



Office of the Regional Clerk
Corporate and Legal Services Department

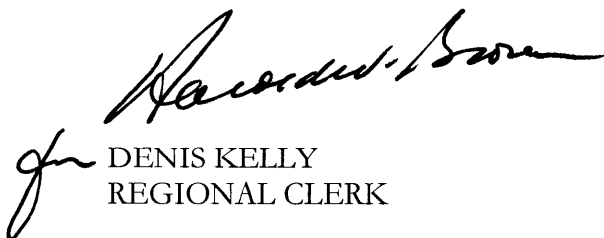
NOTICE OF MEETING

TRANSPORTATION AND WORKS COMMITTEE

A meeting of the **Regional Transportation and Works Committee** will be held on **WEDNESDAY, DECEMBER 4, 2002**, in **Committee Room "A"**, **York Region Administrative Centre**, 17250 Yonge Street, in the Town of Newmarket, commencing at **9:00 a.m.**

Members of the Regional Council appointed to serve on the Regional Transportation and Works Committee and Officials concerned are requested to bring the attached Agenda and accompanying material to the meeting.

Please retain your attachments to reports for reference purposes as they are not reprinted as part of the subsequent Council Agenda.



DENIS KELLY
REGIONAL CLERK

Elma Stevenson
November 28, 2002

Attachment

COMMITTEE MEMBERS

Mayor Wm. F. Bell
Regional Councillor G. Landon
Mayor M. Di Biase
Regional Councillor D. Humeniuk
Mayor T. Jones
Regional Councillor B. O'Donnell
Regional Councillor D. Wheeler
Regional Chair B. Fisch, ex officio

**Office of the Regional Clerk
CORPORATE AND LEGAL SERVICES DEPARTMENT**

A G E N D A

TRANSPORTATION AND WORKS COMMITTEE

**Committee Room "A"
Administrative Centre
17250 Yonge Street
Newmarket, Ontario**

December 4, 2002

9:00 a.m.

PUBLIC HEARINGS

Regional Council is proposing to pass by-laws authorizing the works set out below.

Pursuant to Section 300 of the *Municipal Act*, the Transportation and Works Committee of the Regional Council will hear any person who claims that his/her lands will be prejudicially affected by the by-laws and who applies to be heard. If any party entitled to be heard does not attend at the hearings the Committee may proceed in his/her absence and he/she will not be entitled to any further notice in the proceedings.

**1. STOPPING UP AND CLOSING OF A PORTION OF WOODBINE AVENUE (Y.R. 8)
TOWN OF GEORGINA**

THE COUNCIL OF THE REGIONAL MUNICIPALITY OF YORK PROPOSES TO PASS
A BY-LAW AUTHORIZING:

- a) The stopping up and closing of that part of Woodbine Avenue (Y.R. 8), in the Town of Georgina, in The Regional Municipality of York being part of Lot 7, Concession 3 (N.G.) designated as Parts 7, 8, 9 and 12 on Reference Plan 65R24645.
- b) The sale of lands in the Town of Georgina, in The Regional Municipality of York being part of Lot 7, Concession 3 (N.G.) designated as Parts 6, 7, 9, 10 and 11 on Reference Plan 65R24645 to the abutting property owner.

REGULAR MEETING

DISCLOSURE OF INTEREST

Page No.

PRESENTATION

- 2. Janet Lo, Executive Director, Black Creek Regional Transportation Management Association, regarding York Travel Demand Initiatives.

COMMUNICATIONS

- | | | |
|----|--|----|
| 3. | Peter K. MacLeod, November 8, 2002, regarding 'Request for Provincial Intervention to Clean up Sign Pollution Permanently in York Region'. | 1 |
| 4. | Sylviette Brown, Pefferlaw, November 22, 2002, regarding 'Drainage Relief Proposal Previously Presented to the Transportation and Works Committee'. | 3 |
| 5. | Anita Moore, Town Clerk, Town of Newmarket, November 12, 2002, regarding 'Resolution – Water Infrastructure and Delivery'. | 9 |
| 6. | J.D. Leach, City Clerk, City of Vaughan, November 15, 2002, regarding 'Water and Wastewater Services, Study of Potential Transfer of Responsibility to the Region of York Report to Regional Transportation and Works Committee, "Review of Water and Wastewater Service Delivery Models" November 6, 2002'. | 11 |

POLICY REPORTS

REPORTS SUBMITTED BY THE COMMISSIONER OF TRANSPORTATION AND WORKS

- | | | |
|----|---|----|
| 7. | 2001 SUSTAINABLE URBAN TRANSPORTATION AWARD | 21 |
| | November 19, 2002, recommending that: | |
| | 1. The following report be received for information by Committee and Council. | |
| 8. | TRANSPORTATION MASTER PLAN
REPORT ON STATUTORY POSTING | 25 |
| | November 19, 2002, recommending that: | |
| | 1. The final round of public comments received concerning the Transportation Master Plan be received. | |
| | 2. The timing of various road improvement projects be considered during the annual Budget and Business Plan and Ten Year Capital Program process. | |
| | 3. Copies of this report be forwarded by the Regional Clerk to the Clerks of the nine local municipalities of York Region. | |

9. APPLICATION FOR TREE BY-LAW MINOR EXCEPTION **31**
PART LOT 1, CONCESSION 5
TOWN OF GEORGINA

November 20, 2002, recommending that:

1. The application for a minor exception submitted by Kevin and Carolyn Foster under the Regional Tree By-law TR-1-91-154 be approved, subject to the applicant entering into an agreement which incorporates the terms set out in section 4.1 of this report.
2. The Regional Solicitor be directed to prepare the necessary by-law.

10. PEDESTRIAN COUNTDOWN SIGNALS **39**

November 20, 2002, recommending that:

1. The existing locations that have pedestrian countdown signals (PCS) be retained.
2. PCS be considered at intersections characterized with wide intersection pedestrian crossings distances, proximity to schools or senior centres and with a high percentage of pedestrian usage.
3. A copy of this report be forwarded by the Regional Clerk to the Clerks of each of the local municipalities.

11. ROAD MAINTENANCE OPERATIONAL PRACTICES **43**

November 20, 2002, recommending that:

1. This report be received for information.
2. A future report be submitted with recommendations on the possible implementation of service levels adjustment and managed competition in the delivery of various road maintenance and operations functions.

12. COMMUNITY SAFETY ZONE **51**

November 20, 2002, recommending that:

1. The proposed Community Safety Zone (CSZ) warrant policy, as attached to this report, be adopted by Regional Council.
2. York Regional Police be requested to increase enforcement in CSZ locations, as their resources permit.

3. The CSZ at the intersection of Weston Road (Y.R. 56) and Highway 7 (Y.R. 7) be removed once the proposed warrant is adopted.
4. A copy of this report be forwarded by the Regional Clerk to the Clerks of each of the local municipalities.

ADMINISTRATIVE REPORTS

REPORTS SUBMITTED BY THE COMMISSIONER OF TRANSPORTATION AND WORKS

13. ELGIN MILLS ROAD EAST 59
TOWN OF RICHMOND HILL, PROJECT 9122

November 20, 2002, recommending that:

1. Regional Council authorize Regional staff to arrange for the planting of additional trees between the sidewalk and the fence on the south side of Elgin Mills Road East (Y.R. 49) between Newkirk Road and Bayview Avenue (Y.R. 34), where appropriate, to improve the visual screening of the adjacent backyards.
2. Staff continue to investigate whether any flooding issues exist, and carry out appropriate remedial work to correct such problems, within the Elgin Mills Road (Y.R. 45) right-of-way.
3. Regional Clerk forward a copy of this report to the Clerk of the Town of Richmond Hill.

14. BATHURST COLLECTOR AND LANGSTAFF TRUNK SEWERS 65
PROJECT UPDATE, PROJECTS 77100 AND 77090

November 18, 2002, recommending that:

1. This report be received for information by Committee and Council.
2. Regional staff be authorized to pay an honorarium at the end of the Request for Proposal (RFP) stage of up to \$100,000 in total for the combined Bathurst Collector/Langstaff Trunk Sewer Design-Build contract. The honorarium is to be divided equally among the unsuccessful design/build proponents to a maximum of \$35,000 each.
3. Copies of this report be forwarded by the Regional Clerk to the Council of the City of Vaughan.

**15. OLD HOMESTEAD ROAD AT THE QUEENSWAY NORTH
CHANGE IN RIGHT-OF-WAY
TOWN OF GEORGINA 71**

November 20, 2002, recommending that:

1. The stop control at the intersection of Old Homestead Road (Y.R. 79) and The Queensway North be changed from Old Homestead Road (Y.R. 79) to The Queensway North, as outlined in this report.
2. The Regional Solicitor prepare the necessary by-law.
3. The Regional Clerk forward a copy of this report to the Clerk of The Town of Georgina.
4. The Regional Clerk forward a copy of this report to the Chief of Police with a request for increased enforcement, as their resources permit.

**16. STOP UP, CLOSE AND SELL A PORTION OF POLVA PROMENADE
TOWN OF GEORGINA 77**

November 20, 2002, recommending that:

1. The Regional Municipality of York support the proposal by the Town of Georgina to stop up, close and sell a portion of Polva Promenade in the Town of Georgina.
2. A copy of this report be forwarded by the Regional Clerk to the Clerk of the Town of Georgina.

**REPORT SUBMITTED BY THE
COMMISSIONER OF TRANSPORTATION AND WORKS AND
THE COMMISSIONER OF CORPORATE AND LEGAL SERVICES**

17. REVISIONS TO SPEED LIMIT BY-LAW 81

November 19, 2002, recommending that:

1. Regional Council approve the revised format for the consolidation of the Region's Speed Limit By-law.
2. The Regional Solicitor be authorized to prepare the necessary By-Law for presentation to Council.
3. By-Law No. R-549-77-112 be repealed.

**REPORTS SUBMITTED BY THE
COMMISSIONER OF FINANCE**

18. EXCHANGE OF EASEMENT AREA 85
HIGH STREET SEWAGE PUMPING STATION
TOWN OF GEORGINA

November 12, 2002, recommending that:

1. Regional Council authorize the conveyance of an easement to the Corporation of the Town of Georgina over Parts 3 and 6 as shown on the attached plan subject to the Town abandoning its easement over Part 1 on the said plan.
2. The Commissioner of Finance be authorized to do all acts necessary to give effect to the transfer.

19. COMPENSATION FOR EXPROPRIATION 89
WARDEN AVENUE, PROJECT 9899
TOWN OF MARKHAM

November 11, 2002, recommending that:

1. The Commissioner of Finance be authorized to make the following offer on behalf of the Regional Corporation in accordance with the *Expropriations Act* for:
 - a) The land required for the widening and reconstruction of Warden Avenue (Y.R. 65) from Steeles Avenue to 16th Avenue (Y.R. 73), in the Town of Markham

20. EXCHANGE OF EASEMENTS 95
TOWN OF NEWMARKET

November 11, 2002, recommending that:

1. Regional Council declare surplus and give notice of its intention to abandon the easements in Lot 89, Concession 1, Town of Newmarket described as Parts 1 and 2 on Plan 65R2199 and Part 1 on Plan 65R2524, as described in Instrument Nos. R205740 and R220942.
2. Authorization be given for the execution of the abandonment of the easements described in Recommendation 1 above, subject to the receipt of a good and valid easement in the lands designated as Parts 1, 2, 3 and 4 on Plan 65R18892, free and clear of all costs and encumbrances,

3. The appropriate regional officials be authorized to do all acts necessary to give effect to the foregoing.

**21. EXPROPRIATION OF LAND
RUTHERFORD ROAD (YR 73)
CITY OF VAUGHAN**

101

November 6, 2002, recommending that:

1. Authority be granted to apply for approval to expropriate:
 - (a) a fee simple interest in approximately 29363.0 m² (7.255 acres), being
Part 2 on Draft Reference Plan L-207-67
Parts 1, 2, 4, 5, 6, 7, 9, 10, 11, 13, 14 and 15 on Draft Reference Plan L-207-68
Parts 1, 2, 3, 4, 5 and 7 on Draft Reference Plan L-207-69
Parts 1, 2, 3, 5 and 7 on Draft Reference Plan L-207-70
 - (b) a temporary limited interest in approximately 285.3 m² (0.070 acres), being
Part 1 on Draft Reference Plan L-207-67
Parts 6 and 8 on Draft Reference Plan L-207-69
Parts 4 and 6 on Draft Reference Plan L-207-70
(required for the purpose of minor grading and expiring December 31, 2005)
2. The Commissioner of Finance be authorized to serve and publish Notice of Application as required by the *Expropriations Act*.
3. The Commissioner of Finance be authorized to forward to the Chief Inquiry Officer, pursuant to the provisions of the *Expropriations Act*, any requests for hearing that may be received.
4. The Regional Council, as approving authority, approve of the expropriation of the lands described in paragraph 1, provided there is no hearing of necessity.
5. The Director of Realty Services be authorized to execute and serve any notices required by the *Expropriations Act*.
6. The lands being expropriated and required for road purposes be dedicated as a common and public highway.
7. Authority be granted for the introduction of the necessary bills in Council to give effect to the foregoing.

22. LAND ACQUISITIONS VARIOUS

105

November 6, 2002, recommending that offers to sell lands required for various road projects be accepted and that the Commissioner of Finance be authorized to complete the transactions in accordance with the terms of the agreements.

OTHER BUSINESS

**MOTION TO RESOLVE INTO PRIVATE SESSION TO
CONSIDER A LEGAL MATTER**

ADJOURNMENT

Note: There may be additional items considered that do not appear on this Agenda. Please refer to the Committee Report to Council for all items considered at this meeting.

COMMUNICATIONS

1

November 8, 2002

Premier Ernie Eves
Room 281, Main Legislature Building
Toronto, Ontario
M7A 1A1

Dear Premier Eves:

For the past several years, I have been requesting York Region, various Municipalities in York Region, and lately the Province, to clean up sign pollution and keep the Region pristine from sign pollution. To date the following have jointly and severally refused to do anything:

Region Chair Bill Fisch and all Regional Council
City of Vaughan and all Council
Chris Hodgson, Minister of Municipal Affairs
Chris Stockwell, Minister of the Environment
Tina Molinari, MPP Thornhill, Associate Minister of
of Municipal Affairs
Conservative MPP's that represent areas of York Region
Tsubouchi, Klees, Munro, and Sorbara.

When Municipalities are given the mandate by the Province to pass by-laws and have the responsibility to enforce these by-laws, and refuse to do so, I ask the Province step in and make these Municipalities and Region clean up the act. Vaughan is a bloody vile disgrace with sign pollution anywhere and everywhere. Just look at the north side of Steeles west of Yonge to Highway 50. Signs nailed and glued to poles for years, trucks and buses used as mobile signs dumped along Steeles. Regional roads are just as much a disgrace. Especially through Richmond Hill. Markham wasted \$50 000 taxpayer money on a new, ineffective sign by-law. Markham Mayor and Council don't even know how to enforce the new sign by-law.

Premier Eves
Sign Pollution In York Region
page 2
November 8, 2002

I understand that the Province has taken away any Municipalities mandate to pass by-laws regarding factory pig farms. Why? If this is true, then why can't Chris Hodgson, Chris Stockwell, and you Premier Eves, step in and compel York Region and its Municipalities to clean up sign pollution and enact proactive sign by-laws to keep it pristine. Or lacking this, the Province step in and enact proactive sign by-laws for the whole Province just as you are doing for factory pig farms.

I will remind you Premiere Eves, at any government level, the elected are employees of the taxpayer. When I ask something as basic as cleaning up my area where I pay taxes I expect it be done by my employees--the elected.

I expect positive action from you Premiere Eves in cleaning up York Region and all its Municipalities before your 2003 election. And ensuring the Region stays that way in the future.

Sincerely,

Peter K. MacLeod

copy: Chris Hodgson, Chris Stockwell, Tina Molinari
David Tsubouchi, Frank Klees, Julia Munro, Greg
Sorbara
Dalton McGuinty, Howard Hampton
York Region Chair and all Regional Councillors
Vaughan Council, Richmond Hill Council
Mayor Mulvale, Oakville
Mayor Mel Lastman, Toronto

LITTLE RIVER FARMS
O/O SYLVETTE BROWN
23621 PARK ROAD R.R. NO. 1
PEPPERLAW, ONTARIO L0E 1N0

NOVEMBER 22, 2002

THE CORPORATION OF THE REGIONAL MUNICIPALITY OF YORK
CORPORATE AND LEGAL SERVICES, LEGAL BRANCH
17250 YONGE STREET BOX 147
NEWMARKET, ONTARIO L3Y 6Z1

Attn: Mr. D. Kelly, Regional Clerk
Ms. P. Carlyle, Regional Solicitor, Commissioner of Corporate and Legal Services

TELEFAX: (905) 895-3031 and REGISTERED MAIL

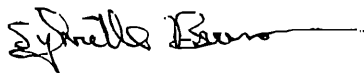
DEAR MR. KELLY and MS. CARLYLE:

Re: Drainage Relief Proposal Previously Presented
to the Transportation and Works Committee

As per previous notification given at the last deputation before the Transportation and Works Committee I am withdrawing my drainage relief proposal which was placed before the Transportation and Works Committee in 1999; this proposal was to eliminate or reduce the overcharging of drainage waters at the junction of Park Road and Frog Street (Concession 3 side) in the Town of Georgina by way of the Richmond Sod Ltd. (Richmond Sod Landscape) drain extension to the Zephyr Creek. At this time I advise rectification will have to be in strict accordance to drainage principles set out in common and statute law.

