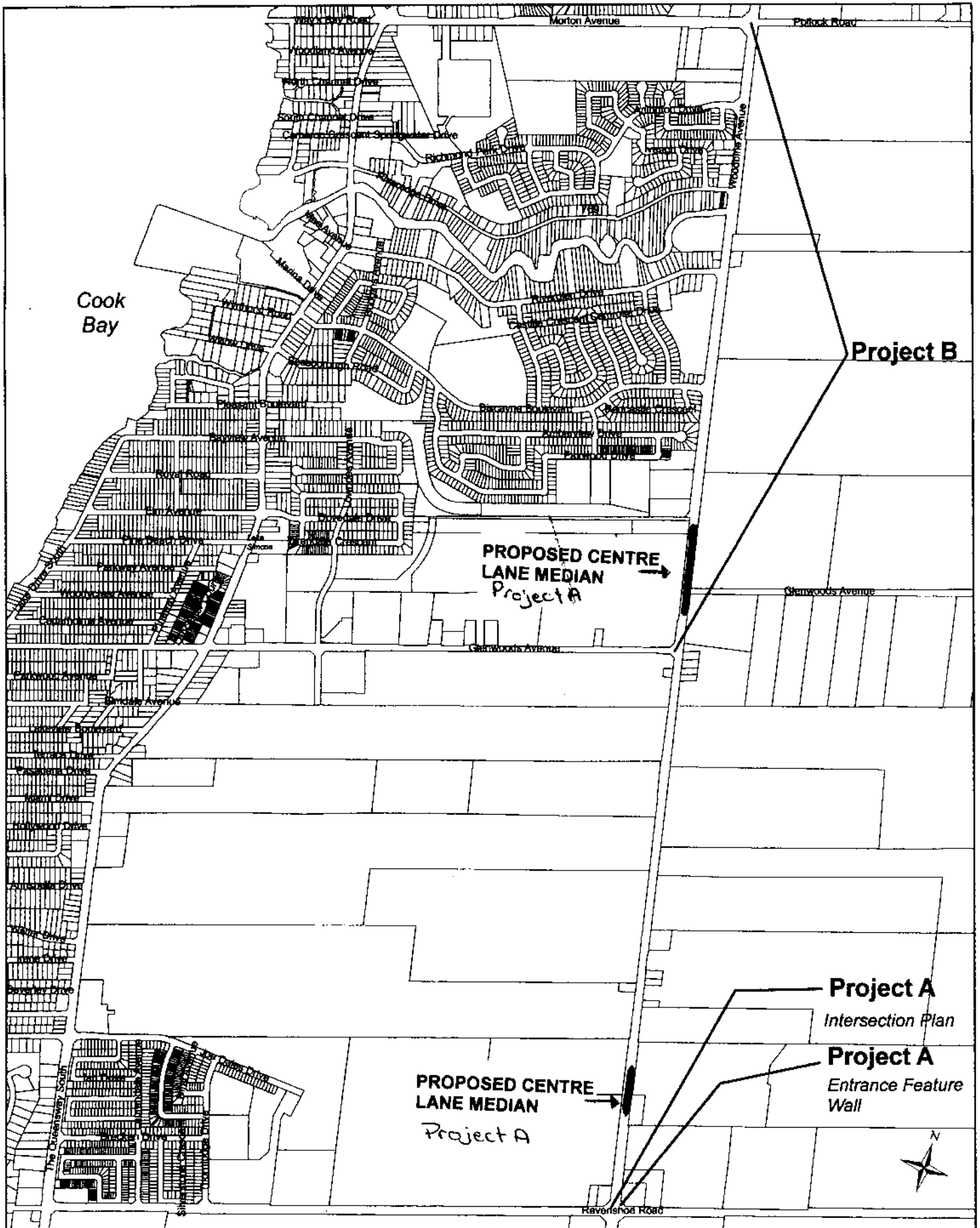
- A) THAT REPORT NO. PB-2006-0083 BE RECEIVED AS INFORMATION.
- B) THAT THE ENTRANCE FEATURE DESIGN AS SHOWN ON SCHEDULES '2' AND '3' OF REPORT PB-2006-0083 BE ENDORSED AND THAT THE DETAILED CONSTRUCTION DRAWINGS FOR THE ENTRANCE FEATURE FOR THE NORTH-EAST CORNER OF THE WOODBINE AVENUE / RAVENSHOE ROAD INTERSECTION BE PREPARED.
- C) THAT COUNCIL APPROVE THE EXPENDITURE OF UP TO \$65,000.00 TO COVER 50% OF THE PROJECTED COST TO CONSTRUCT THE ENTRANCE FEATURE PROPOSED FOR THE NORTH-EAST CORNER OF THE WOODBINE AVENUE/RAVENSHOE ROAD INTERSECTION AND THAT COUNCIL REQUEST YORK REGION TO PARTNER WITH THE TOWN BY COVERING UP TO THE REMAINING \$65,000.00 OR 50% OF THE PROJECTED COST OF THIS FEATURE.
- D) THAT SUBJECT TO THE REGION'S COMMITMENT TO CONTRIBUTE FUNDING AS SET OUT IN C) ABOVE OR ALTERNATIVELY ADDITIONAL TOWN FUNDING IS MADE AVAILABLE, THE REGION BE REQUESTED TO INCLUDE THE CONSTRUCTION OF THE NORTH-EAST CORNER ENTRANCE FEATURE AS PART OF THE WOODBINE AVENUE ROAD WIDENING PROJECT.
- E) THAT MARSHALL MACKLIN MONAGHAN BE RETAINED TO CARRY OUT THE MEDIAN AND BOULEVARD DESIGN STUDY AND WORK PROGRAM AS SET OUT IN SCHEDULE '7' TO REPORT NO. PB-2006-0083, AT A COST NOT TO EXCEED \$10,000.00.
- F) THAT COUNCIL APPOINT THE SAME COMMITTEE THAT DEALT WITH THE ENTRANCE FEATURE DESIGN STUDY, TO WORK WITH THE CONSULTANTS CONDUCTING THE STUDY REFERRED TO IN E) ABOVE AND FURTHER, THAT STAFF REPORT BACK TO COUNCIL WITH THE RESULTS OF THIS STUDY.
- G) THAT YORK REGION BE REQUESTED TO CONSTRUCT, AT THE COST OF THE TOWN, THE FOLLOWING AS PART OF THE ROAD WIDENING PROJECT:
- i) A 1.5 METRE CONCRETE SIDEWALK WITHIN THE BOULEVARD ON THE WEST SIDE OF WOODBINE AVENUE FROM MORTON AVENUE TO THE NORTH SIDE OF RIVERGLEN DRIVE, AND;
 - ii) A 2.0 METRE ASPHALT PATHWAY WITHIN THE BOULEVARD ON THE WEST SIDE OF WOODBINE AVENUE FROM THE SOUTH SIDE OF RIVERGLEN DRIVE TO THE NORTHERLY LIMIT OF THE AMBERVIEW COMMERCIAL SITE WHICH IS LOCATED J SOUTH OF BISCAYNE BOULEVARD.
- H) THAT YORK REGION BE REQUESTED TO CONSTRUCT, AT THE COST OF THE REGION, A 1.5 METRE CONCRETE SIDEWALK ON THE EAST SIDE OF THE MASKINONGE RIVER BRIDGE AS PART OF THE ROAD WIDENING PROJECT.
- I) THAT YORK REGION BE REQUESTED TO INSTALL, AT THE COST OF THE TOWN, CONTINUOUS STREET LIGHTING IN THE FORM OF HORIZONTAL LUMINARIES AND GALVANIZED STEEL POLES BETWEEN INTERSECTIONS ON WOODBINE AVENUE.

FROM MORTON AVENUE TO BISCAVNE BOULEVARD AS PART OF THE ROAD WIDENING PROJECT.

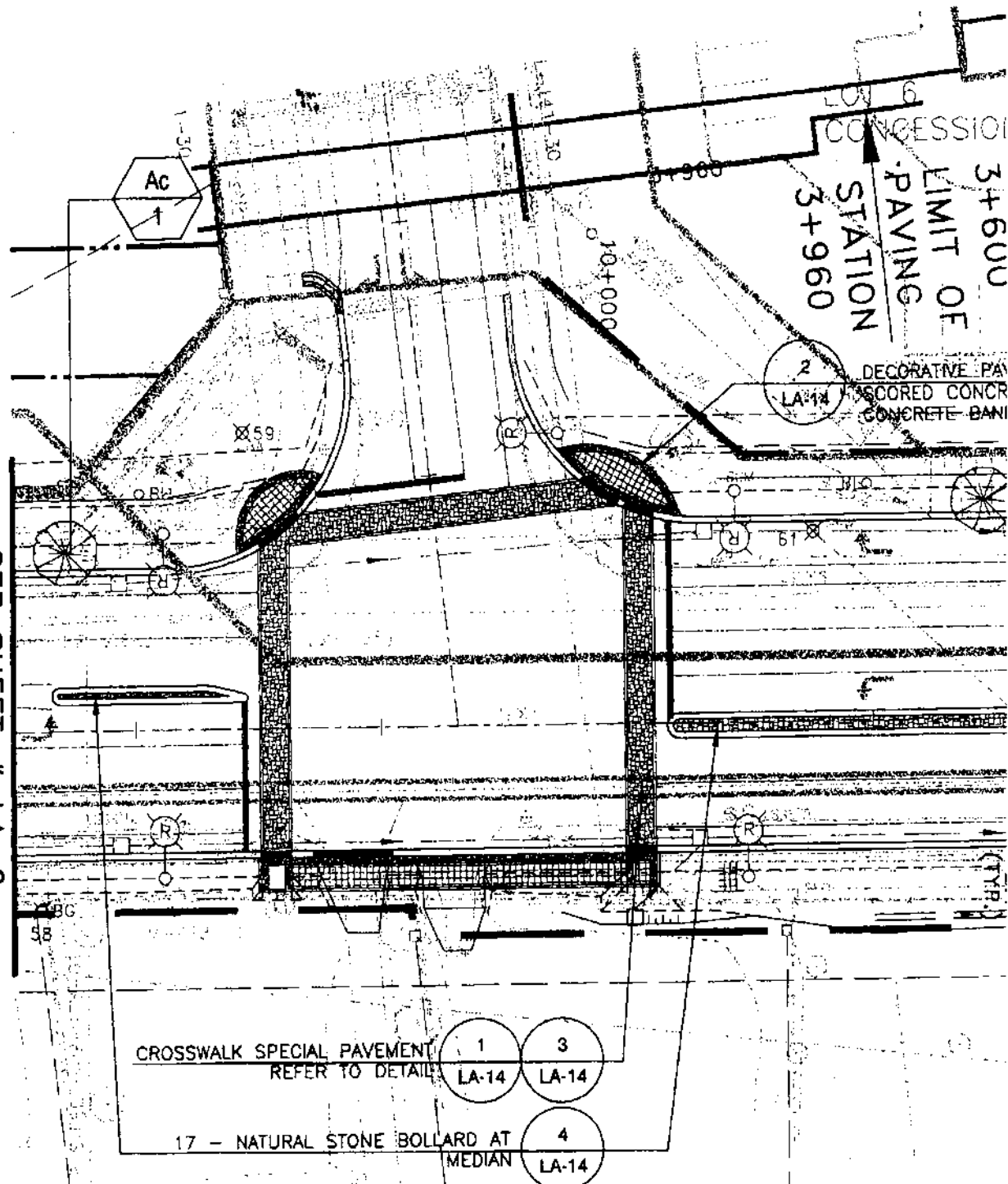
- J) THAT YORK REGION BE ADVISED THAT THE TOWN SUPPORTS THE PROVISION OF A CONTINUOUS "ON ROAD" CYCLING LANE IN EACH DIRECTION ON WOODBINE AVENUE AS PART OF THE ROAD WIDENING PROJECT, PROVIDED THERE IS STILL ADEQUATE SPACE AVAILABLE TO ACCOMMODATE A 3 METRE MULTI-USE PATHWAY ALONG WITH APPROPRIATE GRADING BETWEEN THE PATHWAY AND THE ABUTTING LANDS WITHIN THE BOULEVARD ALONG THE PORTIONS OF WOODBINE AVENUE AS SET OUT IN SECTION 4.4.1 OF REPORT NO. PB-2006-0083.
- K) THAT TOWN STAFF MEET WITH STAFF FROM YORK REGION AND THEIR CONSULTANTS TO DISCUSS THE MATTER RAISED IN J) ABOVE AND THAT STAFF REPORT BACK TO COUNCIL, AS NECESSARY.
- L) THAT COUNCIL APPROVE THE FORMULATION OF A COMMITTEE, CONSISTING OF STAFF (THE CHIEF ADMINISTRATIVE OFFICER, DIRECTOR OF PLANNING AND BUILDING, AND CHIEF MUNICIPAL LAW ENFORCEMENT OFFICER), COUNCIL REPRESENTATION, REPRESENTATIVES FROM THE CHAMBER OF COMMERCE AND REPRESENTATIVES FROM OTHER GROUPS OR ORGANIZATIONS AS COUNCIL MAY SEE FIT, TO CONSIDER OPTIONS TO DEAL WITH THE EXISTING SIGNS ALONG WOODBINE AVENUE, AND PARTICULARLY IN THE AREA JUST NORTH OF RAVENSHOE ROAD, AND THAT THIS COMMITTEE REPORT BACK TO COUNCIL WITH RECOMMENDATIONS ON SAME.
- M) THAT THE CLERK FORWARD A COPY OF REPORT NO. PB-2006-0083 AND COUNCIL'S RESOLUTION THEREON TO THE YORK REGION TRANSPORTATION AND WORKS DEPARTMENT AND TO THE YORK REGION PLANNING AND DEVELOPMENT SERVICES DEPARTMENT AND TO MR. BOB KOZIOL, MANAGER OF MUNICIPAL TRANSPORTATION AND TRANSPORTATION ENGINEERING FOR MARSHALL MACKLIN MONAGHAN.