It is to be noted the expert retained by the Region to investigate drainage in the subject area, the Ainley Group, endorsed this proposal as Option 4 in its March 2000 (draft) report which was thereafter adopted by the Regional Council as per "recommendations" of the Transportation and Works Committee. I have previously made known my views as to said report and need not speak to them here.

RESPECTFULLY,



SYLVETTE BROWN

12573

3

WORK
OFFICE
FILE No. - A24
PO6

4

4

LITTLE RIVER FARMS
C/O SYLVETTE BROWN
23621 PARK ROAD R.R. No. 1
PEPPERLAW, ONTARIO L0E 1N0

NOVEMBER 22, 2002

THE CORPORATION OF THE TOWN OF GEORGINA
26557 CIVIC CENTRE ROAD
KESWICK, ONTARIO L4P 3G1

Attn: **Council Members**
Mr. R. Chenier, Town Clerk

THE CORPORATION OF THE REGIONAL MUNICIPALITY OF YORK
OFFICE OF THE REGIONAL CLERK
CORPORATE AND LEGAL SERVICES DEPARTMENT
17250 YONGE STREET
NEWMARKET, ONTARIO L3Y 6Z1

Attn: **Council Members**
Mr. D. Kelly, Regional Clerk
Ms. P. Carlyle, Regional Solicitor, Commissioner of Corporate and Legal Services

TELEFAX and REGISTERED MAIL

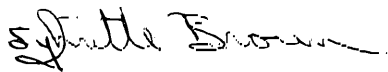
DEAR LADIES and GENTLEMEN:

Re: Drainage Matters as to the 1987 Richmond Sod Ltd. (Richmond Sod
Landscape) Drain Extension and Municipal Ditches on Park Road (YR 18)
and Frog Street (Con. Rd. 3) and Zephyr Creek in the Town of Georgina
Possible Liability of Private Landowners.

I verily believe the Corporation of the Town of Georgina and the Corporation of
the Regional Municipality of York have a duty to inform all private landowners who may
indirectly use the 1987 drain extension and/or on whose property said drain is situated of
any and all, past and future, liabilities which may attach to them for this drain. In the
alternative both levels of municipal government may want to advise these landowners

they will accept any and all, past and future, liabilities on their behalf. My expectations are I will be advised on a forthwith basis of the decisions(s) so reached.

RESPECTFULLY,

A handwritten signature in cursive script, appearing to read "Sylviette Brown".

SYLVIETTE BROWN

12589
LITTLE RIVER FARMS
O/O SYLVETTE BROWN
23621 PARK ROAD R.R. No. 1
PEPPERLAW, ONTARIO L0E 1N0

REGION OF YORK
CLERK'S OFFICE

NOVEMBER 20, 2002

FILE NO. "

THE CORPORATION OF THE TOWN OF GEORGINA
26557 CIVIC CENTRE ROAD
KESWICK, ONTARIO L4P 3G1

Attn: **Council Members**

Mr. R. Chenier, Town Clerk

Mr. R.T. Magloughlen, Director of Engineering & Public Works

THE CORPORATION OF THE REGIONAL MUNICIPALITY OF YORK
OFFICE OF THE REGIONAL CLERK
CORPORATE AND LEGAL SERVICES DEPARTMENT
17250 YONGE STREET
NEWMARKET, ONTARIO L3Y 6Z1

Attn: **Council Members**

Mr. D. Kelly, Regional Clerk

Ms. P. Carlyle, Regional Solicitor, Commissioner of Corporate and Legal Services

TELEFAX and REGISTERED MAIL

DEAR COUNCIL MEMBERS, LADY AND GENTLEMEN:

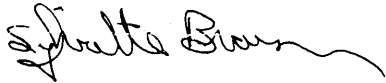
Re: Further to Our Formal Letters of November 11, 15 and 19, 2002
Drainage Rectification in Lots 5, 6, 7 & 8 Con. 2, 3 & 4 in the Town of Georgina

At this time I am requesting the Corporation of the Town of Georgina and the Corporation of the Regional Municipality of York initiate drainage rectification work in **Lots (4) 5, 6, 7 & 8 in Con. 2, 3 & 4 in the Town of Georgina** by way of a municipal petition in accordance with the democratic procedures set out in the Drainage Act R.S.O. 1990 c.D. 17 and amendments thereto. This request is made in lieu of the **serious errors and omissions** set out in my letters of November 11 and 15, 2002 and for which the

7
respective corporations have copies. I further advise in the circumstances of this matter,
i.e., **ongoing nuisance**, the circulation of the municipal petition should occur on a
forthwith basis.

Please advise in writing of your respective position(s) on this request.

RESPECTFULLY,

A handwritten signature in cursive script, appearing to read "Sylviette Brown", with a long, sweeping horizontal flourish extending to the right.

SYLVIETTE BROWN



TOWN OF NEWMARKET

Corporate Services Department
Town Clerk's Office
905-895-5193

25-11-02 4:10:41 PM

REGION OF YORK
CLERK'S OFFICE

FILE No. - 106

9

12592

November 12, 2002

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

Dear Mr. Kelly :

RE: Resolution – Water Infrastructure and Delivery
Our File: 5.3.1

I am writing to advise you that Resolution R10-2002 regarding the installation of new water infrastructure and additional water supply delivery, was considered by the Town of Newmarket Council at its regular meeting on Monday November 11, 2002 and the following resolution was subsequently adopted:

WHEREAS the Council of the Town of Markham, at its meeting on October 29, 2002, approved a resolution requesting the Region of York to fast track the installation of new water infrastructure and delivery of additional water supply by early 2002;

AND WHEREAS the Town of Newmarket and Region of York in 1999 agreed to water allocation to accommodate a projected population of 80,000 for future residential growth up to the year 2016 (which represents a population limit less than that which is identified in the Town of Newmarket's current Official Plan);

AND WHEREAS, notwithstanding the identified 2016 growth time frame, the Town of Newmarket currently has residential development applications on file that, subject to additional servicing capacity being made available from the Region of York, would exceed the 80,000 population limit;

AND WHEREAS the Town of Newmarket and the development industry have based their development plans on a late 2004/early 2005 schedule for the delivery of additional water from a Peel Region supply;

AND WHEREAS the Region of York has now advised that the additional water supply from Peel Region will not be available until, at the earliest, 2006;

BE IT THEREFORE RESOLVED by the Municipal Council of the Corporation of the Town of Newmarket:

1. **THAT the Region of York be requested to fast track the installation of new water infrastructure and delivery of additional water supply to the Town of Newmarket by early 2005; and**
2. **THAT the Town of Newmarket supports the Town of Markham's motion as approved by its Council on October 29, 2002;**
3. **AND THAT this resolution be circulated to the Region of York and the Town of Markham.**

Yours truly,


Anita Modre, AMCT
Town Clerk

:lm



The City Above Toronto

12990
CLERK'S OFFICE
FILE NO. 706 : 11
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.

November 15, 2002

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

Dear Mr. Kelly:

**RE: WATER AND WASTEWATER SERVICES
STUDY OF POTENTIAL TRANSFER OF RESPONSIBILITY TO THE REGION OF YORK
REPORT TO REGIONAL TRANSPORTATION AND WORKS COMMITTEE
"REVIEW OF WATER AND WASTEWATER SERVICE DELIVERY MODELS"
NOVEMBER 6, 2002**

Attached for your information is **Item 25, Report No. 76** 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 November 11, 2002.

It would be appreciated if you could forward a copy of the attached extract to all members of Regional Council.

Thank you for your assistance in this regard.

Yours sincerely

J. D. Leach
City Clerk

Attachment:

Extract

1. Report to the Regional Municipality of York Transportation and Works Committee
"Review of Water and Wastewater Service Delivery Models", November 6, 2002

JDL/pa

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 11, 2002

Item 25, Report No. 76, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 11, 2002.

25

**WATER AND WASTEWATER SERVICES
STUDY OF POTENTIAL TRANSFER OF RESPONSIBILITY TO THE REGION OF YORK
REPORT TO REGIONAL TRANSPORTATION AND WORKS COMMITTEE
"REVIEW OF WATER AND WASTEWATER SERVICE DELIVERY MODELS"
NOVEMBER 6, 2002**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 4, 2002:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the Council of the Corporation of the City of Vaughan, sitting as Committee of the Whole, advise the Region of York's Transportation and Works Committee that, if a "Review of Water and Wastewater Service Delivery Models" is to be undertaken, it is Vaughan's position that:
 - a) The study be conducted by a Joint Task Force composed of staff appointed by the Region of York and the affected local municipalities;
 - b) The role of the Task Force shall include but not be limited to:
 - The preparation of Terms of Reference for the study;
 - Consultant Selection;
 - Management of the Study Process.
 - c) The Local Municipal Councils also have the opportunity to comment on the contents of the draft study, prior to its finalization; and
 - d) Participation in the Task Force does not bind the municipalities to any course of action that may be identified in the study.
2. This report be forwarded to the Regional Clerk for conveyance to the Transportation and Works Committee, all members of Regional Council and the Commissioner of Transportation and Works before November 6, 2002.
3. This report be forwarded to Council for ratification.

Purpose

The purpose of this report is to provide Vaughan's position to the Region of York's Transportation and Works Committee on the proposal to conduct a study to review water and wastewater service delivery models in the Region of York.

Background - Analysis and Options**a) Current Situation**

Currently the delivery of water and wastewater services in the Region of York is done through a multi-tier system involving a number of partners, including the Region of York, the Region of Peel, the City of Toronto and the local municipalities. York Region provides the trunk water and sewer mains in the southern part of the Region (Vaughan, Richmond Hill and Markham). The local

Item 25, CW Report No. 76 – Page 2

municipalities provide the connections from the trunk mains to the customers. In south York Region, water is purchased from external sources such as the City of Toronto and Peel Region and sewage is treated elsewhere (e.g. York-Durham System and Peel Region).

b) Origin of the Report to Regional Transportation and Works Committee
"Review of Water and Wastewater Service Delivery Models" – November 6, 2002

On March 6, 2002 the Region of York's Transportation and Works Committee heard a deputation from Mr. Fraser Nelson, representing the Urban Development Institute, York Chapter. Mr. Nelson presented a briefing paper entitled, "Toward a Single-Tier Water Supply and Delivery System and Sewage System for York Region", which asked Regional Council to give, "serious consideration to adopting a single tier water and sewage system in the Region." On March 28, 2002 Regional Council referred the matter to staff for a report. The report requested by Regional Council is now on the agenda for the Regional Transportation and Works Committee on November 6, 2002. It forms Attachment No. 1 to this report.

c) Content of the Report

The Region's report summarizes the findings of a staff review of the benefits of a change to a single tier water and wastewater service delivery system. In addition it seeks to obtain Council direction to conduct a more thorough review of all available options, in accordance with the recommendations of the Walkerton Inquiry – Part 2.

The report acknowledges that there are advantages and disadvantages to going to a single tier water and wastewater system. Regional Staff are recommending that a more detailed review of alternative delivery models should be undertaken. The review should not be confined to the regionalization of the system, but should also include the other options identified in the Walkerton Inquiry – Part 2 Report.

It is proposed that the study be managed by Regional Staff and would involve a high level review of the alternative models combined with workshops with the area municipalities and other stakeholders to obtain input. The anticipated study time is approximately three months (Reporting March 2003), with a budget of \$30,000.00. The Commissioner of Transportation and Works is making the following recommendations;

1. Regional Staff retain outside consulting services to conduct a review of water and wastewater service delivery options as recommended in the Report of the Walkerton Inquiry – Part 2;
2. The Study be conducted with the involvement of staff of the local Municipalities as outlined in this report;
3. Regional Staff report back to the Transportation and Works Committee and Regional Council by March 2003, with interim study results prior to finalizing the study report.
4. A copy of this report be forwarded by the Regional Clerk to the Clerk of each of the local Municipalities.

Analysis

The study being proposed in the Regional report could be the beginning of what might be a fundamental change in the way services are delivered in the Region of York. This could entail a major transfer of assets, responsibilities and risk between levels of government and/or the development of new service delivery models and institutional relationships.

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 11, 2002**Item 25, CW Report No. 76 – Page 3**

Staff do not believe it appropriate for this to be solely a Region led study. These services are currently delivered in partnership. The partnership approach should be maintained if alternative models are being examined. For this reason, Regional Staff should not be solely responsible for the results of the study.

Therefore, it is recommended that the Transportation and Works Committee be advised that it is Vaughan's position that this review should be conducted under the direction of a Joint Task Force composed of representatives from the Region and the local municipalities. The Joint Task Force would prepare the terms of reference, select the consultant and manage the study process. In addition, all of the involved municipal councils should have an opportunity to comment on the draft study, prior to its finalization. The results of the review should not be binding on any municipality, but should only be for the purposes of supporting more informed decision-making at both the political and technical levels.

There will be a number of substantial impacts on the City of Vaughan, its residents and businesses if water and wastewater services are regionalized. Council has recognized this potential. On October 1, 2002 it directed that a report be prepared, which would address the feasibility and implications of transferring responsibility for drinking water and wastewater servicing to the Region of York. A multi-departmental team has been formed to prepare the report. It is expected that the report will be submitted to Committee of Whole early in the New Year.

Conclusion

Staff are of the opinion that the review proposed in the report to the Transportation and Works Committee should be conducted jointly with the local municipalities, in order to be consistent with the existing partnership arrangement in service delivery. Should Committee concur, then the recommendations set out above should be adopted.

Attachments

1. Report to the Regional Municipality of York Transportation and Works Committee
"Review of Water and Wastewater Service Delivery Models", November 6, 2002

Report prepared by:

Roy McQuillin, Manager of Corporate Policy, ext. 8211

(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.)

THE REGIONAL MUNICIPALITY OF YORK

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Transportation and Works Committee

November 6, 2002

Report of the

Commissioner of Transportation and Works

REVIEW OF WATER AND WASTEWATER SERVICE DELIVERY MODELS**1. RECOMMENDATIONS**

It is recommended that:

1. Regional staff retain outside consulting services to conduct a review of water and wastewater service delivery options as recommended in the Report of the Walkerton Inquiry – Part 2.
2. The study be conducted with the involvement of staff of the local Municipalities as outlined in this report.
3. Regional staff report back to the Transportation and Works Committee and Regional Council by March 2003, with interim study results prior to finalizing the study report.
4. A copy of this report be forwarded by the Regional Clerk to the Clerk of each of the local Municipalities.

2. PURPOSE

As directed by the Transportation and Works Committee at its March 6, 2002 meeting, this report summarizes the findings of a staff review of the benefits of a change to single tier water and wastewater service delivery, and seeks Council authority to conduct a more thorough review of all available options, in accordance with the recommendations of the Report of the Walkerton Inquiry – Part 2.

3. BACKGROUND

At the Transportation and Works Committee meeting of March 6, 2002, representatives of the Urban Development Institute (UDI) gave a deputation regarding the benefits of moving to a single tier system for water and wastewater service delivery. A report titled "Towards a Single Tier Water Supply and Delivery System and Sewage System for York Region" was also submitted. Following the deputation, staff was directed to report back to the Transportation and Works Committee on the matter, and was asked to involve local Municipal staff in the review.

4. ANALYSIS AND OPTIONS

This section of the report summarizes the main points of the UDI report, details discussions held with staff of the Area Municipalities and looks at options to move forward.

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4.1 UDI Report – “Towards a Single Tier Water Supply and Delivery System and Sewage System for York Region

The March 2002 report by UDI Ontario - York Chapter states clearly that there is no present concern with staffing or management at either the Regional or local level, emphasizing that staff at both levels are working to develop uniform and orderly procedures. The report maintains, however, that the current structure is not appropriate given today's challenges. The benefits of moving to a single tier system are cited in the report as follows:

1. **efficiency and cost effectiveness** in terms of long range planning and development of water systems, ease of operation, communication, billing, and system optimization through, for example, inflow/infiltration reduction and water demand management,
2. greater **flexibility** to expand or modify water systems across local municipal boundaries,
3. **ease of management**, including use of municipal benchmarking (typically not available for two tier systems) and the requirement to establish full cost pricing and asset management plans,
4. more **customer friendly**, easier to understand, and easier to set common standards for the public and for the development community,
5. greater ability to provide **system security** in terms of water quality (coordinated testing locations, flushing and maintenance programs) and emergency response.