Carried...

LOCATION MAP



SEE SHEET # LA-6
MATCH LINE STA. 9+950



DUCAS, STEVE GEORGE
DUCAS, NIKI

PIN 03467-0024

INST. R431531

THE TRUSTEE
BOARD OF THE
PRESBYTERIAN
CHURCH IN CANADA

PIN 03467-0023

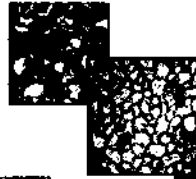
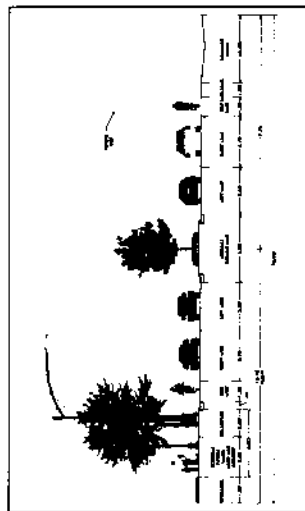
INST. R727725

SCHEDULE '3'

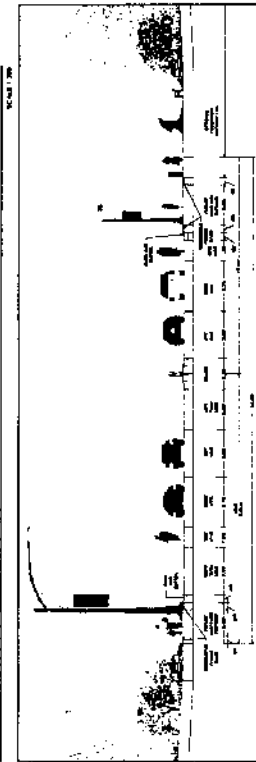
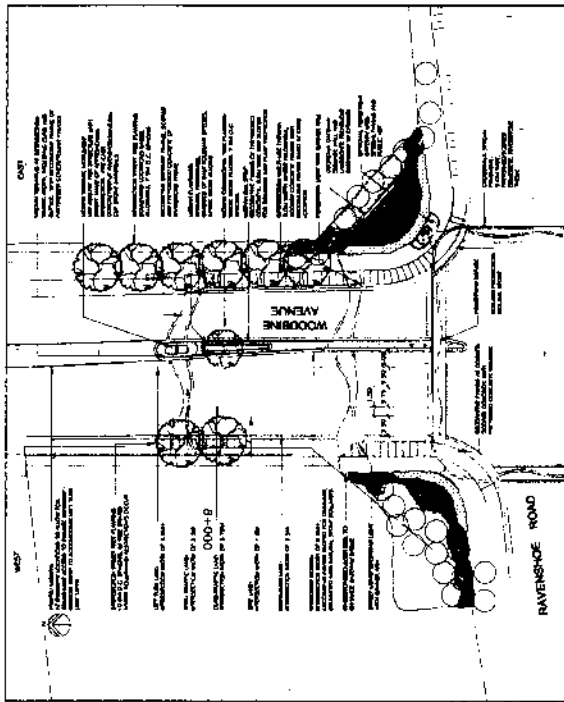
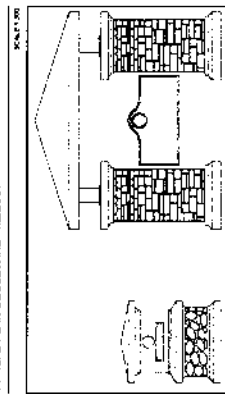
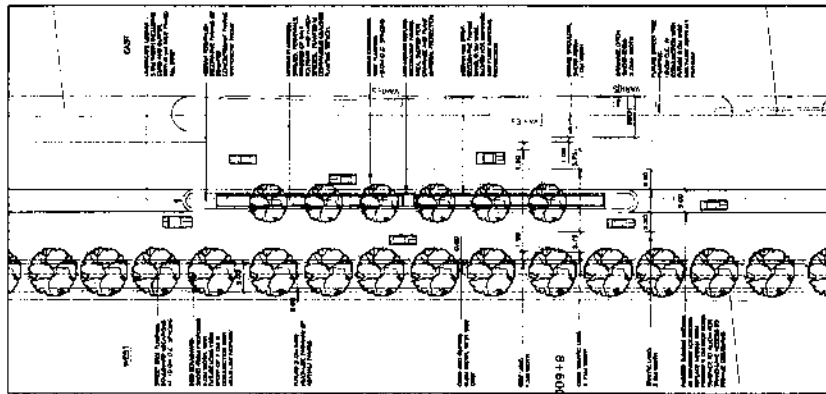
WO
LOT 5
CONCES