The report noted that the Regions of Halton, Peel and Durham, which were formed after York, all have responsibility for water and wastewater at the upper tier level. Only Niagara, Waterloo and York have a two-tier system. These Regions were modelled on the Municipality of Metropolitan Toronto, which has since been amalgamated into a single tier municipality.

The UDI report requested that the matter be referred to staff for a recommendation as to how to proceed.

4.2 Discussion With Area Municipal Staff

Staff of the Region Transportation and Works and Finance Departments arranged a meeting of works and finance representatives of Area Municipalities to discuss the issue of water and wastewater service delivery on April 23, 2002. Representatives of UDI were also in attendance to present their report and answer questions. A summary of major points of discussion is as follows:

- It was agreed that any changes to the existing model should be for reasons of cost efficiencies, improved service, simplification of operation and modernized technology.
- Concerns were expressed by local municipal staff in the following areas:
- Local municipal staff often perform a number of functions across the services (for example, water and hydro billing can be done together; winter road maintenance is sometimes done by waterworks staff), therefore, manpower savings may not necessarily result from going to a single tier model.
- The issue of co-ordinating planning with service will always remain, since detailed land use planning remains at the local level .

- The amount of cost savings that could be achieved with a single tier system was questioned (City of Toronto amalgamation cited as example).
- It was noted that construction inspection for water and wastewater services on local roads is now performed at the local level and the question was raised as to whether a second inspector would be required for a single tier system- one for the road and one for the Regional services.
- Similar to the issue above, two subdivision agreements may be required for new development – one for the local municipality and one for the Region.

At the conclusion of the meeting, it was generally agreed that, if the issue of moving to a single tier system is pursued, all potential delivery models should be examined together with examples of other municipalities. It was also agreed that the decision to change the present system should be driven by water and wastewater effluent quality, customer service and operating efficiencies.

4.3 Report on the Walkerton Inquiry

Recommendation 44 of the Part 2 Report of the Walkerton Inquiry states “municipalities should review the management and operating structure for their water system to ensure that it is capable of providing safe drinking water on a reliable basis.” The report further recommends that this review be mandatory, conducted as part of implementation of a quality management system that includes licensing and accreditation of all water supply providers.

Included in the report is a lengthy discussion of different management models for water supplies. As part of his review of regionalization of water supply systems (Section 10.2.4.2 of the Part 2 report), Justice O'Connor states “On the whole, regionalization generally improves the safety, reliability, and effectiveness of water services, while preserving a measure of direct accountability for participating municipalities.” While Justice O'Connor felt he could not recommend that all municipal water systems be regionalized, he did state a number of reasons for favouring this option as follows:

- Regionalization allows for greater economies of scale in operation.
- Regional government is in a better position to implement common standards of service across the service region.
- Where residents in different parts of the region have different levels of services at different costs, regional representatives are in a better position to decide how new or improved service should be allocated and how costs should be recovered.
- Dividing responsibility for water service may discourage lower tier municipalities from promoting conservation through full cost pricing, because cost savings accrue to the upper tier municipality in the form of deferred capital costs. (This observation could also be extended to include the potential to discourage municipalities from reducing inflow/infiltration to the sewage collection system.)

4.4 Options for Moving Forward

There appear to be advantages and disadvantages to both single and two-tier delivery of water and wastewater services. The Region could do nothing, and make no changes to the existing system, or options for alternative service delivery could be explored. In view of

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the comments presented in Part 2 of the Walkerton Inquiry, and anticipating that review of service delivery models will be mandated through the regulations that will arise from implementation of the "Safe Drinking Water Act", staff recommend that a more detailed investigation of alternative delivery models be undertaken. The review should include not only regionalization of water and wastewater services, but also the other models described in the Walkerton report, such as a Public Utilities Commission, a municipally owned corporation or Regional government.

The following subsection of this report describes the potential work plan for such a study.

4.1.1 Potential Work Plan

The study objective would be to explore the advantages and disadvantages of different options for ownership and operation of the water and wastewater systems and recommend a model for York Region, based on optimum water/wastewater quality, customer service and operating efficiency. It would consist of a high level review of available models together with workshop(s) to obtain input from municipalities and stakeholders. The study would be managed by Regional staff. Input would be obtained from works, finance and planning representatives of the Region and its Area Municipalities.

It would be necessary to retain the resources of an outside consultant. The consultant would provide facilitation services for workshops with area municipal staff. The selected consultant would also have expertise in the area of alternative water and wastewater service delivery. The main deliverable would be a study report outlining the work performed and recommendations. The total study time would not be expected to be longer than three months.

5. FINANCIAL IMPLICATIONS

The cost of this study would not be expected to exceed \$30,000. This level of expenditure could be accommodated within the overall capital budget for water and wastewater with no adverse impact to the current budget. The study could be funded from the rate supported reserve funds for water and wastewater.

6. LOCAL MUNICIPAL IMPACT

York Region's Area Municipalities and the public will benefit from a comprehensive review of water and wastewater service delivery models with the objectives of optimizing quality, customer service and operational efficiency.

7. CONCLUSION

There are both advantages and disadvantages to the current two-tier water and wastewater service delivery system now in place in the Region. In order to explore potential improvements in service delivery, it is recommended that a review of water and wastewater service delivery models with the objectives of optimizing quality, customer service and operational efficiency be conducted at a cost not to exceed \$30,000. The Senior Management Group has reviewed this report.

Prepared by:

Deborah L. Korolnek, P.Eng.
Director, Water and Wastewater

Recommended by:

Approved for Submission:

Kees Schipper, P.Eng.
Commissioner of Transportation and Works

Michael R. Garrett
Chief Administrative Officer

October 22, 2002
DK/ph

Version 1.0002-1.00

POLICY REPORTS

THE REGIONAL MUNICIPALITY OF YORK

Transportation and Works Committee

December 4, 2002

Report of the

Commissioner of Transportation and Works

2001 SUSTAINABLE URBAN TRANSPORTATION AWARD

1. RECOMMENDATIONS

It is recommended that:

1. The following report be received for information by Committee and Council.

2. PURPOSE

This report informs Committee and Regional Council of the 2001 Sustainable Urban Transportation Award given by the Transportation Association of Canada (TAC) to the Region of York for its exemplary contribution in the area of sustainable urban transportation through the completion of the Region of York Transportation Master Plan.

3. BACKGROUND

The late John Hartman was a long time champion of sustainable urban transportation policies and practices and was instrumental in developing the Transportation Association of Canada's "New Vision for Urban Transportation in Canada" document. In memory of John Hartman, TAC established the Sustainable Urban Transportation Award to promote the importance of sustainable urban transportation and projects or activities that support TAC's "New Vision for Urban Transportation in Canada". It is awarded to a TAC member in recognition of the exemplary contribution of the member in the area of sustainable urban transportation.

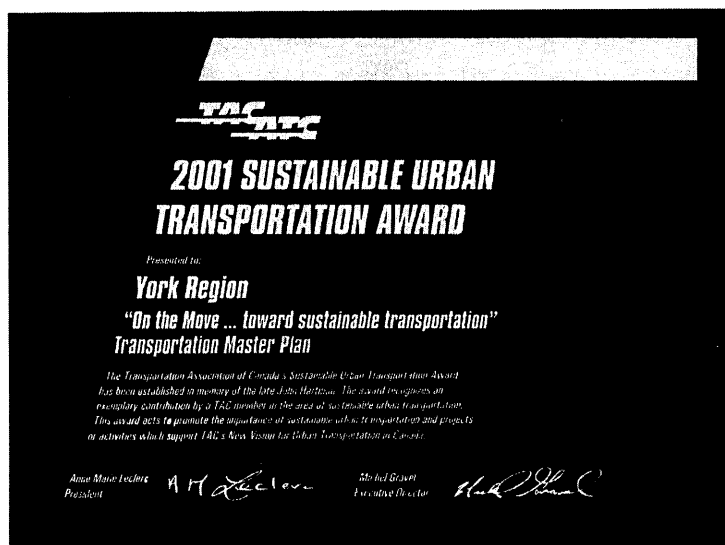
Staff submitted an application to TAC for the 2001 award.

4. ANALYSIS AND OPTIONS

The Region's submission, "*On The Move... Toward Sustainable Transportation - Transportation Master Plan*" was on the Transportation Master Plan (TMP) study. The TMP was completed in January 2002 and endorsed by Regional Council in June 2002. The submission was made in February 2002.

York Region are co-winners with Whistler, BC for the 2001 award. The award, in the form of a plaque shown in Figure 1, was presented at the 2002 Annual Conference and Exhibition of TAC in Winnipeg, Manitoba in September 2002.

Figure 1 – TAC's 2001 Sustainable Urban Transportation Award



This recognition accorded the Region's Transportation Master Plan adds weight to the recommendations of the TMP and confirms that the Region is headed in the right direction in terms of providing sustainable solutions to the future transportation needs of the Region.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

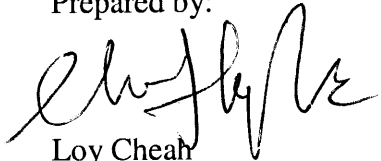
The Region will continue to work with the local municipalities to implement the recommendations contained in the TMP. Those recommendations include establishing and implementing transit-supportive land use policies and programs such as integrated land use, transportation and urban design policies for Regional Centres, policies for the establishment of parking authorities and establishment of employer-based travel demand management programs including Transportation Management Associations, and funding for pedestrian and cycling facilities.

7. CONCLUSION

The Transportation Association of Canada has recognised the Region of York for its contribution in the area of sustainable urban transportation through the Region's Transportation Master Plan. Region of York, along with Whistler, BC, are co-winners of TAC's 2001 Sustainable Urban Transportation Award.

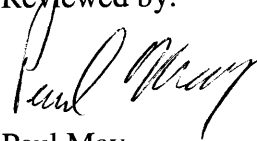
The Senior Management Group has reviewed this report.

Prepared by:



Loy Cheah
Manager, Transportation Planning

Reviewed by:



Paul May
Director, Infrastructure Planning

Recommended by:



Kees Schipper, P.Eng
Commissioner of Transportation and Works

Approved for Submission:



Michael R. Garrett
Chief Administrative Officer

November 19, 2002

LC/

P06-Transportation and Works Committee\2002\4th Quarter\December 4\2001 Sustainable Urban Transportation Award.doc

Version: 1-2002-1-1-1

THE REGIONAL MUNICIPALITY OF YORK

Transportation and Works Committee
December 4, 2002
Report of the
Commissioner of Transportation and Works

TRANSPORTATION MASTER PLAN REPORT ON STATUTORY POSTING

1. RECOMMENDATIONS

It is recommended that:

1. The final round of public comments received concerning the Transportation Master Plan be received.
2. The timing of various road improvement projects be considered during the annual Budget and Business Plan and Ten Year Capital Program process.
3. Copies of this report be forwarded by the Regional Clerk to the Clerks of the nine local municipalities of York Region.

2. PURPOSE

This report outlines the comments received from the general public and from the Council of the Town of Whitchurch-Stouffville on the recently released Transportation Master Plan during the statutory public review period which is mandated by the Environmental Assessment Act for Class EA projects. This 30 day final review period was outlined in a notice of completion of the study posted in local newspapers throughout the Region on September 19, 2002.

3. BACKGROUND

At its meeting of June 27, 2002, Regional Council adopted a number of changes to the Transportation Master Plan for the Region as outlined in *Attachment 1*. The environmental assessment process requires a final statutory posting period for public review and comment which was deferred until the fall during which time more people and the local councils would have a better opportunity to review and discuss the Plan.

3.1 Study Process

The Master Plan was prepared following the environmental assessment process for master plans, which integrates infrastructure planning with existing and future land use needs. The process also involves extensive public and interagency consultation.

The work program for the Transportation Master Plan was divided into three phases.

Phase I work included the following:

- Review of previous plans and policies.
- Preparation of ten background reports on policy and funding.
- Assessment of conditions relative to Regional and Municipal Official Plans.
- Preparation of a discussion papers on Key Issues, Challenges and Strategic Options.
- A strategic transportation options workshop.

Phase II of the study included:

- Development of a transportation vision.
- Development of 2031 road and transit networks.
- Supporting policies and programs.
- Preparation of detailed elements and costs for a master infrastructure plan.

Phase III involved the development of implementation strategy including staging and funding:

- 10, 20 and 30 year networks.
- Estimate capital and operating costs and funding requirements.

Following completion of the Plan and presentation to Council, a number of changes as approved by Regional Council were made to the Plan. Newspaper ads were subsequently prepared and printed and the Plan was formally posted for public review at each of the local municipalities in accordance with EA requirements.

3.2 Key Elements of the Plan

As reported to Council in January 2002, the Transportation Master Plan is based on a vision with a transit focus. This vision itself was based on an analysis of future transportation challenges and extensive consultation with the public and stakeholders.

The Transportation Master Plan, as described in the final report and supporting documents includes the following elements:

- 2031 Roads network.
- 2031 Transit network, including rapid transit and transit priority networks.
- Supporting policies and programs.
- Staging plans (10 and 20 year networks).
- Immediate priorities – Five Year Action Plan.
- Capital and operating costs.
- Funding needs.
- Review and monitoring process.

4. ANALYSIS

Circulation of the plan as required under the environmental assessment process has been completed. Newspaper ads were placed informing the public of a final review period between September 19 and October 19, 2002.

4.1 Comments Received

Comments were received from Whitchurch-Stouffville Council and several members of the public.

Whitchurch-Stouffville is concerned that the timing of several major projects within their area do not reflect the need that will be generated by planned development in the Town. They are specifically concerned that three projects should be advanced to the current ten year roads construction program. All three of these projects are already identified in the Master Plan, but have been scheduled beyond the year 2011.

- Stouffville Road widening from Warden Avenue to Highway 48.
- Jog elimination of Ninth Line at Main Street.
- York Durham Line widening between Highway 407 and Bloomington Road.

Stouffville Road east of Woodbine Avenue has been scheduled to be widened in 2007, and the class environmental assessment review for this project will start shortly. This class EA will be conducted for the entire section from Woodbine Avenue east to Highway 48. A recommended final timing of the project will be determined as a result of this study.

A recent functional servicing plan for Northwest Stouffville has been prepared and presented to the Region for review. It will be recommended that prior to approval of this plan, that a property protection study be commenced to identify a preferred alignment and property required for the Ninth Line/ Main Street jog elimination.

Timing for improvements to the York Durham Line have not been determined in the development charges bylaw and construction program. However, in addition to Whitchurch-Stouffville's concerns, recent events such as the Oak Ridges Moraine settlement outlined by the Province add an extra impetus for a review of the need for this project.

Four letters were also received from the general public concerning the Master Plan. The first was concerned about the lack of transit plans in the eastern parts of Markham and the lack of public consultation with current public transit users on developing the Master Plan recommendations. The Master Plan was developed with extensive public consultation which will continue with the next round of environmental assessment studies on each of the rapid transit initiatives to be undertaken by the York Rapid Transit Plan (YRTP). In addition to this, the Master Plan recommended an extensive network of transit priority measures on arterial roads throughout the eastern part of Markham and the rest of the south area of the Region.

The second letter raised a concern about the lack of intersection capacity at major intersections – particularly along Steeles Avenue. Steeles Avenue is under the control of the City of Toronto, nevertheless the Region works closely with Toronto on a number of joint projects including intersection improvements, and budgets a significant amount of the ten year roads capital program for intersection improvements.

The third letter supported the Plan proposals for transit supportive land uses and higher densities at Regional Centres and along Regional Corridors and recommended a number of areas where policies and costs for implementation of the Plan should be detailed.

Finally, a letter was received in support of rural bus services feeding GO Transit stations, with particular reference to support for a Bathurst Street station at Bloomington. This correspondent also requested a review of the truck traffic and bypass issue in King City, which is included as a special study area in the Transportation Master Plan.

5. FINANCIAL IMPLICATIONS

The key conclusions of the study from a financial impact standpoint have not changed since the draft report was presented to Council in June.

Development charges are a key funding component of the Transportation Master Plan (roads, transit). Staff are currently finalizing a draft update to the current development charge by-law to account for costs outlined in the Transportation Master Plan.

6. LOCAL MUNICIPAL IMPACT

Changes to the Transportation Master Plan were incorporated in accordance with the comments received in the spring from the York Region local municipalities.