PART 'F' - LANDSCAPING

ITEM NO.	SPEC CODE	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL
		Town of Georgina				
		Deciduous Trees Contractor to supply and install trees per details and specifications				
F2.001		Syringa reticulata Ivory Silk Lilac, 50mm cal.	each	15	450.00	6,750.00
		Shrubs Contractor to supply and install shrubs per details and specifications				
F2.002		Pinus mugho var. pumilio Mugho Pine	each	22	40.00	880.00
F2.003		Rosa rugosa Japanese Rose	each	127	40.00	5,080.00
		Groundcover and Grasses Contractor to supply and install groundcovers per details & specifications				
F2.004		Arrhenatherum bulbosus 'Variegatum' Tuber Oat Grass	each	83	25.00	2,075.00
F2.005		Vinca minor Periwinkle	each	268	8.00	2,144.00
F2.006		Decorative Unit Pavers at Medians Contractor to supply and install per details 5/LA-14, 6,10&11/LA-15 and specifications	s.m.	475	130.00	61,750.00
F2.007		Planter/Retaining Wall at Median Contractor to supply and install per details 6,10&11/LA-15 and specifications	s.m. face	125	325.00	40,625.00
F2.008		Streetscape Monuments Contractor to supply and install per details 7,8&9/LA-15 and specifications	each	1	12,000.00	12,000.00
F2.009		Natural Stone Bollards Contractor to supply and install per detail 4/LA-14	each	30	1,500.00	45,000.00
F2.010		Irrigation of Median (2) Contractor to supply and install per plan and details. All conduits and connections per York Region and Town of Georgina requirements (Contractor to attain approvals from both Town and Region)	l.s.	1	20,000.00	20,000.00
F2.011		Unit Paver Crosswalks Contractor to supply and install per detail 1,2&3/LA-14 and specifications	s.m.	730	260.00	189,800.00
F2.012		Decorative Unit Pavers on Concrete Base Contractor to supply and install per details 2/L-14, 10&11/LA-15 and specifications	s.m.	570	200.00	114,000.00
TOTAL TOWN LANDSCAPING						500,104.00



**STREETSCAPE
CONCEPT 2**
TOWN OF GEORGINA
WOODBINE AVENUE
RE-CONSTRUCTION
SEPTEMBER 3, 2008



REGION OF YORK
CLERK'S OFFICE

FILE No. - *PO6*

May 22, 2009

CFN 42397

Mr. Denis Kelly
Regional Clerk, Regional Municipality of York
Corporate and Legal Services
17250 Yonge Street, P.O. Box 147
Newmarket, Ontario
L3Y 6Z1



Dear Mr. Kelly,

Re: Trail Surface Standards Report and Request for Representatives to participate on the Toronto and Region Conservation Authority's Trail Guidelines Advisory Committee.

This letter is being sent along with a recent Trail Surface Standards Report that went to the Toronto and Region Conservation Authority Board Meeting #3-09, held on Friday, April 24, 2009. At this meeting the Authority approved Resolution #A54/09:

"THAT the report on Toronto and Region Conservation Authority (TRCA) and municipal trail surface standards in the Toronto region be circulated to the municipalities in TRCA's jurisdiction."

We are also requesting that our municipal partners appoint a Councillor and staff representative to participate on our Trail Guidelines Advisory Committee. The purpose for the committee is to provide input and direction towards the update of the original TRCA Trail Planning and Design Guidelines Manual that was completed in 1992.

For your information, we will be completing the trail guidelines update in two phases. The first phase will be a scoping process that we will start in June of this year and it will last until the end of 2009. At this time, we anticipate 3 meetings with the Advisory Committee (June, September and November) to complete the first phase. The second phase of the project will include additional research and report writing. This phase should last approximately 1 year and we anticipate meeting 5 times during the course of 2010, to discuss and finalize the report.

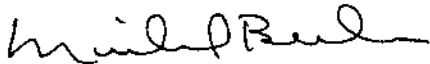
As additional background information, we have experienced an increase in public interest in green space trails over the last number of years. Trails represent an important part of healthy living, recreation and smart transportation in our communities. The TRCA created a Trail Planning and Design Guidelines Manual in 1992, which has been referenced extensively by municipalities in the Greater Toronto Area. This manual is now in need of an update in order to address new information on natural heritage protection, trail sustainability and trail accessibility. After receiving the TRCA staff report

on Municipal Trail Surfacing Standards (attached), the Authority Board requested that the TRCA trail guidelines update be completed as soon as possible.

The TRCA appreciates that the new Trail Guidelines document will be used as a tool for many municipalities, and that each area has unique priorities and challenges. For these reasons, we would like your input as we move forward with the project. Therefore, we request that one municipal staff person and a municipal Councillor be appointed to represent your municipality on our project Advisory Committee.

Please contact the undersigned if you have any questions or require additional information. To confirm your staff and Councillor representative on the TRCA Trail Guidelines Advisory Committee, please contact Lesli Rynyk, Conservation Lands Administrative Coordinator, Phone: 416-661-6600 ext. 5579, Email: lrnyk@trca.on.ca or mail to 5 Shoreham Drive, Downsview, ON, M3N 1S4.

Yours truly,



Mike Bender, B.L.A., OALA
Manager, Conservation Lands
Toronto and Region Conservation Authority
Phone: 416-661-6600 ext. 5287
Email: mbender@trca.on.ca

Attach. TRCA Trail Surface Standards Report

cc: Jim Dillane, TRCA
Ron Dewell, TRCA
Kathy Stranks, TRCA

TO: Chair and Members of the Executive Committee
Meeting #2/09, April 17, 2009

Item 9.1

FROM: James W. Dillane, Director, Finance and Business Services

RE: STANDARDS FOR TRAIL SURFACES

KEY ISSUE

Report on Toronto and Region Conservation Authority and municipal trail surface standards in the Toronto region.

RECOMMENDATION

THAT the report on Toronto and Region Conservation Authority (TRCA) and municipal trail standards in the Toronto region be received.

BACKGROUND

TRCA's Executive Committee requested a report on Toronto region municipal trail surfacing standards for informational purposes. The following report is a compilation of the trail surfacing guidelines across the region. The TRCA trail construction guidelines are included because of the municipalities that reference TRCA guidelines as their standard.

TRCA Trail Guidelines

The development of trails on TRCA-owned lands is guided by TRCA's *Trail Standards and Design Guidelines: A Handbook for an Inter-Regional Trail System in the Greater Toronto Area* (1992).

Table 1 provides a summary of trail design and construction criteria included within TRCA's *Trail Standards and Design Guidelines*.

Table 1: Trail Design and Construction Criteria Summary, TRCA

	Hiking	Walking	Skating	Equestrian	Bicycle or Combined Walking/ Bicycle (rural/ low-use)	Combined Walking/ Bicycle (urban/ high-use)
Surface Type	native with spot hardening	Native hardened or paved	Native/ cleared flush	Native with spot hardening	Stone fines	Asphalt
Desirable Grade	0-10 %	0-3 %	0-10 %	0-10 %	0-5 %	0-3 %
Maximum Sustained Grade	15 %	5 %	15 %	15 %	7-8 %	6 %
Minimum Clearing Width	1 m	2.5 m	2.5 m	2.5 m	4 m	7 m
Minimum Clearing Height	2.5 m	3 m	3.5 m	3.5 m	3 m	3 m
Trail Lengths (+ refer to no real maximum)	min 1 km max 10 km	no min max 2 km	min 5 km max 15 km+	min 5 km max 30 km+	min 2 km max 10 km+	min 2 km max 10 km
Tread Width	0.5 m	1.5 m	2.5 m	2.5 m	3 m	3 m

Municipal Trail Surfacing Guidelines

Most of the municipalities in the Toronto region have informal trail construction guidelines. Surfacing is most often determined by projected use and trail location and is decided formally on a case by case basis. The following document outlines some local and regional municipal surfacing guidelines and illustrates the factors involved in trail construction choices for some of the municipalities in the Toronto region. The focus is largely on the local municipalities, and is not exhaustive.

City of Pickering

The City of Pickering does not have any approved standards for trail surfacing. Any trails that are to be heavily traveled as multi-purpose trails are typically 3.0m wide asphalt surfaces. In Pickering parks where the trails are less traveled, stone screenings on a gravel base are used. The City of Pickering has also considered using wood chips on some of the minor trail systems through wooded areas, where accessibility is not as much of a concern (Arnold Mostert, City of Pickering).

Town of Ajax

Ajax trail surfacing specifications are subject to trail use and location. "Trail Corridors" which connect the subdivisions and aid transportation, are paved. Bark mulch or stone screenings are used in natural or environmentally sensitive areas (Town of Ajax; Parks Services, 2009). Currently, Ajax is trying to promote "Trails as Active Transportation" and will therefore be looking to create more paved trails. Nothing is specified about the nature of the paving materials.

Region of York

In York Region, multi-use trails are meant to connect walking and cycling pathways throughout the region. However, there are no specifications on trail construction that apply to the York Region as a whole in the York Pedestrian and Cycling Master Plan (2008).

City of Brampton

Brampton's Block Plan Design Guidelines (2003) state that combined pedestrian/bicycle trails shall be paved but that trail development should be limited through wood lots in order to keep the existing vegetation healthy. Brampton's Pathway's Plan prioritizes multi-use trails and bike routes, both of which shall be paved. There is currently no exploration of permeable surfacing as a viable option in the City of Brampton trail design guidelines (City of Brampton Pathway's Master Plan, 2002).

Town of Caledon

While trail surfacing specifications are not currently included in the Caledon Trail Master Plan (2002), the plan is being updated for 2009 and will include construction and surfacing guidelines for Caledon region trails. In general, trails that connect housing subdivisions to downtown areas are paved, while trails through natural greenspaces are natural or limestone screening surfacing (Caledon Public Works, 2009).

City of Toronto

The City of Toronto does not currently have trail construction guidelines but does much of its trail work in partnership with TRCA and therefore follows TRCA's guidelines and standards (Alex Shevchuk, Toronto Parks, Forestry and Recreation).

Town of Richmond Hill

When considering which materials to use in a trail build, the Town of Richmond Hill takes the following factors in to consideration:

- environmental protection;
- safety;
- accessibility;
- desired trail experience;
- maintenance.

Asphalt is used for surfacing main trails and some supporting connections while limestone screening or mulch is used for nature or "challenge" trails. The trail design and construction guidelines for Richmond Hill are well developed and can be found in the town's *Parks and Open Space Design and Construction Guidelines* (2007).

City of Vaughan

Surface options may include asphalt, concrete, granular and unit pavers, depending on the pathways intended use, setting and context. In urban areas, an asphalt surface is likely most appropriate, but it is recognized that in natural or environmentally-sensitive areas, a more natural surface type may be more suitable (City of Vaughan; Pedestrian and Bicycle Master Plan, 2008).

Town of Markham

All trails are constructed using asphalt (or another hard surface) over compacted limestone screens (Lorenzo Mele, Engineering Department, Town of Markham).