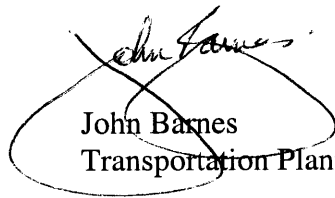
7. CONCLUSION

Development of the Transportation Master Plan represents an important milestone for updating the Regional Official Plan and updating the Region's development charges by-law.

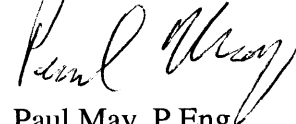
It is felt that the concerns expressed by the Town of Whitchurch-Stouffville and the public that have been received during this final statutory review can be adequately addressed during the annual review of the timing of projects which are detailed in the ten year roads capital program.

This report has been reviewed by the Senior Management Group

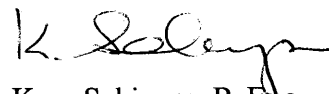
Prepared by:


John Barnes
Transportation Planner

Reviewed by:


Paul May, P.Eng.
Director, Infrastructure Planning

Recommended by:


Kees Schipper, P. Eng.
Commissioner of Transportation and Works

Approved for Submission:


Michael Garrett
Chief Administrative Officer

November 19, 2002

JB/gr
Attachment 1

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Version 3 - 2001 2-9-26

Recommended Changes to the Transportation Master Plan

Listed in Table 1 is a summary of the recommended changes to the Transportation Master Plan as a result of comments received.

Table 1
Summary of Major Changes Incorporated in the Master Plan

ADD	
• Emphasis on need for a through Highway 7 transit service. • Davis Drive as a core transit route. • Protect for a Ninth Line jog elimination in Stouffville. • Extend the Yonge Street Transitway designation through Newmarket to Green Lane. • 19th Avenue from Leslie Street to Woodbine Avenue. • Commuter parking lots at: - 404/Queensville. - 404/Davis Drive. - 404/Green Lane. - 404/Mulock Drive. - Bloomington Road/York Durham Line. • Special Study Areas for: - North-south roads in the Sharon area. - Road requirements for GTAA Pickering Airport. - East-west mid-York improvement needs. • Current uncompleted road projects: - Bayview Avenue, north of Stouffville Road. - Green Lane/Bathurst Street.	
DELETE	
• King City By-pass. • Stouffville Road extension, west of Yonge Street. • Kirby Road, west of Weston Road. • Specific reference to HOV lanes. Instead treat this as one possible element of the transit priority network..	

**Excerpt from Council Minutes, June 27, 2002: Clause 8 of Report No. 7 of the Transportation and Works Committee.

THE REGIONAL MUNICIPALITY OF YORK

Transportation and Works Committee

December 4, 2002

Report of the

Commissioner of Transportation and Works

APPLICATION FOR TREE BY-LAW MINOR EXCEPTION PART LOT 1, CONCESSION 5 TOWN OF GEORGINA

1. RECOMMENDATIONS

It is recommended that:

1. The application for a minor exception submitted by Kevin and Carolyn Foster under the Regional Tree By-law TR-1-91-154 be approved, subject to the applicant entering into an agreement which incorporates the terms set out in section 4.1 of this report.
2. The Regional Solicitor be directed to prepare the necessary by-law.

2. PURPOSE

The purpose of this report is to recommend the application for a minor exception under the Regional Tree By-law submitted by Kevin and Carolyn Foster. The approval would permit the removal of five acres of forest cover, and includes a commitment to implement other mitigation measures as per the pending agreement.

3. BACKGROUND

The Transportation and Works Committee at its meeting of May 22, 2002 considered the Foster application for a minor exception to the Regional Tree By-law. The subject of the application dealt with a request to clear seven acres of forest cover adjacent to a tributary of the Maskinonge River.

In this case, the lands are identified as Significant Forest Area and are part of the Regional Greenlands System in the Regional Official Plan. A minor exception had been previously granted in 1996 for clearing ten acres on the same property.

The exception is to permit the establishment or expansion of agricultural operations. The Transportation and Works Committee initially recommended the denial of this application. However, the Committee further directed staff to investigate principles and guidelines directed at balancing agricultural operation needs and environmental protection, as it would apply to the application of the Regional Tree By-law.

Regional Council, at its meeting of June 27, 2002, deferred consideration of this minor exception application and directed staff to report back to Council on September 19, 2002.

On the matter of advancing a guideline and principles to deal more fairly with agricultural minor exceptions, the Transportation and Works Committee on September 4, 2002 adopted a consultation strategy and released a set of draft principles for further discussion with stakeholders. This consultation is ongoing.

Transportation and Works Committee on October 2, 2002 and Regional Council on October 17, 2002 deferred making a decision on the Foster application pending negotiation of satisfactory mitigation measures, and directed staff to report back on the terms of the agreement.

A by-law is required to authorize the minor exception under the Tree By-law No. TR-1-91-154.

4. ANALYSIS AND OPTIONS

Based on Council's direction to further consult with Mr. Foster to negotiate an agreement, staff from the Transportation and Works Department have met with Mr. Foster to discuss the details of the minor exception.

Consultation with various stakeholders is underway, in terms of advancing a set of principles and criteria to help screen applications for minor exceptions under the tree by-law dealing with agricultural exceptions. Some of these preliminary principles were reviewed and considered to help screen this application. For example:

- The Fosters have been farming in the Region for a number of years.
- The proposed agricultural operation is the extension of an existing strawberry (food) crop.
- The lands were farmed previously (40+ years ago).
- The area for tree cutting does not include designated wetlands, Environmentally Sensitive Areas, Areas of Natural and Scientific Interest.
- A riparian buffer and other mitigative measures are being applied.

4.1 Mitigation Measures

The initial application of Mr. Foster (*Attachment 1*) has been reviewed. Based on a review of the current information in the context of the preliminary principles released by Regional Council on September 19, 2002, staff met with the Fosters to negotiate an agreement. The intent of the negotiations were to balance the overall impacts with proposed mitigative measures to allow the approval of the minor exception.

Mr. Foster's application has been considered in light of the proposed principles. Due to the type and extent of natural heritage features on the seven acre subject lands, staff feels that there are opportunities for a combination of mitigation and compensation to balance some of the adverse environmental impacts associated with this application.

The Region has worked in good faith with the Fosters to negotiate a mutually acceptable solution. Site inspections have allowed a further determination of the nature and extent of the direct and indirect impact of the proposed agricultural operations, and a more detailed assessment of the environmental features on the subject lands.

The proposed agreement includes the following items:

- A reduction in the overall area of proposed tree cutting from seven acres to five acres (associated with the current minor exception application).
- Minimizing the footprint of the fenceline clearing on the south side of the property to 25-30 feet (8-10m). This clearing will allow for the installation of a fence along the property line. This will help with trespass issues and illegal dumping.
- Ensuring an adequate stream corridor buffer of 15 metres from the edge of the watercourse. It appears the watercourse is not correctly mapped on the subject property.
- With some adjustments to the proposed agricultural interest, an effective buffer to this tributary of the Maskinonge River will be achieved. Staff will work with the Fosters to delineate an appropriate buffer prior to tree removal.
- The Fosters will first clear the area (remaining three to four acres) covered by the previous minor exception granted under the tree by-law in 1996.
- An additional one acre of land contiguous with the forest will be allowed to regenerate into woodland.
- The Fosters have agreed not to drive up and down the tributary watercourse. However, when the intermittent watercourse is dry, crossing of the feature at an appropriate location will be allowed.
- Tree removal consistent with good forest management practices will continue i.e. fire wood, hazard tree management.
- York Region will continue to investigate forest cover regeneration opportunities with the Lake Simcoe Region Conservation Authority (LSRCA) and the Town of Georgina, within the Maskinonge River watershed e.g. riparian habitat restoration, Georgina landfill site forest regeneration. Other opportunities consistent with implementation of the Greening Strategy will be explored.

The Fosters have also indicated that they will not be submitting any further applications for minor exceptions under the Regional Tree By-law, and there will be no further clearing of the forest.

4.2 Ecological Significance

The Maskinonge River watershed has approximately 13% forest cover. This application will reduce that area by five acres (0.26%), but will allow for the regeneration of an additional acre of forest. There will be a net loss of forest cover of 4 acres (0.21%) associated with granting this minor exception. This loss of forest cover will increase forest fragmentation in the Maskinonge River watershed. The removal of forest will have a minor negative effect on the ecological integrity of the Maskinonge River watershed and the Regional Greenlands system.

The Region will continue to work with the Town of Georgina and the Lake Simcoe Region Conservation Authority to implement and further assess the feasibility of significant reforestation initiatives within the watershed.

4.3 Agricultural Significance

The application will allow the Fosters to bring back five acres of productive agricultural land, which allows for the expansion of the existing strawberry farming activity. The applicants have been farming in the area for a number of years and the continual farming of these lands will contribute economically to the viability of agriculture in the Region.

4.4 Planning Implications

The subject lands are designated as Rural Policy Areas and as an Agricultural Policy Area within the Regional Official Plan. The operation of the proposed strawberry farm is consistent with the current designation. These lands are also identified as part of the Regional Greenlands System and as Significant Forest cover.

4.5 Relationship to Vision 2026

The approval of this minor exception, and the balanced approach to the review of the application demonstrates the Region's commitment to focus on Vision 2026 action areas including:

- Sustaining our agricultural base.
- Recognizing the role of the agricultural industry and landscape in our heritage and economy.
- Protecting high quality agricultural land.

This conclusion is also made with the consideration of the Vision 2026 goal statement which supports the natural environment: "In 2026, York Region residents will continue to embrace the Region's unique natural heritage (land, air water) and cultural heritage (sites and buildings important to our history, faiths and cultures)."

5. FINANCIAL IMPLICATIONS

There are no direct financial implications for the Region associated with the approval of the Foster application.

The Region will continue to financially contribute to tree planting initiatives in the Lake Simcoe basin. These funds are committed through the Greening Strategy - naturalization partnership, with the Lake Simcoe Region Conservation Authority.

6. LOCAL MUNICIPAL IMPACT

There is no local municipal impact associated with this report.

7. CONCLUSION

It is recommended that the application for minor exception for Kevin and Carolyn Foster be granted, subject to the development of an agreement and the preparation of the appropriate by-law.

The Senior Management Group has reviewed this report.

Prepared by:



Ian D. Buchanan
Regional Forester

Reviewed by:



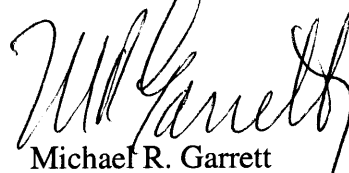
Brian Harrison, P.Eng.
Director, Roads Transportation

Recommended by:



Kees Schipper, P.Eng.
Commissioner of Transportation and Works

Approved for Submission:



Michael R. Garrett
Chief Administrative Officer

November 20, 2002

BH/IB

Attachments (2)

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York Region

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TRANSPORTATION AND WORKS
17250 YONGE STREET
BOX 147
NEWMARKET, ONTARIO
L3Y 8Z1

REGION OF YORK CLERK'S OFFICE

(905) 430-4644
(905) 895-1200
(706) 437-1921
FAX: (905) 895-3047

FILE No. -

APPLICATION FOR MINOR EXCEPTION TO BY-LAW TR 1-91-154

of

THE REGIONAL MUNICIPALITY OF YORK

OWNER'S NAME: KEVIN FOSTER, CAROLYN FOSTERAPPLICANT'S MAILING ADDRESS: 86 RAUENCREST RD. RR 1
SUTTON ONT, L0E 1R0AGENT'S NAME & MAILING ADDRESS: N/AHOME PHONE NO. 905-478-4617 BUSINESS PHONE NO. _____

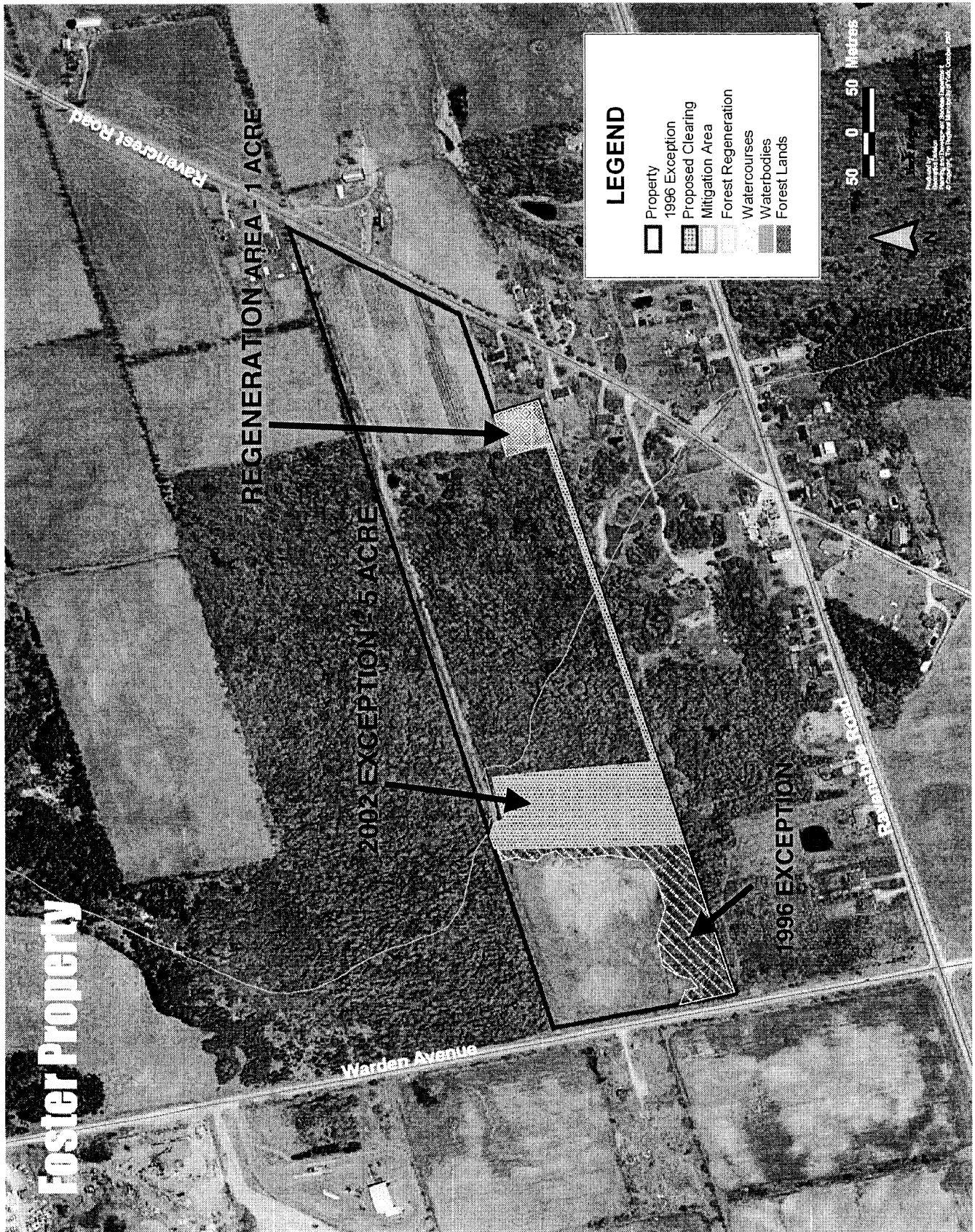
LOCATION OF SUBJECT PROPERTY:

Lot No. 1 Concession: 5
Township: GEORGINAHAVE YOU BEEN THE REGISTERED OWNER OF THE PROPERTY FOR TWO YEARS? YESDESCRIPTION OF THE FOREST COVER ON THE SUBJECT LAND. (Size of existing woodlot(s).)
POPLAR, BIRCH, CEDARS COVERING 27
ACRESDESCRIPTION OF TREES PROPOSED TO BE DESTROYED. (Include species and size of trees, as well as land area in acres.)
POPLAR, BIRCH, CEDARS RANGING IN SIZE FROM
SEVERAL INCHES IN DIAMETER TO APPROXIMATELY
1 FOOT IN DIAMETER. 7 ACRES TO BE CLEARED PLUS
30 FOOT PATHWAY ON SOUTH
OF PROPERTY.IS THE PROPERTY CONSIDERED AN ENVIRONMENTALLY SIGNIFICANT AREA (i.e. wetland, area of scientific interest, environmentally significant area, designated in an official plan, etc.)? RURALHAVE YOU CONTACTED THE CONSERVATION AUTHORITY AND THE MINISTRY OF NATURAL RESOURCES FOR ADVICE AND COMMENT? YES.PLEASE PROVIDE COMMENT: CONSERVATION - NO IMMEDIATE COMMENT.
IMNR - IF PROBLEM WOULD CONTACT US.PURPOSE OR REASON FOR MINOR EXCEPTION:
TO CREATE ADDITIONAL FARMLAND.