Town of Whitchurch-Stouffville

The Town of Whitchurch-Stouffville works in conjunction with TRCA on much of their trail construction projects and follows the TRCA *Trail Planning and Design Guidelines* (1992) when constructing trails in the area. This means that in town, trails are hard surface (i.e. asphalt) and in natural areas, trails are constructed using woodchips, or natural surfacing (Rob Raycroft, Leisure Services, Town of Whitchurch-Stouffville).

Township of Uxbridge

The Township of Uxbridge uses wood chips for their trails in naturalized areas and limestone screenings through park areas. According to Town of Uxbridge staff, when these materials are compacted, both surfaces are accessible and fairly easy to maintain as well as accommodate bikes, strollers and wheelchairs for shorter distances. The Town of Uxbridge avoids the use of asphalt because of cost considerations (Bob Ferguson, Facilities, Town of Uxbridge).

RATIONALE

Generally, urban trails in the Toronto region intended for multi-use, especially those designed for bikers and commuters, are paved. Nature trails and/or trails in environmentally sensitive areas are primarily surfaced with gravel or woodchips. For the most part, the municipalities do not follow regimented trail surface standard guidelines. One of the exceptions however, is Richmond Hill which has a progressive and well formulated trail surfacing protocol that can be reviewed in the *Open Space Trail Design and Construction Guidelines* (Town of Richmond Hill, 2007). Overall, trail surface is determined on a case-by-case basis and factors include trail location, permitted uses and user numbers.

Report prepared by: Deanna Cheriton, extension 5204; Brooke Erickson, extension 5597

Emails: dcheriton@trca.on.ca; berickson@trca.on.ca

For Information contact: Mike Bender, extension 5287

Emails: mbender@trca.on.ca

Date: February 13, 2009



Office of the Commissioner
Transportation Services Department

MEMORANDUM

TO: Members of the Transportation and Works Committee

FROM: Kathleen Llewellyn-Thomas, Commissioner of Transportation Services

DATE: June 11, 2009

RE: **Highway 404 Extension at Doane Road Interchange
Procurement of Engineering Services**

ISSUE

The authority to procure the engineering services of Philips Engineering Ltd. through the Ministry of Transportation (MTO) was granted by the adoption of Clause 9 of Report 1 of the Transportation and Works Committee on January 22, 2009, however, subsequent to Council's approval, MTO indicated they have an ongoing administrative review which makes it preferable that these engineering services be procured directly from the Hatch/Philips joint venture by the Region.

Accordingly, the Region will procure these engineering services directly from the Hatch/Philips joint venture.

BACKGROUND

Clause 9 of Report No. 1 of the Transportation and Works Committee on January 22, 2009 authorized the procurement of engineering services for the detailed design of the Doane Road / Highway 404 interchange from MTO, at a cost not to exceed \$445,000 (excluding GST).

This report is included as Attachment 1.

The Highway 404 crossing at Doane Road is comprised of two parts. Part one being the bridge crossing for which MTO has received environmental clearance to construct. Part two being the Region's components, which include those incremental works associated with providing a full movements interchange, including a larger structure at Doane Road to accommodate speed

change lanes, as well as ramps, stormwater management features, additional property requirements, etc.

MTO has retained the Hatch/Philips joint venture through a competitive bid process to complete the detailed design of Highway 404 mainline from Green Lane to Queensville Sideroad.

CURRENT STATUS

Regional and MTO staff have been working closely to meet MTO's commitment to extend Highway 404 to Woodbine Avenue / Ravenshoe Road by 2012. To minimize delays, and to capitalize on the efficiencies gained by having one consulting organization complete the design of both mainline Highway 404 and Doane Road interchange, and since the Hatch/Philips joint venture was retained by the MTO through a competitive bid process, Regional staff had previously recommended procuring the engineering services for the interchange design from the Hatch/Philips joint venture directly through MTO. This authority was obtained following the adoption of Clause 9 of Report 1 of the Transportation and Works Committee on January 22, 2009, for the detailed design of the interchange components, for a cost not to exceed \$445,000 (excluding GST).

However, following adoption of Clause 9 of Report 1 of the Transportation and Works Committee on January 22, 2009, MTO staff have indicated that due to an on-going internal review of their procurement process, MTO's preference at this time is for the Region to engage the Hatch/Philips joint venture directly for the detailed design of the interchange components.

Although additional Regional staff resources will be required to coordinate the detailed design of the interchange components with the consultant and MTO, there is high priority to minimize any delays associated with the project. The procurement of engineering services from the Hatch/Philips joint venture will limit potential delays, and result in cost savings through increased efficiencies and coordination during the design process.

There are no financial implications to procuring the engineering services of the detailed design of the interchange components directly from the Hatch/Philips joint venture, as the procurement of engineering services for this assignment has already been enabled through the adoption of Clause 9 of Report 1 of the Transportation and Works committee on January 22, 2009.

The 2009, 10-Year Roads Construction Program includes all costs pertaining to the proposed interchange at Highway 404 / Doane Road, including property, design and construction, including the additional administrative and legal costs of obtaining an agreement for engineering services directly from the Hatch/Philips joint venture.

CONCLUSIONS

The Region will procure engineering services directly from the Hatch/Philips joint venture for the detailed design of the Region's components of the Highway 404 crossing at Doane Road which include those incremental works associated with providing a full movements interchange, including a larger structure at Doane Road to accommodate speed change lanes, as well as ramps, stormwater management features, additional property requirements, etc.

Construction of the Highway 404 extension to Woodbine Avenue / Ravenshoe Road will provide substantial community and economic benefits to the Towns of East Gwillimbury and Georgina. The extension has long been a critical transportation infrastructure component of planning undertaken by both of these municipalities.

MTO and Regional staff continue to work closely to meet MTO's commitment to extend Highway 404 to Woodbine Avenue / Ravenshoe Road by 2012. Regional staff continues to coordinate all outstanding issues with MTO.

A handwritten signature in black ink, appearing to read "Kathleen Kelly", with a long horizontal flourish extending to the right.

KLT/MN/bm

Attachment

Clause No. 9 in Report No. 1 of the Transportation and Works Committee was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting on January 22, 2009.

9

HIGHWAY 404 EXTENSION UPDATE AND FUNDING CONTRIBUTION, GREEN LANE TO WOODBINE AVENUE / RAVENSHOE ROAD

The Transportation and Works Committee recommends that Council adopt the recommendations contained in the following report dated December 15, 2008, from the Commissioner of Transportation Services.

1. RECOMMENDATIONS

It is recommended that:

1. Council authorize the procurement of engineering services for the detailed design of the Doane Road (Y.R. 45) / Highway 404 interchange from the Ministry of Transportation (MTO), at a cost not to exceed \$445,000 (excluding GST).
2. The Regional Chair and Regional Clerk be authorized to sign the necessary agreement with the Ministry of Transportation for the inclusion of these design works in the Ministry of Transportation's detailed design of the mainline Highway 404 extension from Green Lane (Y.R. 19) to Ravenshoe Road (Y.R. 32), subject to terms satisfactory to the Commissioner of Transportation Services and the Regional Solicitor.
3. The Regional Chair and Regional Clerk be authorized to sign the necessary agreement with the Ministry of Transportation to allow the Ministry to construct the Region's programmed intersection improvements at Ravenshoe Road (Y.R. 32) / Woodbine Avenue (Y.R. 08) including a gateway feature for the Town of Georgina, at an estimated Regional cost of \$1,000,000 (excluding GST), subject to terms satisfactory to the Commissioner of Transportation Services and the Regional Solicitor.
4. The Regional Clerk forward this report to the Minister of Transportation, and the Clerks of the Towns of East Gwillimbury, Georgina, and Newmarket.

2. PURPOSE

The purpose of this report is:

1. to provide an update on the extension of Highway 404 from Green Lane to Woodbine Avenue / Ravenshoe Road, and
2. to request authority to have the Ministry of Transportation (MTO) include certain elements of the Region's programmed road works in the Ministry's work to gain efficiencies.

The Highway 404 Extension from Green Lane to Woodbine Avenue / Ravenshoe Road is depicted in Attachment 1.

3. BACKGROUND

This section provides an update on the status of ongoing work.

MTO continues to work towards implementing the Highway 404 extension by 2012, and is coordinating the following works with Regional staff:

- Green Lane overpass structure
- Mount Albert Road grade separation
- Doane Road interchange
- Queensville Sideroad interchange
- 404 termination at Woodbine Avenue / Ravenshoe Road
- Mainline 404, Green Lane to Woodbine Avenue / Ravenshoe Road

3.1 Construction of the northbound Green Lane overpass structure is nearing completion

In addition to the previously constructed southbound structure, MTO has substantially completed the construction of the Green Lane northbound structure by December 2008 under MTO Contract No. 2007-2265.

3.2 Construction of the Mount Albert Road grade separation is currently underway

MTO began construction of the Mount Albert Road grade separation on September 2, 2008. Local residents were informed that the official detour route is Woodbine Avenue, Green Lane, and Leslie Street. To accommodate local traffic, temporary traffic signals have been installed and are presently operational at the intersection of Farr Avenue and Woodbine Avenue.

Work has progressed more slowly than expected due to unanticipated field soils and groundwater conditions, resulting in the following revised schedule:

- Re-opening of Mount Albert Road is scheduled for June 2009.
- Completion of Highway 404 northbound and southbound structures at Mount Albert Road is scheduled for late summer 2009.
- Project completion scheduled for October 2009.

As directed by Council at its meeting of February 22, 2007, Regional staff are in the process of finalizing traffic management and the cost sharing/design provision agreement with MTO for the construction of retaining walls and roadway platform wide enough to accommodate four lanes and sidewalks for Mount Albert Road under the new Highway 404 bridges, and for traffic management in the vicinity of this project.

3.3 The Doane Road Interchange Environmental Study Report was filed for public review November 20, 2008

In response to forecasted growth in the area of Queensville, Sharon and Holland Landing, the long-term plans of York Region and the Town of East Gwillimbury (as identified in OPA 89 and 115) include an interchange with the Highway 404 Extension at Doane Road.

MTO is committed to providing a bridge crossing of Doane Road which does not preclude such an interchange, so long as the additional cost of a wider and longer bridge spanning future interchange ramps is paid for by the Region.

Accordingly, Council approved the initiation of the Doane Road Interchange Municipal Class EA study on October 18, 2007. MTO and Regional staff have worked together closely on this study, and following extensive public and agency consultation, a preferred interchange design has been identified, and subsequently endorsed by MTO. This interchange is documented in an Environmental Study Report, which was placed on the public record for review beginning November 20, 2008 with EA clearance anticipated (at the time of writing) by December 19, 2008. The preferred interchange configuration is depicted in Attachment 2.

Regional staff are working with MTO to finalize design provisions and cost sharing arrangements. MTO has agreed to negotiate on the Region's behalf where property is required by both MTO (for mainline Highway 404) and the Region (for the interchange) because the inclusion of the Doane Road interchange results in additional land requirements. This will simplify the land acquisition process by having affected landowners deal only with one government agency. The financial arrangements for property acquisition will be the subject of a future report.

Council's authority is needed to fund MTO's detailed design of the Region's portion of the interchange. This issue is discussed further in Section 4.1 of this report.

3.4 Detailed design of the Queensville interchange is currently underway

MTO is currently conducting the detailed design of the Queensville Sideroad interchange. Regional staff have no issues to report at this time.

3.5 Regional staff and MTO are coordinating works required at the Woodbine Avenue / Ravenshoe Road intersection

MTO's interim termination of Highway 404 is to occur south of the Woodbine Avenue / Ravenshoe Road intersection, and as part of the Highway 404 planning process, MTO has identified improvements required at this intersection.

Regional staff have also identified improvements required at this intersection through the Woodbine Avenue Environmental Assessment, 2002. In addition, the Town of Georgina has requested the Region construct a gateway feature at the north quadrants of the intersection. Regional staff are working with MTO and the Town to coordinate the construction of these works. Works proposed at this intersection are depicted in Attachment 3.

Council authority is required to request that MTO include certain elements of the Region's programmed intersection improvements as part of MTO's work, which is discussed further in Section 4.2 of this report.