NAMES OF OWNER(S) OF LAND ADJUTING SUBJECT LAND:

Name: CLIFF FAIRBARN Address: 26 RAUENCREST RD. RR 1 SUTTON
L0E 1R0
PHILIP WELLMAN 183 RAUENCREST RD RR 1 SUTTON
L0E 1R0OWNER'S SIGNATURE: Kim Foster DATE: FEB 25 2002.

If there is insufficient room to explain, please feel free to expand on a separate sheet of paper. For more information on the Minor Exception process, please consult section 11(8) of the Provincial Forestry Act R.S.O. 1990, Chapter F.28 or call the Regional Forester at the numbers listed above. Please include any other pertinent material which may assist in the explanation of the proposal (i.e. drawings, maps, aerial photos, any relevant comments from the Ministry of Natural Resources or local conservation authorities, etc.)



THE REGIONAL MUNICIPALITY OF YORK

Transportation and Works Committee
December 4, 2002
Report of the
Commissioner of Transportation and Works

PEDESTRIAN COUNTDOWN SIGNALS

1. RECOMMENDATIONS

It is recommended that:

1. The existing locations that have pedestrian countdown signals (PCS) be retained.
2. PCS be considered at intersections characterized with wide intersection pedestrian crossings distances, proximity to schools or senior centres and with a high percentage of pedestrian usage.
3. A copy of this report be forwarded by the Regional Clerk to the Clerks of each of the local municipalities.

2. PURPOSE

This report summarizes the one-year trial evaluation of the pedestrian countdown signals (PCS) used at three signalized intersections within The Regional Municipality of York.

3. BACKGROUND

At the Regional Council meeting of November 8, 2001, a recommendation was adopted directing staff to conduct a one-year implementation and evaluation of the PCS at three intersections.

The three intersections selected for the trial period were:

1. Davis Drive at The Tannery entrance, Town of Newmarket
2. Main Street and Water Street, Town of Newmarket
3. Yonge Street and Wellington Street, Town of Aurora

In addition to staff's evaluation through field observations and research of other jurisdictions with similar studies, comments were received from the staff of the Town of Aurora and York Regional Police.

4. ANALYSIS AND OPTIONS

Currently, the Region uses standard pedestrian crosswalk displays at signalized intersections. The standard pedestrian signal indications provide a symbolic display. The display consists of a walking man silhouette, a flashing hand and a solid hand indication.

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These displays convey to the pedestrian of when to walk (walking man), when not to start walking (flashing hand) and when not to walk (solid hand) across the road. The PCS operate using standard signal indications with an additional indication showing a descending numerical countdown of the duration of time for each phase in seconds.

4.1 PCS Trial Evaluation

An evaluation of the PCS was conducted during the month of June 2002. This evaluation used a "treatment" and "control" study design. Each of the three PCS locations was compared to other similar pedestrian activity intersections, which do not use the PCS. Table 1 summarizes the study intersections.

Table 1
Study Intersections

PCS	Traditional Display
Davis Drive at The Tannery	Davis Drive at Main Street Davis Drive at Prospect Street
Main Street at Water Street	Yonge Street at Elgin Mills Road Yonge Street at Major Mackenzie Drive
Yonge Street at Wellington Street	Yonge Street at Carrville Road

Studies throughout North America use a standard set of definitions for pedestrian crossing behaviours. These definitions were used for the study. The PCS were evaluated in comparison to traditional pedestrian display locations according to the following four measures of effectiveness:

1. Pedestrian compliance with the "Walk" signal.
2. Pedestrians who ran out of time when crossing.
3. Pedestrians who started running when the "Don't Walk" appeared.
4. Pedestrian related collisions.

Table 2 summarizes the results of the evaluation based upon 830 pedestrian observations. A minimum of 100 pedestrians were observed at each intersection.

Table 2
Evaluation Criteria Comparison (%)

Pedestrian Signal Display	Compliance with the "Walk" Signal	Ran Out of Time	Started Running When the "Don't Walk" Appeared	Pedestrian Related Collisions
Traditional	92	4	4	0
PCS	97	1	2	0
Difference	5	3	2	0

The study results indicate an improvement in three of the four measured areas when using PCS.

Generally, the PCS are well received by pedestrians. The PCS provide pedestrians with a sense of time remaining to cross the roadway safely. However, comments received from the staff of the Town of Aurora and York Regional Police indicate that while they provide a benefit to pedestrians, there is a tendency for motorists to use the countdown display to determine when the signal is turning red. The motorist may then increase their rate of speed to get through the intersection before the signal changes. This concern over the increase in speed affects the overall safety of the intersection.

Therefore, it is recommended that the existing locations that have PCS be retained. Future PCS should be considered at intersections characterised with wide intersection pedestrian crossings distances, proximity to schools or senior centres having a high percentage of pedestrian usage.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report. The cost(s) estimated at \$1,000 per crossing is funded through the Business Plan and Budget process in the Region's Capital Signal Improvement Program.

6. LOCAL MUNICIPAL IMPACT

There are no local municipal implications associated with this report.

7. CONCLUSION

Based upon staff's study results, comments received, other jurisdictional studies and in the spirit of the Ontario Disabilities Act, it is recommended that the existing locations that have PCS be retained. PCS be considered at intersections characterized with wide intersection pedestrian crossings distances, proximity to schools or senior centres having a high percentage of pedestrian usage.

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The Senior Management Group has reviewed this report.

Prepared by:



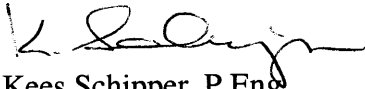
Lizuarte Simas
Supervisor, Traffic Control Systems

Reviewed by:



Brian Harrison, P.Eng.
Director, Roads Transportation

Recommended by:



Kees Schipper, P.Eng.
Commissioner of Transportation and Works

Approved for Submission:



Michael R. Garrett
Chief Administrative Officer

November 20, 2002

BH/LS

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THE REGIONAL MUNICIPALITY OF YORK

Transportation and Works Committee

December 4, 2002

Report of the

Commissioner of Transportation and Works

ROAD MAINTENANCE OPERATIONAL PRACTICES

1. RECOMMENDATIONS

It is recommended that:

1. This report be received for information.
2. A future report be submitted with recommendations on the possible implementation of service levels adjustment and managed competition in the delivery of various road maintenance and operations functions.

2. PURPOSE

This report provides information on the steps that are being taken to review and potentially improve the current road maintenance and operational practices in the Roads Transportation Branch of the Transportation and Works Department. It provides a detailed summary of the current practices, where the gaps between current practice and industry best practices are and how they can be reduced.

3. BACKGROUND

The Roads Transportation Branch of the Transportation and Works Department carries out the road maintenance and operations of the Regional road system. The Road Maintenance Manager is supported by Technologists, Technicians, Patrol Supervisors and Maintenance Workers. They are assigned to four patrol depots under the direction of a Patrol Supervisor who is responsible for work planning, supervision, incident management and inspection. Typical maintenance and operating activities include road repairs, guide rail repair and replacement, sign installations, drainage maintenance, roadside maintenance, bridge maintenance and winter snow and ice control.

In a business such as road maintenance and operations, where there are a number of policies and practices that are carried out each day, it is prudent, every so often, to review these policies and day to day practices. It is necessary to review how we do business and investigate other options and alternatives to make improvements. These improvements must result in cost savings, while still providing an efficient and effective program. With the growth that has occurred in The Regional Municipality of York over the past several years, the way we do things must be reviewed to ensure they reflect the changes in the environment that result from the growth.

New multi-lane roads have been transferred to the Region and areas that used to be rural in nature are now very much built up urban areas with additional demands for better service. These factors and the growth in traffic prompted a review of the current practices.

3.1 Current Breakdown and Staffing

For road maintenance purposes, the Region has been split up into four patrol areas. The North Patrol Yard covers all of Georgina and East Gwillimbury. The Central Patrol Yard includes King, Newmarket, Aurora and Whitchurch-Stouffville. The South-West Patrol Yard covers Vaughan and a portion of Richmond Hill and the South-East Patrol Yard covers Markham and a portion of Richmond Hill. Each patrol area is responsible for the maintenance and operation of all the Regional roads in their geographic area. In each of these areas, there is a patrol yard that is operated under the direction of the Patrol Supervisor. There are two Technicians, two Lead Operators and four Maintenance Workers in each patrol yard.

3.1.1 Maintenance Activities

Each patrol area is responsible for the maintenance and operation of the roads in the area. Generally, the operations are split into winter activities and non-winter activities.

Winter activities include 24-hour dispatch and winter patrols of the roads, snow and ice removal through spreading salt and sand, and clearing snow with plows and grader. Spring clean-up and culvert steaming for drainage is also part of this program. Council recently endorsed the use of an anti-icing program to assist with fighting snow and ice, while reducing the amount of salt used on the roads. In addition, snow removal is becoming a bigger part of the winter operations and as roads become more congested and pedestrian activity increases, the need to remove snow and take it to a disposal site will become more demanding.

Non-winter activities include all the other activities that are completed when the winter activities are not being carried out. These include shouldering, grass cutting, sign placement, guide post and guide rail, debris pick up, asphalt patching, base repairs, weather related activities such as tree removal, washouts and flooding, tourism sign installations and replacements, illegal sign pick up, utility installation inspections, locates from utilities for road works, pothole repair and crack sealing. In addition, staff are required to respond to unplanned activities such as spills, temporary road closures, accidents, police investigations, complaints, etc.

It is the sum of all these activities that provides the current benchmark of cost per lane kilometre to operate and maintain the Regional road system. The cost in 2002 is projected to be \$5,583/ln-km.

3.1.2 Current Situation

In the recession of the early 1990s, decisions were made to outsource many of the road maintenance activities. This was done at a time when contractors were readily available at a reasonable cost.

If an emergency arose, it was easy and quick to get a contractor to respond. As times have changed, contractors are very busy and, therefore, are not as available on short notice. What once took a day or so to complete, now takes several days and costs have escalated.

Staff deal with complaints on a day to day basis leaving very little time for routine and planned maintenance activities. It often takes a considerable period of time before work orders are dealt with. In addition, there is an expectation from residents for higher standards. As housing starts to encroach into the rural road sections and the urban boundaries grow, a higher level of maintenance is expected. Residents want the grass cut more often, the garbage picked up and illegal signs removed.

The Health and Safety requirements for working on multi-lane roads require additional staff to provide traffic control, leaving fewer staff to carry out the work. For example, to carry out asphalt patching on a multi-lane road such as Highway 7, six staff are required. Patching is a planned activity, therefore, if one staff is not available, due to sickness, vacation or lieu time, the operation cannot proceed.

There are several areas of concern that should be addressed. It has proven difficult to maintain current service levels. The road system has grown substantially over the past few years. The volume of traffic has grown and congestion levels are increasing. Since 1992, staff levels in the road maintenance area have dropped from 64 to 37 in 2002, while the road system has increased from 1,830 lane-kilometres in 1992 to 3,110 lane-kilometres in 2002. The road system has expanded 65% and the internal work force has reduced by 42%. The number of contracted services has grown substantially over the past several years. Based on dollars spent on Regional activities compared to contracted services for winter maintenance, 69% is contracted out and for non-winter maintenance, 53% is contracted out, for an average of 61% contracted services.

The road system is forecasted to continue to grow. The growth in the Region is also continuing to grow. The responsiveness to requests from the residents needs to improve and the service levels will have to be improved.

4. ANALYSIS AND OPTIONS

In order to provide road maintenance services at the best possible price, while maintaining the level of service that people are accustomed to, staff is constantly looking for efficiencies and cost savings through continuous improvements. Over the past year, two separate reviews have taken place to determine the strengths and weaknesses of the current practices and how they can be addressed. The objectives of these reviews is to determine a balance between efficiencies, cost savings and effectiveness with the need to provide a high level of service. A look at other organizations has taken place to see how closely the Region's maintenance and service levels compare to others. The introduction of Provincial Minimum Maintenance Standards may also have an impact on the service levels as staff resources would have to be directed to the new standards and leave other maintenance activities.

4.1 Consultant Report

In September 2001, McCormick Rankin Corporation (MRC) was engaged to review the efficiency and effectiveness of current operations to identify possible service delivery strategies.

Included, was an assessment of the Region's current practices in relation to industry standards, and a comparison with the procedures employed by adjacent regions. There was also a recognition of the need to put a greater emphasis on responsiveness to requests and maintaining the Region's position as a knowledgeable agency.

The consultant also introduced the concept of managed competition in the delivery of various functions. Managed competition requires the creation of an equal playing field that is competitive and ensures that staff expertise is retained. If too much work is contracted out, without retaining the ability to do the work in house, then there is a possibility contract prices will rise. To combat this possibility, the option to carry out the work in house should be considered. This would include well trained staff and equipment. It would be most effective to be a knowledgeable client with educated staff with the appropriate skills to get the work done.

One of the major findings in the MRC report is that the internal staffing levels are substantially below the norm. The average number of employees per 100 lane-kilometres for Regional jurisdictions is in the order of four to five. The current ratio in York Region is 2.4 employees per 100 lane-kilometres. This supports the major concern from staff that:

- Service levels expectations are not always being accomplished in a timely manner.
- Inspection and general oversight of contracted services is lacking.
- There is insufficient coverage of all shifts and vacation coverage with experienced staff.
- The appropriate level of supervision is lacking.
- There is insufficient performance monitoring to support service level adjustments and budget priorities.

4.2 Internal Review

The roads maintenance staff met to review what is currently happening, what is not happening, and what should be done to improve the efficiency and effectiveness of the section.

It was identified that several activities were not being done on a regular basis, which opens the Region up to criticism. Some of the identified activities are:

- Detailed system inspections
- Night time sign visibility checks
- Culvert inspections
- Ditch inspections for drainage
- Guide rail inspections
- Inventory maintenance

- Pavement markings and reflectors
- Mud tracking
- Illegal signs

In addition to these items that are directly attributable to staff, there are many operations that are contracted out. These contracts must be administered and supervised by staff. The quality control and quality assurance is difficult to maintain with the current staffing levels. Due to the traffic volumes on many Regional roads, some contracted services are carried out at night. Pavement marking, striping, stop blocks and directional arrows are done during the low volume times at night without any Regional supervision.

The group determined the number of person-days required to complete all of the planned activities for non-winter maintenance for each patrol yard. The number of staff and contractor personnel was considered. For example, the current ditching operation uses contracted services for flagging (typically two persons) and the operation of the rented gradall (one person), three drivers with three dump trucks and one staff and pick-up truck. Regular duties such as patrolling, supervising other projects and patrol yard office work must be carried out in addition to the above. For all the planned activities in each yard to be completed using a similar evaluation, it was determined that there is a need for 840 person days. There are approximately 140 working days available for this type of work. Dividing the required work force by the number of days results in the need for 6 maintenance workers working full time to complete the activities. In addition to this, a supervisor is required.

There must also be a consideration for vacation time, lieu time and sick time. On average, each of the staff is earning 4 weeks vacation each year plus 2 weeks of lieu time. This adds up to 180 days of lost time for each yard, which is the equivalent of 1.3 person days per yard. To allow for this, an additional 1.3 staff complement is required in each yard bringing the total to 8.3 staff. Each yard currently has four maintenance workers and two lead operators for a total of six staff to carry out the activities that requires 8.3 staff. Therefore, for a ditching operation, there is a need to either:

- Contract out the trucking operation along with the gradall operation, or
- Add two to three staff in each yard.

A full evaluation of the options will be completed in a future report.

4.2.1 Unplanned Staffing Requirements

In addition to the planned maintenance activities there are several unplanned activities that require attention in a timely manner. These activities include:

- Transit signs, stops and debris pick up.
- Traffic safety initiatives and new signs.
- Requests from police for roads closures, spills, accidents and clean up.
- Weather- fallen trees, washouts, flooding.
- Tourism signs-install, replace and remove.

- Complaints from the public.
- Internal requests for support for – watermain breaks, events, transportation of items.

These unplanned activities require approximately 56 person days per yard, which equates to 0.4 persons bringing the total persons required to 8.7.

4.3 Performance Standards and Levels of Service

The measure of effectiveness of a road maintenance operation can best be done by determining the level of satisfaction from our customers, the road user. Currently, many complaints are received on the tall grass that needs cutting, garbage pick up, illegal signs, and drainage complaints.

The perfect level of service would be zero complaints received, however, this is not practical. A standard needs to be set so that staff will be able to deal with the complaint in a reasonable amount of time.

Each activity should be identified and the expected time required to deal with a complaint for this activity. This must be considered along with the routine maintenance activities to be carried out.

4.4 Current Level of Service

Roadway Maintenance Standards are established to provide a level of service that is satisfactory to the client. The level of service for the irregularity to be fixed is based on a measure for the irregularity and the length of time it takes, from when the irregularity is noticed, for the irregularity to be fixed. For example, a surface deformation for an M12-M18 class road has a maximum depth of 6 cm and must be corrected within three working days.

4.5 Liability

There is a certain liability that is attached to the maintenance of a road. Section 284 of the Municipal Act states that the Municipality is responsible to maintain the roads, of which they have jurisdiction over, in repair. Ontario Regulation 239/02, made under the Municipal Act, identifies a number of Minimum Maintenance Standards which, when adhered to, will assist the Region in claims against liability. The Minimum Maintenance Standards identify a level of service that is acceptable for maintaining roads in a safe state of repair.

4.6 Available Options

The operating services that are currently carried out do not seem to be compatible with the expected service levels and safety issues. Numerous requests are received from residents, drivers and politicians to cut grass, pick up garbage, remove signs, etc. If the level of service was increased, it would be expected that the number of requests for this type of work would be reduced. At present, approximately 60% of the service is contracted out.

This worked well in an environment where the contractors were eager for work and readily available, however, in today's situation contractors are busy and are not as eager to travel to the far reaches of the Region to carry out a maintenance activity.

In addition, the current staffing levels do not always allow proper supervision of the contractors nor the workforce required to complete the planned activities or the unplanned activities. In determining the appropriate mix of staff and contracted services, consideration will be given to reviewing the issues around the core activities, the contracted services and the services that are shared.

Some of the options that will be considered are:

Managed Competition

Ensuring that the contracted services could be completed by staff should costs of the contracted service exceed the costs that staff can complete the works for; or alternatively, the Region competes against contractors for a service by submitting a "bid" based on true costs of completing the service.

Addition of Staff and Equipment

This option would see staffing levels increase over time, and additional equipment purchased so that the amount of contracted services is reduced.

Increase the Amount of Contracted Services

This option would see an increase in the amount of work completed by contractors and staff would be used to supervise and manage the contracts.

A future report will provide a more detailed explanation of each of these options and others that may be considered as a result of further consultations. This future report will also make a recommendation for the preferred option and an implementation plan for the preferred option. It can be expected that when the level of service is changed or the way we do business is changed, the associated costs with that change, will also change. The future report will look at all the options and the costs associated with each of the options.

5. FINANCIAL IMPLICATIONS

There are no financial implications of this report. The Regional road system has grown significantly over the past 10 years. In order to maintain this road system to the service levels that the residents demand, it is expected that the costs of the maintenance operation will increase. These service levels can be attained in several different ways, but there will be a cost to maintain and/or increase these service levels. All options will be evaluated in terms of their costs.

6. LOCAL MUNICIPAL IMPACT

There are no local municipal impacts as a result of this report.

7. CONCLUSION

The Roads Transportation Branch has completed studies, through consultants and staff, on the current road maintenance and operations of the Regional road system. The results of these studies indicate that there is a gap in completing activities in a timely manner and that the contracted services are not always getting the management and supervision required. There are possible options including fully contracting out, additional staff and equipment, increasing the amount of contracted services and managed competition. A future report will be presented with recommended service levels and a preferred option.

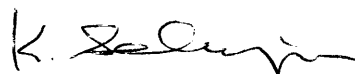
The Senior Management Group has reviewed this report.

Prepared by:



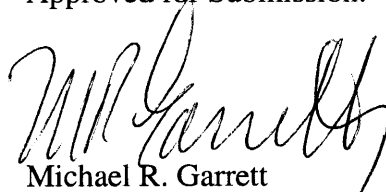
Brian Harrison, P.Eng.
Director, Roads Transportation

Recommended by:



Kees Schipper, P.Eng.
Commissioner of Transportation and Works

Approved for Submission:



Michael R. Garrett
Chief Administrative Officer

November 20, 2002

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THE REGIONAL MUNICIPALITY OF YORK

Transportation and Works Committee

December 4, 2002

Report of the Commissioner of Transportation and Works

COMMUNITY SAFETY ZONE

1. RECOMMENDATIONS

It is recommended that:

1. The proposed Community Safety Zone (CSZ) warrant policy, as attached to this report, be adopted by Regional Council.
2. York Regional Police be requested to increase enforcement in CSZ locations, as their resources permit.
3. The CSZ at the intersection of Weston Road (Y.R. 56) and Highway 7 (Y.R. 7) be removed once the proposed warrant is adopted.
4. A copy of this report be forwarded by the Regional Clerk to the Clerks of each of the local municipalities.

2. PURPOSE

This report proposes a set of warrant criteria for the future implementation of CSZs on the Regional road network.

3. BACKGROUND

At its meeting on November 28, 2001, the Transportation and Works Committee considered a report on a proposed warrant for CSZs. Prior to making a decision on a policy for warrants, it was recommended that the proposed policy be circulated to local municipal staff for comments. In response to Committee's direction, staff forwarded the proposed policy to all of the local municipalities requesting their review and comments on the proposed CSZ warrant. Comments were received from the staff of two local municipalities, which both indicated support for the proposed warrant for future installation of CSZs on the Regional Road network.

3.1 Community Safety Zone History

On September 1, 1998, the *Highway Traffic Act* was amended to permit the establishment of CSZs on public roads. Bill 26 entitled the *Highway Traffic Amendment Act (Community Safety Zones)* allows municipalities to pass by-laws for the designation of these roads under their jurisdiction.

In October 1998, the Ministry of the Solicitor General and the Correctional Services released a document entitled “Community Safety Zones - Identification and Designation Guide”. This guide defines CSZs as “parts of a roadway” where public safety is of special concern. This might include roadways near schools, day-care centres, retirement facilities or areas with high roadway accident rates.

CSZs are sections of roads that have been designated by municipal by-law, where the fines for most Highway Traffic Act violations have been doubled. The intent of these zones is to modify driver behaviour and increase safety for all road users, particularly children and seniors. In the fall of 1998, a Regional/Area Municipal Technical Working Group was formed to establish a uniform application of CSZs throughout the Region. The recommendations of this group were summarized in a report entitled “Community Safety Zones - Implementation Guidelines” adopted by Regional Council on April 15, 1999.

An optional review process for all proposed CSZs was established with the York Regional Police through the Traffic Safety Strategy Committee. This committee is mandated to address traffic safety in the Region through programs involving enforcement, engineering and education. By means of this Committee, both the Region and the local municipalities can be made aware of potential enforcement concerns with a proposed CSZ before it is established.

Four CSZs locations along Regional roads were selected based on the implementation guidelines developed by the Regional/Area Municipal Technical Working Group for a trial assessment. The selected areas exhibit a history of collisions and safety issues that arise from traffic offences including speeding, red light running and aggressive driving. On September 9, 1999, Regional Council adopted a report listing the following locations as CSZs:

- Bayview Avenue – Thornlea Road to Sycamore Drive/Romfield Circuit North, Town of Markham.
- 16th Avenue – Fern Avenue to Maple Avenue, Town of Richmond Hill.
- Highway 7 and Weston Road intersection, City of Vaughan.
- King Road – Warren Road to John Street, Township of King.

On June 14, 2000, Regional Council adopted a report on a preliminary assessment of the four CSZs. Results from this review were inconclusive and a longer-term assessment was recommended to measure collision reduction and community acceptance.

The Roads Transportation Branch routinely receives requests for the implementation of CSZs on the Regional road network. It is timely that a warrant for implementation of CSZs be developed. The Ontario Ministry of Transportation (MTO) initially provided the Transportation Engineering community the CSZ as a new road safety tool. This tool provided little guidance in its application, and no supporting research to indicate its effectiveness or efficiency.

As a result, a number of municipalities have conducted preliminary studies to measure the effectiveness of CSZs. Results of these studies indicate that the original guidelines established by MTO for implementation were a good start, although additional factors and analysis were required. Municipalities including the City of Hamilton, Region of Durham, City of Ottawa and City of Toronto have developed a warrant for the implementation of CSZs to achieve the desired goals and objectives.

4. ANALYSIS AND OPTIONS

The four existing CSZs were evaluated upon implementation. The evaluation considered the before and after results of the CSZs. The criteria that were used to compare the results consisted of the change in the number and the severity of collisions, speed study results, which were used to gauge driver behaviour within CSZs, and community acceptance. The results of the analysis showed the number and severity of collisions to be statistically insignificant due to the fact of the randomness of collision occurrence. The existing CSZ locations have not been in place long enough to base a realistic collision comparison.

Generally, collision comparisons are based on a minimum of three years of data. The preliminary results indicate in some areas there has been a slightly higher number of collisions within the CSZ.

The Region of Durham also completed an evaluation process within their CSZ designations. The results from their studies indicate the only areas where operating speeds were slightly reduced were areas that received the most consistent level of police enforcement.

It can be concluded that vehicular speed in the CSZ is not affected by signing alone. Consistent enforcement levels were found to be crucial in ensuring the on-going effectiveness of the CSZs and the specific provincial legislation. However, enforcement is a limited resource, divided amongst many competing policing priorities. It is also paramount that the judicial system upholds the increased fines within the courts.

These results lead to the conclusion that the CSZ designation is more an enforcement tool than an engineering tool. It is, therefore, proposed that York Regional Police be requested to increase enforcement in CSZ locations as their resources permit on the Regional road network.

4.1 Proposed Warrant

A number of municipalities have conducted studies to measure the effectiveness of CSZs within their jurisdiction and have developed a warrant. The purpose of creating a CSZ warrant process is to ensure that CSZs are providing the greatest benefits to communities.

Results of these municipal studies indicate that the original guidelines established by MTO for implementation were a good start to this process. It is felt, at this time, that an enhancement to the process is required in order to decide, with consistency, future CSZ locations.

Establishing a warrant for the implementation of CSZs enables Regional staff to examine the key factors and conditions before a CSZ is implemented. The proposed CSZ Warrant outlines two major components. The warrant is provided as *Attachment 1*.

The first component, Warrant 1 - Designated Areas of Special Concern must be satisfied before continuing onto Warrant 2. Warrant 2 - considers collision and risk components. One of these components must be satisfied in order for a CSZ to be implemented. The proposed warrant is similar to warrants of other municipalities.

4.2 Existing CSZs

If the proposed warrants are applied to the existing four CSZs, it can be seen that the intersection of Weston Road and Highway 7 does not meet the warrant and should therefore be removed.

5. FINANCIAL IMPLICATIONS

There are no financial implications as a result of this report.

6. LOCAL MUNICIPAL IMPACT

This report provides the Region with a CSZ policy along the Regional road network. This policy now provides the Region with a means of evaluating and determining the merit of implementing CSZs. The policy has been commented on and supported by local municipal staff.

7. CONCLUSION

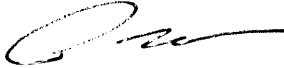
Response from the staff of local municipalities indicated no concerns with the proposed adoption of the warrants for the installation of CSZs. These warrants ensure that the goals and the objectives of the CSZs legislation are better fulfilled. The proposed warrant involves significant thresholds for the purpose of ensuring that CSZs remain an effective enforcement tool that is used when conditions justify their need. The proposed warrant was developed in consultation with other municipal agencies across Ontario and is similar to the warrants of other municipalities.

Paramount to any effectiveness of any CSZ is the availability of consistent police enforcement, which continues to be a limiting factor of the continuance and implementation of future CSZs in the Region. Consequently, future CSZs should be implemented only at specific sites where significant improvements to traffic safety can be realized and, whereby, their overuse will not persuade driver disrespect and further diminish their effectiveness over time.

The existing CSZ at the intersection of Weston Road and Highway 7 does not meet the proposed warrant and, therefore, should be removed when the proposed warrant is adopted.

The Senior Management Group has reviewed this report.

Prepared by:



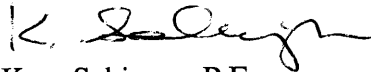
Allister McIlveen
Traffic Systems

Reviewed by:



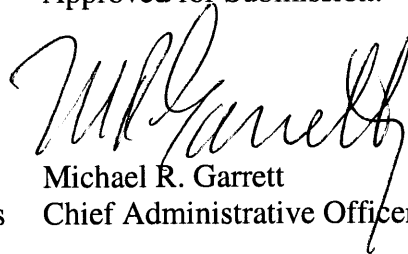
Brian Harrison, P.Eng.
Director, Roads Transportation

Recommended by:



Kees Schipper, P.Eng.
Commissioner of Transportation and Works

Approved for Submission:



Michael R. Garrett
Chief Administrative Officer

November 20, 2002

BH/AM

Attachment (1)

Version 3 2002 9 26

TITLE: Community Safety Zone (CSZ) Warrant Criteria	NO.: Effective Date: Latest Revision Date:
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POLICY STATEMENT:

This policy provides a warrant process for Community Safety Zones (CSZs) along The Regional Municipality of York road system.

APPLICATION:

The CSZ warrant and point-rating system is to identify the locations that meet the warrant for CSZs along the Regional road network.

PURPOSE:

Provides a set of criteria and a warrant for CSZ locations for Regional roads.

DEFINITIONS:

CSZs are used on “parts of a roadway” where public safety is of special concern to a community. The CSZ warrant outlines two major components. The first component, Warrant 1 – Designated Areas of Special Concern must be satisfied before continuing onto Warrant 2. Warrant 2 – considers collision and risk components. One of these components must be satisfied in order for a CSZ to be implemented.

Warrant 1: Designated Areas of Special Consideration

CSZs must only be implemented at locations of special concern that are obvious to the road user. Therefore, CSZs must only be implemented at the following locations:

<u>APPROVAL INFORMATION</u>	
<u>Council Minutes:</u> Clause No.:	of Report No.:
Of the:	Date:
	OR
CAO Approval Date:	

- Elementary or secondary schools.
- Community centres.
- High pedestrian traffic locations.
- Seniors' centres and residences.
- Proposed CSZ must be a minimum of one kilometre in length to a maximum of 2.5 kilometres.

For the purposes of this warrant, a high pedestrian location is defined as a location experiencing an average of 100 pedestrians per hour or more for any 8 hours of the day.

Warrant 2: Safety Warrant

The safety warrant is comprised of a collision component and a risk component. Either the collision component or the risk component must be satisfied for the safety warrant to be met.

- **Collision Component**

A CSZ should be implemented if the collision ratio is less than 1:900 (collisions per year:AADT), averaged over 36 consecutive months.

- **Risk Component**

It is recognized that a significant safety concern may exist even though it is not shown in the collision record, therefore, a second warrant based on the elements of risk is available.

Prior to using the risk warrant, field observations or the York Regional Police must verify that there is an unusually high violation rate at the location. The minimum accepted value for the risk factor is 15.

Table 1
Risk Factor Component

Risk Factor	High (Score 3)	Moderate (Score 2)	Low (Score 1)	Score
Posted speed (km/h) *	40	50	60	
Average daily volume	Over 20,000	10,000 to 20,000	Under 10,000	
Number of lanes	>4	3 or 4	2	
Length of sidewalks	<25%	25 to 75%	> 75%	
Truck volume	>5 %	3-5 %	<3 %	
Pedestrians crossing in any 8 hours	>100	50 to 100	< 50	
Intersection and entrances per kilometre	> 10	4 to 10	< 4	
TOTAL SCORE				

*Roads with a posted speed limit > 60-km/h shall not be considered for a CSZ.

CONTACT:

For further information, contact the Director of Roads Transportation, Transportation and Works Department.

ADMINISTRATIVE REPORTS

THE REGIONAL MUNICIPALITY OF YORK

Transportation and Works Committee

December 4, 2002

Report of the

Commissioner of Transportation and Works

ELGIN MILLS ROAD EAST TOWN OF RICHMOND HILL, PROJECT 9122

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council authorize Regional staff to arrange for the planting of additional trees between the sidewalk and the fence on the south side of Elgin Mills Road East (Y.R. 49) between Newkirk Road and Bayview Avenue (Y.R. 34), where appropriate, to improve the visual screening of the adjacent backyards.
2. Staff continue to investigate whether any flooding issues exist, and carry out appropriate remedial work to correct such problems, within the Elgin Mills Road (Y.R. 45) right-of-way.
3. Regional Clerk forward a copy of this report to the Clerk of the Town of Richmond Hill.

2. PURPOSE

The purpose of this report is to respond to the Town of Richmond Hill's request to address five issues related to the Elgin Mills Road reconstruction project completed in 2000, between Newkirk Road and Bayview Avenue. A location map is appended as *Attachment 1*.