3.6 Highway 404 roadway construction is expected to commence in 2010 and continue for two years

MTO and Regional staff continue to work closely to implement the opening of Highway 404 from Green Lane to Woodbine Avenue / Ravenshoe Road by MTO's target date of 2012. Detailed design is progressing between Green Lane and the Highway 404 interim termination at Woodbine Avenue / Ravenshoe Road.

4. ANALYSIS AND OPTIONS

4.1 Authority is being sought to procure engineering services from MTO for the detailed design of the Doane Road interchange

The Highway 404 crossing at Doane Road is comprised of two parts: the bridge crossing for which MTO has received environmental clearance to construct, and the Region's interchange components as discussed in Section 3.3 of this report. The Region's components include those incremental works associated with providing a larger structure at Doane Road to accommodate speed change lanes, as well as the property and construction costs of the interchange ramps. These incremental construction costs are estimated at \$17.4 M (excluding the cost of property acquisition).

MTO is committed to opening Highway 404 to Ravenshoe Road by 2012 by providing a bridge crossing at Doane Road. The Region's 2008 and 2009 Roads Construction Programs identify construction of the remaining interchange elements commencing in 2015, however in order for MTO to finalize the design of the bridge crossing, the interchange in its entirety first needs to be designed. Once the entire interchange design is complete, the bridge, approaches, and other necessary grade separation works will be

constructed by MTO by 2012, with the remainder of the interchange elements constructed by the Region as currently programmed in 2015.

Accordingly the Region needs to procure detailed design services for its portion of the interchange elements. Options include the Region procuring its own consultant to design the interchange elements, or requesting MTO include the interchange elements in their overall design package.

MTO has retained Philips Engineering Ltd. through a competitive bid process to complete the detailed design of Highway 404 from Green Lane to Queensville Sideroad which includes the bridge crossing at Doane Road.

Regional staff recommend that the detailed design of the Doane Road interchange elements be included in MTO's work and be assigned to Philips Engineering Ltd. as this will result in cost savings through increased efficiencies and better coordination during the design process. Regional staff have negotiated these services with Philips Engineering Ltd. Within an upset limit of \$445,000 and have determined that their scope of services and fees are in-line with work of a similar size and nature. The result will be two complete but separate tender packages: one for works to be constructed by MTO by 2012, and one for tender in 2015 by the Region.

The breakdown of works to be included in these two tender packages is depicted in Attachment 2.

4.2 Authority is being sought to allow MTO to construct intersection improvements at the Ravenshoe Road / Woodbine Avenue intersection as part of MTO's Highway 404 assignment to be completed by 2012

Both Region and MTO have identified improvements required at the Woodbine Avenue / Ravenshoe Road intersection. Furthermore, the Town of Georgina has requested the Region construct a gateway feature at the north quadrants. MTO's work is scheduled for completion by 2012, however the Region's construction for the widening of Woodbine Avenue from Ravenshoe Road to Morton Avenue is to be tendered in early 2009.

MTO's intersection requirements are almost identical to York Region's, with the exception that MTO requires more land to accommodate additional turning lanes. Both Region and MTO staff have explored options to construct the improvements required by both parties with a minimum of rework and inconvenience to the public, however, incorporating MTO's work into the Region's contract would likely delay the Region's tender date of 2009 due to MTO property acquisition requirements.

Accordingly staff recommend that the Region's intersection improvements be constructed as part of MTO's Highway 404 work to be completed in 2012. The cost attributable to the Region and Town for intersection and gateway works is \$1,000,000, which is in accordance with work of a similar size and nature.

MTO's work limits are now planned to extend approximately 100 metres north of the Woodbine Avenue / Ravenshoe Road intersection to match the Region's southern work limits, as depicted in Attachment 3.

5. FINANCIAL IMPLICATIONS

The 2009, 10-Year Roads Construction Program includes all costs pertaining to the proposed interchange at Highway 404/Doane Road, including property, design and construction. The detailed design component of these works is estimated to be \$445,000. The cost attributable to the Region for work at the Woodbine Avenue/Ravenshoe Road intersection, including the gateway feature, is \$1,000,000, with the gateway feature cost split 50/50 between the Region and the Town of Georgina. Funding for the gateway feature has been approved as part of the Municipal Streetscaping Partnering Program. Adequate funding for both Doane Road interchange detailed design, and Woodbine Avenue / Ravenshoe Road intersection construction projects have been included in the 2009 10-Year Roads Construction Program.

6. LOCAL MUNICIPAL IMPACT

The *Growth Plan for the Greater Golden Horseshoe* (Ministry of Public Infrastructure Renewal, 2006) indicates that significant growth in population and employment is projected for East Gwillimbury by 2031. The provision of an interchange at Highway 404 / Doane Road will address increased congestion on the local road network, and provide a benefit from a network flexibility perspective through an alternate route for emergency service vehicles and local travellers in the event of a traffic incident on Highway 404.

Construction of the Highway 404 extension to Woodbine Avenue / Ravenshoe Road will provide substantial community and economic benefits to the Towns of East Gwillimbury and Georgina. The extension has long been a critical transportation infrastructure component of planning undertaken by both of these municipalities.

7. CONCLUSION

MTO and Regional staff continue to work closely to meet MTO's commitment to extend Highway 404 to Woodbine Avenue / Ravenshoe Road by 2012.

Regional staff continues to coordinate all outstanding issues with MTO, including the grade separation at Mount Albert Road, the provision for interchange infrastructure at Doane Road, the interchange at Queensville Sideroad, and the interim terminus at Woodbine Avenue / Ravenshoe Road

Authorization for appropriate agreements is being sought to allow for MTO to undertake the Region's detailed design of the Highway 404 / Doane Road interchange, and the Region's construction of the Regional / local component of the Woodbine Avenue / Ravenshoe Road intersection.

Cost-sharing agreements for construction of the Doane Road interchange will be the subject of a future report to Council as the detailed design nears completion.

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

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause were included in the agenda of the January 7, 2009 Committee meeting.)