3. BACKGROUND

York Region completed the widening and reconstruction of Elgin Mills Road between Bayview Avenue and Shaftsbury Avenue in 2000. Included in the work was the construction of an urban section with storm sewers, curbs and gutters that replaced the roadside ditches. The construction contract also included a concrete sidewalk on both sides of the road with upgraded illumination funded by the Town of Richmond Hill.

The Town of Richmond Hill erected a noise attenuation fence on the east side of Newkirk Road as part of the road widening and reconstruction in 2001. According to the Town staff, the Class Environmental Assessment (EA) of the Newkirk Road project identified the need for such a fence.

Some residents, whose properties back onto the south side of Elgin Mills Road, requested to have a fence similar to the one erected on Newkirk Road. The residents made a deputation at the Town of Richmond Hill Council meeting on July 22, 2002 requesting five issues be addressed.

The Town of Richmond Hill Council passed a resolution at its meeting on July 22, 2002 identifying five issues that they requested York Region to address as follows:

- (a) *“Acknowledge that in reconstructing Elgin Mills Road, between Newkirk Road and Bayview Avenue, the road grade was raised substantially, and thereby diminished the effectiveness of privacy screening for residents whose backyards abut the road.*
- (b) *Take the necessary steps to restore the effectiveness of privacy screening on those properties concerned to the satisfaction of the owners.*
- (c) *Investigate and remedy the flooding issues, which have emerged as a result of the regrading of Elgin Mills Road.*
- (d) *Conduct a further noise study.*
- (e) *Include in the budget process, when considering future road improvements, funds to mitigate adverse effects to the abutting properties, which are attributable to the road improvements.”*

The Class EA process of Elgin Mills Road East project started in 1992 and was completed in 1997. As part of the Class EA, York Region held three Public Information Centres to discuss the project with residents. The construction started in the fall of 1999.

The Town of Richmond Hill Council at its meeting of September 21, 1999 passed the resolution requesting the Region to erect a noise attenuation fence on the south side of Elgin Mills Road East. The Regional Municipality of York Council at its meeting on October 14, 1999 approved the Transportation and Works Committee report recommending that a noise barrier not be considered for placement on the south side of Elgin Mills Road between Bayview Avenue and Newkirk Road. The Region held a public meeting on January 27, 2000 to discuss Regional Council’s decision at the meeting of October 14, 1999. Regional staff also addressed the other concerns of privacy screening and flooding at the meeting on January 27, 2000. The project construction was completed in the fall of 2000.

4. ANALYSIS AND OPTIONS

Staff have completed the investigation of the issues that the Town of Richmond Hill requested York Region to address. The request can be categorized in four issues, privacy screening, flooding, noise, and policy for funding mitigation work on future projects.

4.1 Privacy Screening

Parts (a) and (b) of the Town of Richmond Hill’s resolution relate to the effectiveness of privacy screening. The backyards adjacent to the south side of Elgin Mills Road East are generally lower than the road. Some are as much as 1.5 metres lower than the pavement.

The reconstruction of Elgin Mills Road East between Yonge Street and Bayview Avenue included a new concrete sidewalk on the south side of the road. The road centreline was shifted to the north by two metres in order to accommodate the new sidewalk. The pavement elevation remained the same except at three points where the road was raised by half a metre to create the minimum gradient required to drain the gutters. The sidewalk is approximately five metres in average from the fences along the edge of the road right-of-way.

Some of the fences separating the backyards and the road are as low as 1.2 metres in height. Privacy screening is ineffective for some of the backyards on the south side of Elgin Mills Road East between Newkirk Road and Bayview Avenue because of the combination of low back yards and fence height.

In conformance with the Regional streetscaping policy, trees have been planted immediately between the sidewalk and the fence line after the road construction was completed. These trees will take a few more years to mature and provide the benefit of visual screening.

Staff have reviewed the situation again, and identified a potential improvement to the privacy screening in some backyards. The Regional Forester is proposing to plant twelve additional trees between the sidewalk and the backyards where the fences are much lower than normal height relative to pedestrian level. This will improve the privacy screening effect for the few properties. Most of these new trees will be conifers.

4.2 Flooding Issue

Part (c) of the Town of Richmond Hill's resolution, requests to "investigate and remedy the flooding issues which have emerged as a result of the regrading of Elgin Mills Road." The roadside ditches along Elgin Mills Road East were replaced with curbs and gutters in the road reconstruction contract. The new storm sewer system captures the majority of the road drainage.

A slope was created from the back of the sidewalk on the south side of the road to meet the existing ground. The design also included installation of ditch inlets at the bottom of the slope in front of the fence line to capture the storm water runoff from the slope and from the backyards. During construction, the contractor had satisfactorily dealt with the flooding issue raised at the meeting on January 27, 2000.

Staff toured the site and saw no evidence of standing water at the bottom of the slope on the south side of Elgin Mills Road East. Regional road patrol staff have no record of any flooding problems in the area. The Town of Richmond Hill staff confirm that there have been no record of flooding in the area along the south edge of the road right-of-way. Nevertheless, staff will continue to pay special attention to this area and carry out necessary remedial work to correct any flooding problems, as may be appropriate.

4.3 Noise Issue

Part (d) of the Town of Richmond Hill's resolution, requests to "conduct a further noise study". The design consultant carried out a noise study as part of the Class EA process in 1997. Following the Provincial Protocol and the Region's Noise Policy/Guideline, the impact of the road widening did not warrant mitigation.

Regional Council at its meeting on October 14, 1999 adopted Clause 6 embodied in Report No. 14 of the Transportation and Works Committee that the Elgin Mills Road project did not warrant noise mitigation. An independent acoustical consultant reviewed the findings in the Class EA and concurred with the results. It is the opinion of Regional staff that as no significant changes in local circumstances have materialized, any additional studies will reach the same conclusion.

4.4 Funds to Mitigate Adverse Effects

Part (e) of the Town of Richmond Hill's resolution requests to "include in the budget process, when considering future road improvements, funds to mitigate adverse effects to the abutting properties, which are attributable to road improvements". Class EA process assures that all appropriate mitigation related to the construction of any municipal infrastructure project is appropriately considered and included as part of the project during the planning and design stages. As such, the construction budget of Regional road reconstruction contracts already include funding to cover the cost of such mitigation measures.

5. FINANCIAL IMPLICATIONS

The proposed additional tree planting will cost approximately \$3,000 and funding is available in the streetscaping portion of the 2003 Roads Capital Budget.

6. LOCAL MUNICIPAL IMPACT

Elgin Mills Road East reconstruction has improved the appearance of the road. The road characteristic has been upgraded with additional illumination and streetscaping. The curbs and gutters and sidewalks replaced the roadside ditches and gravel shoulders. The addition of sidewalks has been an important amenity to the community.

7. CONCLUSION

Staff have taken action and responded to the requests set forth by the Town of Richmond Hill. Additional tree planting at strategic locations will enhance the effectiveness of privacy screening of certain properties. York Region will continue to monitor the flooding issues and take corrective measures, should they arise.

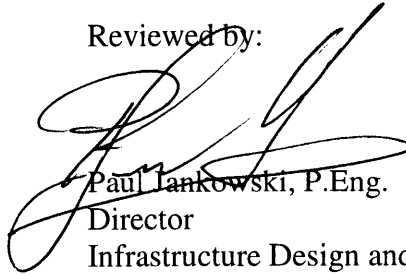
The Senior Management Group has reviewed this report.

Prepared by:



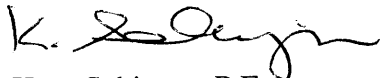
Leonard Ng, P.Eng.
Manager, Engineering Transportation
Infrastructure Design and Construction

Reviewed by:



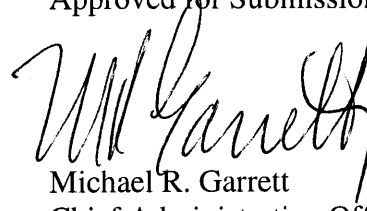
Paul Tankowski, P.Eng.
Director
Infrastructure Design and Construction

Recommended by:



Kees Schipper, P.Eng.
Commissioner of Transportation and Works

Approved for Submission:



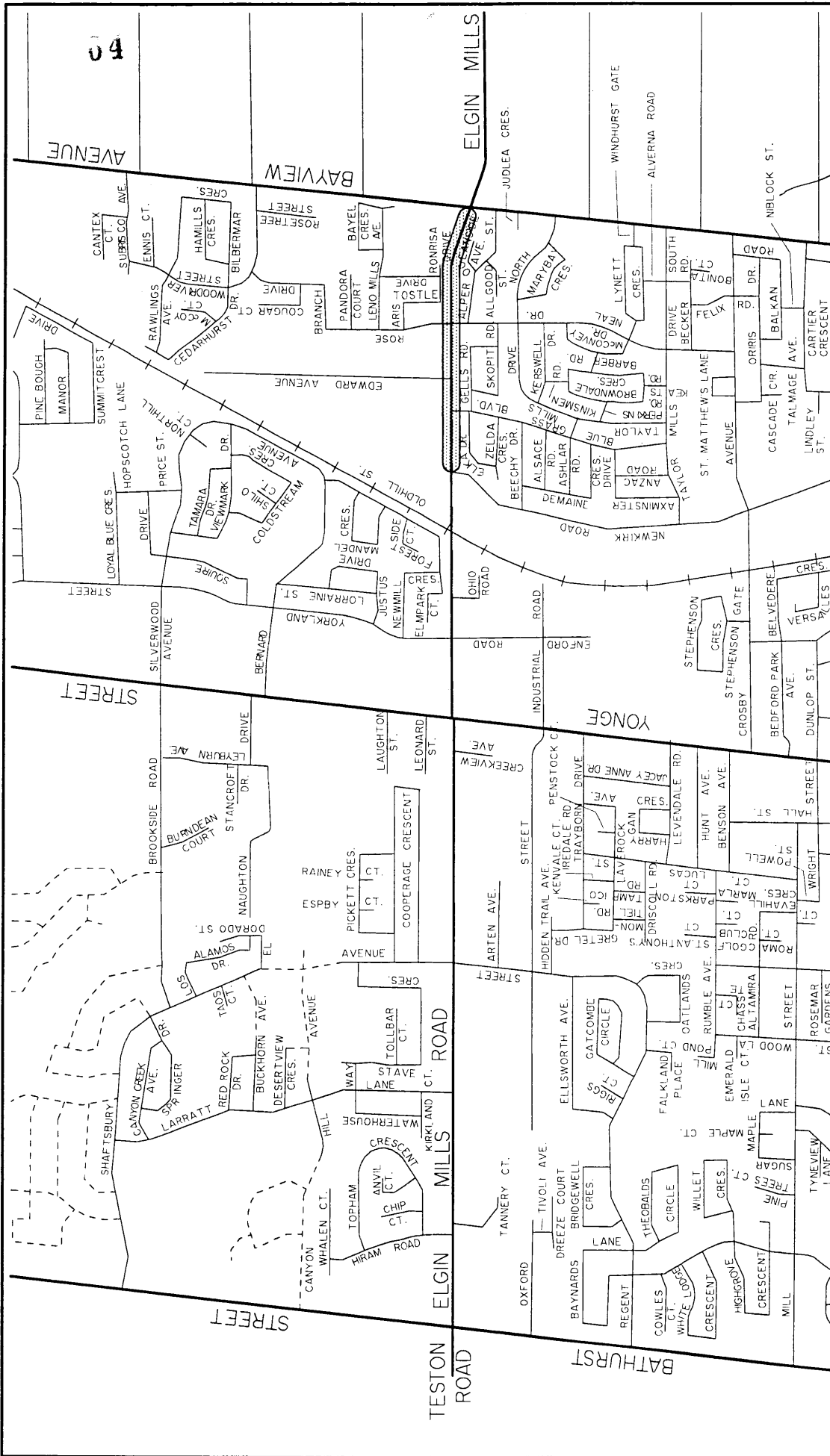
Michael R. Garrett
Chief Administrative Officer

November 20, 2002

Attachment 1
LN/cp/mh/cp

IDC/P06/2002/2002-4/Elgin Mills Road East
Revision 3.0, 11/20/02

FILENAME: LMAP0000.DWG



LOCATION PLAN

CONCERNS OF RESIDENTS BACKING ONTO
ELGIN MILLS ROAD EAST (Y.R.49)
TOWN OF RICHMOND HILL, PROJECT NO. 9122



SITE LOCATION



0 500 1000 metres



THE REGIONAL MUNICIPALITY OF YORK

Transportation and Works Committee

December 4, 2002

Report of the Commissioner of Transportation and Works

BATHURST COLLECTOR AND LANGSTAFF TRUNK SEWERS PROJECT UPDATE, PROJECTS 77100 AND 77090

1. RECOMMENDATIONS

It is recommended that:

1. This report be received for information by Committee and Council.
2. Regional staff be authorized to pay an honorarium at the end of the Request for Proposal (RFP) stage of up to \$100,000 in total for the combined Bathurst Collector/Langstaff Trunk Sewer Design-Build contract. The honorarium is to be divided equally among the unsuccessful design/build proponents to a maximum of \$35,000 each.
3. Copies of this report be forwarded by the Regional Clerk to the Council of the City of Vaughan.

2. PURPOSE

The purpose of this report is to update Transportation and Works Committee and Regional Council on the status of the Bathurst Collector and Langstaff Trunk Sewers project and obtain authorization to pay honorariums to each unsuccessful design/build proponent.

3. BACKGROUND

In 1997, the Region completed a Master Plan Study for the York-Durham Trunk Sewer System, which identified construction of the Bathurst Collector and the Langstaff Trunk as "strategic" projects required to meet approved growth projections and commitments.

The Bathurst Collector will extend the York Durham Sewerage System northward to provide relief to the Maple Collector via the Langstaff Trunk as well as provide sanitary servicing for new development in the City of Vaughan. Phase 1 of the Bathurst Collector will be constructed north along Bathurst Street from Steeles Avenue to north of Highway 7. The Langstaff Trunk will be constructed along Langstaff Road from the Bathurst Collector to the Maple Collector at the C.N.R. tracks west of Keele Street (*see Attachment 1*).

A Class Environmental Assessment (EA) Study was completed and approved in 2000 for Phase 1 of the Bathurst Collector and for the Langstaff Trunk Sewer. An addendum to the original Class EA was also completed and approved in 2001 that identified the need for a northern extension of the Bathurst Collector (Phase 2) to Major Mackenzie Drive. Phase 2 is planned to be designed and constructed using different construction methods. As a result, Phase 2 is a separate project, not covered in this report.

The Bathurst Collector and Langstaff Trunk Sewers are included in the Region's 2002 Ten-Year Capital Budget as "strategic" projects. York Region has entered into a pre-paid development charge agreement with landowners in Block 10 for the advanced construction of Phase 1 of the Bathurst Collector with a total capital budget of \$26.5 million. Construction of Phase 1 of the Bathurst Collector is scheduled to start in 2003 with completion by 2005. Due to rapid growth in the City of Vaughan and limited available capacity in the Maple Collector, in November 2002, Regional Council authorized staff to negotiate the terms of a pre-paid development charge agreement with landowners in Blocks 18 and 33-West for the advanced construction of the Langstaff Trunk Sewer. The Langstaff Trunk Sewer project has a total capital budget of \$17.5 million, with construction beginning in 2003 to be completed in 2005.

4. PROJECT UPDATE

4.1 Design-Build Process Development

York Region retained Marshall Macklin Monaghan Limited in April 2002 to provide Process Consulting Services for Phase 1 of the Bathurst Collector project. The assignment was extended in September 2002 to include similar services for the Langstaff Trunk Sewer contingent upon Blocks 18 and 33 West entering into an agreement for the advanced construction of the Langstaff Trunk. This was outlined in a report to the Transportation and Works Committee and Regional Council in April 2002 (Clause 16 of Report No. 4).

In May 2002 York Region retained Northway Photomap Inc. to provide aerial photography and mapping for both projects.

In June 2002 York Region authorized Marshall Macklin Monaghan Limited to retain DST Engineering Limited to provide Geotechnical and Hydrogeological Engineering Services for Phase 1 of the Bathurst Collector. The assignment was extended in September 2002 to include similar services for the Langstaff Trunk Sewer contingent upon Blocks 18 and 33 West entering into an agreement for the advanced construction of the Langstaff Trunk. This was outlined in a report to the Transportation and Works Committee and Regional Council in June 2002 (Clause 17 of Report No. 7).

Work is ongoing for preparation of one combined Design-Build Request for Proposals (RFP) for the Bathurst Collector and Langstaff Trunk Sewers. Completion of the Design-Build RFP documents is expected by February 2003.

4.2 Prequalification Process

A Request for Information was issued in October 2002 and closed in late November 2002. Submissions were received with respondents from Canadian and American based companies. Evaluation of the submissions will be completed in January 2003. This process is intended to select a minimum of three respondents for the upcoming design-build project.

Request for Proposals will be issued to three or more finalists in February 2003. It is proposed that an honorarium of \$100,000 will be equally divided between each of the unsuccessful finalists, to a maximum of \$35,000 each. Honorariums are required to ensure well developed design-build proposals, which include a significant amount of detail engineering design. This level of effort enables the proponents to estimate costs more accurately and thereby provide the Region with competitive pricing. In design-build projects of this nature, the owners provide incentives to the proponents in the form of honorariums to partially offset costs associated with preparation of the design-build proposal. York Region will have ownership of all information contained within all the proposals. The design-build contract will be awarded in May or June 2003 and is scheduled for completion by autumn 2005, subject to property acquisition.

4.3 Schedule

Key milestones for the project are as follows:

- | | |
|--|----------------|
| • Select three or more qualified respondents | January 2003 |
| • Issue Request for Proposals (RFP) | February 2003 |
| • Receive Design-Build proposals | April 2003 |
| • Award Design-Build contract | June 2003 |
| • Completion of Bathurst Collector – Phase 1 | September 2005 |
| • Completion of Langstaff Trunk Sewer | November 2005 |

5. FINANCIAL IMPLICATIONS

The York Region 2002 Ten-Year Capital Plan includes a budget of \$26.5 million for construction of the Phase 1 of the Bathurst Collector and \$17.5 million for construction of the Langstaff Trunk Sewer. The approved 2002 budget and Ten-Year Capital Program includes funding starting in 2002 for the engineering and construction of the Bathurst Collector (subject to developer financing) and starting in 2007 for the Langstaff Trunk. Landowners in Blocks 10, 18 and 33-West have committed to providing up-front financing for both projects in return for development charge credits. This would allow for the advancement of these projects to 2003. The anticipated 2002 expenditures for this project is \$700,000 and relate primarily to engineering costs. Sufficient funds are available for these expenditures in 2002 from up-front financing contributions. The cost of the proposed honorarium will be included in the project budgets and will be funded as part of the capital budget. The updated schedule for the Langstaff Trunk Sewer will be reflected in the 2003 Capital Works Budget.

6. LOCAL MUNICIPAL IMPACT

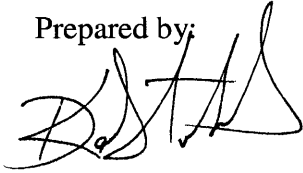
The project is required to provide relief to the Maple Collector and to accommodate future growth in the City of Vaughan. This project will have no adverse impacts on local municipalities other than impacts normally associated with large construction projects of this nature.

7. CONCLUSION

This report provides a status report of the Bathurst Collector and Langstaff Trunk Sewers Project. The overall project is on schedule and progressing well. The prequalification process will be completed in December 2002. A Request for Proposals for the Design-Build Contract will be issued by February 2003. This Report also requests authorisation for an honourarium of up to \$100,000 in total, to be divided equally among unsuccessful proponents at the end of the RFP stage to a maximum of \$35,000 each.

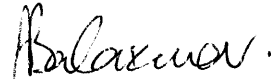
The Senior Management Group has reviewed this report.

Prepared by:



Daniel Kostopoulos, P. Eng.
Project Manager
Infrastructure Design and Construction

Reviewed by:



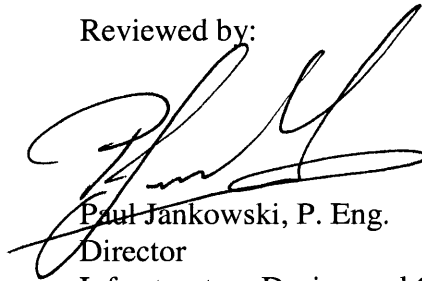
Bala Araniyasundaran, P. Eng.
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Infrastructure Design and Construction

Reviewed by:



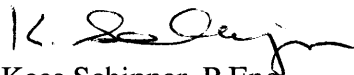
Debbie Korolnek, P. Eng.
Director
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Reviewed by:



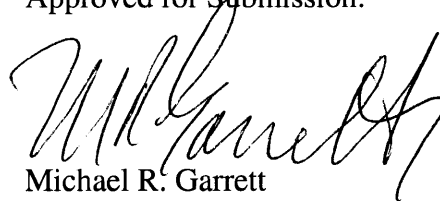
Paul Jankowski, P. Eng.
Director
Infrastructure Design and Construction

Recommended by:



Kees Schipper, P.Eng.
Commissioner of Transportation and Works

Approved for Submission:



Michael R. Garrett
Chief Administrative Officer

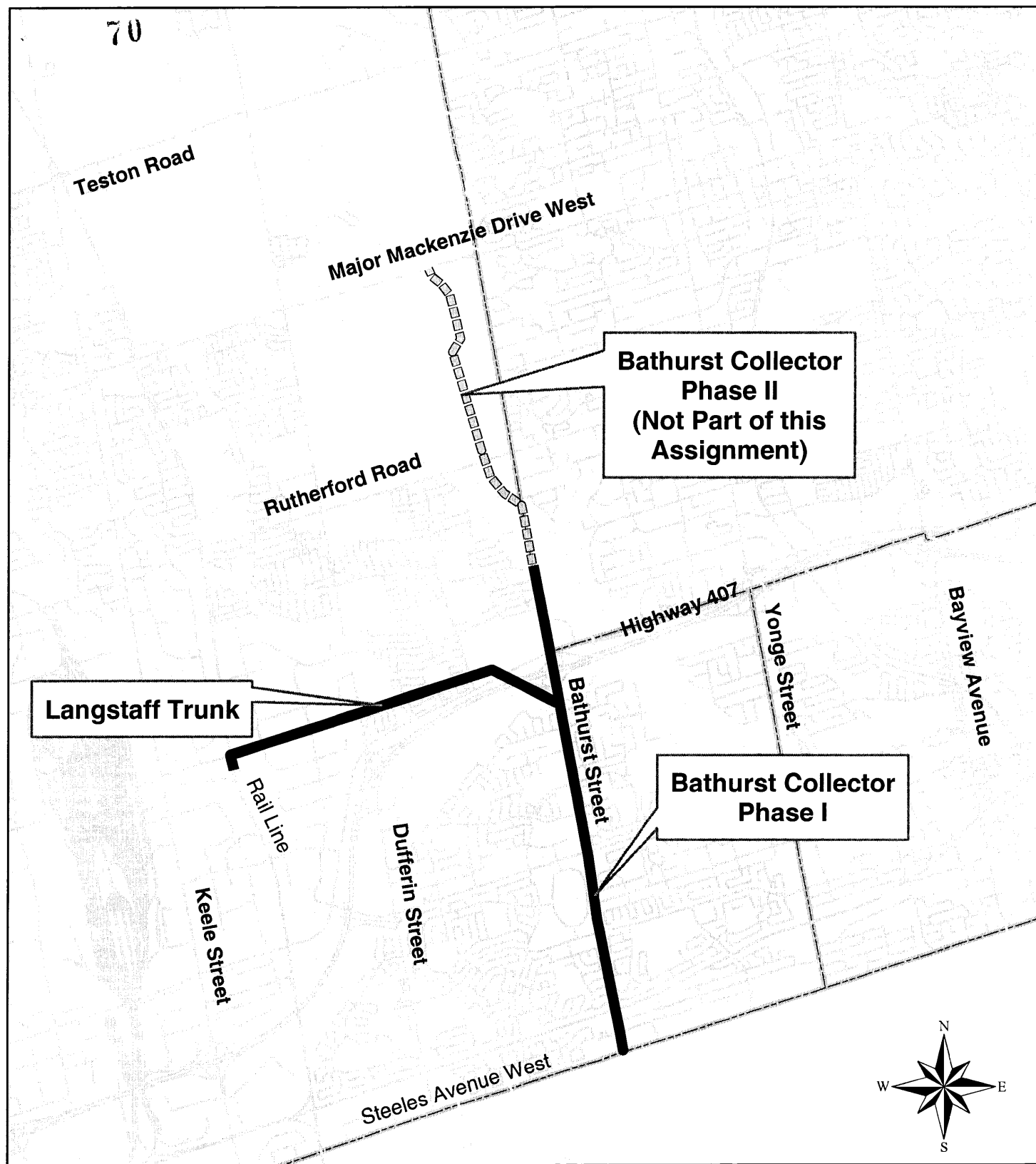
November 18, 2002

Attachment 1

DK/wm/pj/mh/ya

IDC/P06/2002/2002-4/Bathurst Collector and Langstaff Trunk Sewers Project Update

Version 3-2002-0-06



LOCATION PLAN

Bathurst Collector and Langstaff Trunk Sewers

Project Update

Projects No. 77100 & 77090

York Region

INFRASTRUCTURE DESIGN AND CONSTRUCTION

THE REGIONAL MUNICIPALITY OF YORK

Transportation and Works Committee

December 4, 2002

Report of the

Commissioner of Transportation and Works

OLD HOMESTEAD ROAD AT THE QUEENSWAY NORTH CHANGE IN RIGHT-OF-WAY TOWN OF GEORGINA

1. RECOMMENDATIONS

It is recommended that:

1. The stop control at the intersection of Old Homestead Road (Y.R. 79) and The Queensway North be changed from Old Homestead Road (Y.R. 79) to The Queensway North, as outlined in this report.
2. The Regional Solicitor prepare the necessary by-law.
3. The Regional Clerk forward a copy of this report to the Clerk of The Town of Georgina.
4. The Regional Clerk forward a copy of this report to the Chief of Police with a request for increased enforcement, as their resources permit.

2. PURPOSE

This report proposes a change in the stop control at the intersection of Old Homestead Road and The Queensway North from Old Homestead Road to The Queensway North. The procedure to complete this change is outlined in this report. The reversal of the stop control is to address potential traffic safety issues. A Regional by-law is required under the *Highway Traffic Act* before any such regulation can be signed and enforced.

3. BACKGROUND

The intersection of Old Homestead Road and The Queensway North is currently controlled by stop signs on Old Homestead Road in the easterly-westerly approach to the intersection. There is no control on The Queensway North, in the northerly-southerly approach. Old Homestead Road is a two-lane arterial roadway, under the jurisdiction of The Regional Municipality of York, with a posted speed limit of 60-km per hour.

The Queensway North is a two-lane local collector road, under the jurisdiction of the Town of Georgina, with a posted speed limit of 50-km per hour, that carries significantly lower traffic volumes than Old Homestead Road. A location plan is provided as *Attachment 1*.

Concerns from area residents and staff of the Town of Georgina regarding the safety of this intersection have been brought forward through a motion approved by the Council of the Town of Georgina at their meeting held on September 3, 2002. This motion requested Regional staff to consider creating an all-way stop at the intersection and make such improvements as required, to improve the safety at this intersection.

4. ANALYSIS AND OPTIONS

The intersection of Old Homestead Road and The Queensway North intersect with a slight skew in the roadways. A curve to the south and a slight hill on the north and west approaches to the intersection are present. The alignment of the intersection creates visibility constraints for drivers travelling eastbound on Old Homestead Road restricting the line of sight to the north and to the south. Residents located on Old Homestead Road immediately east of the intersection also experience visibility problems because of the alignment of the road and have raised concerns regarding northbound traffic turning right onto Old Homestead Road at a high rate of speed. This concern has been observed by Regional staff during a number of observations. These visual constraints create the potential for collisions. The Town of Georgina has requested the Region to consider an all-way stop at this location to help address some of these concerns.

The installation of an all-way stop should only be considered when certain criteria are met. These criteria are based upon the following:

- Vehicle and pedestrian volumes.
- Average vehicle delay to minor street traffic.
- Where traffic signals are not warranted and a collision problem exists that can be prevented by the installation of an all-way stop.
- As an interim measure prior to the installation of traffic signals.
- As an interim measure, prior to reversing the stop control from one road to another intersecting road.

The implementation of all-way stop locations is governed by the Ministry of Transportation of Ontario guidelines, which provide Municipalities with warrants for their implementation and use throughout the Province. These guidelines provide a series of warrants, whereby, traffic is measured against thresholds to determine the merit of an all-way stop sign location.

Table 1 presents the compliance of the traffic demands against the warrant criteria for an all-way stop sign control. All three warrant components are required to be 100% fulfilled, to meet the minimum warrant for installation of an all-way stop sign control.

Table 1
All-Way Stop Sign Controls – Old Homestead Road and The Queensway North

Warrant Component	Warrant Compliance %
Total Vehicle Volume – All Approaches	28
Combined Vehicular and Pedestrian Volume - Minor Street	27
Volume Split – Major Versus Minor Street Traffic	50

In this case, the intersection of Old Homestead Road and The Queensway North does not satisfy the warrant criteria for an all-way stop sign control.

Installing traffic control devices, which do not meet the warrant criteria, may result in a reduction in overall intersection safety. Specifically, the installation of traffic control devices at intersections often increases the occurrences of certain types of collisions. Rear-end collisions on the major streets, for example, can increase by as much as 60% after the installation of traffic signals.

Additionally, the average delay to side street traffic is often substantially increased during periods of the day outside of peak hours. To avoid these safety concerns, the Region's policy is to install traffic control devices only after the warrant criteria are met.

In consideration of these criteria, it is staff's position that an all-way stop not be considered at this location. After reviewing this intersection in the field, it is felt that a change in the stop control from Old Homestead Road to The Queensway North would improve the safety. Regional staff, therefore, propose to revert the stop control from Old Homestead Road to The Queensway North. This reversion would allow motorists a clearer view of traffic approaching the intersection from all directions while stopped when travelling northbound and southbound on The Queensway North. Additionally, this reversion will also provide the residents on Old Homestead Road, east of the intersection, a clearer indication of the intended direction of travel of vehicles approaching the intersection from the south.

To affect such a change in the right-of-way, a legal process is in place that must be followed.

Where right-of-way is being reassigned from one roadway to another crossing roadway, through the elimination of an existing stop sign control and the installation of a stop control on the previously uncontrolled roadway, an introductory period is required to safely carry out the transition.

The reversion in stop control involves a two step process:

4.1 Legal Process to Change Stop Control

4.1.1 Initial Step

Install oversized stop signs facing traffic travelling northbound and southbound on The Queensway North. This creates a “temporary” all-way stop at the intersection. To increase the awareness of the new changes at the intersection to all road users, additional signs are also installed. These signs are as follows:

- “All Way” tabs on all approaches.
- Oversized “Stop Ahead” signs.
- Warning signs indicating “That Cross Traffic Does Not Stop”, with the effective date.
- The installation of warning signs facing eastbound/westbound traffic indicating “This Stop Sign Will Be Removed On” with the effective date.

4.1.2 Second Step

Once the public is aware of the proposed changes, the existing stop sign and the warning sign, “This Stop Sign Will Be Removed” eastbound and westbound on Old Homestead Road will be removed. In the northbound and southbound direction on The Queensway North, the tab sign “All-Way” and the “New” sign overhanging the oversized “Stop Ahead Sign” will be removed along with “Cross Traffic Does Not Stop” sign.

The new installation will be monitored by the Region with a request for enforcement by York Regional Police, as their resources permit.

5. FINANCIAL IMPLICATIONS

The costs associated with the manufacture and installation of any necessary sign(s) will be incurred within the 2003 Roads Transportation Program Budget.

6. LOCAL MUNICIPAL IMPACT

There is no local municipal impact associated with this report.

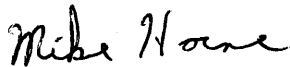
7. CONCLUSION

To address the safety concerns and improve the sight visibility for motorists entering the intersection of Old Homestead Road and The Queensway North, a change of right-of-way is proposed. Motorists will be required to stop on The Queensway North rather than Old Homestead Road.

A Regional by-law is required before any change in stop control can be implemented and enforced. It is, therefore, recommended that the Regional Solicitor prepare the necessary by-law and that a copy of this report be forwarded to the Clerk of the Town of Georgina and to the Chief of York Regional Police, with a request to enforce the new change in stop control, as their resources permit.

The Senior Management Group has reviewed this report.

Prepared by:



Mike Horne
Technologist, Traffic Safety

Reviewed by:



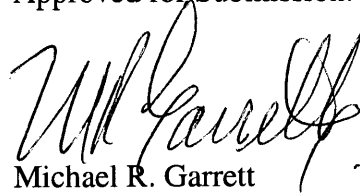
Brian Harrison, P.Eng.
Director, Roads Transportation

Recommended by:



Kees Schipper, P.Eng.
Commissioner of Transportation and Works

Approved for Submission:



Michael R. Garrett
Chief Administrative Officer

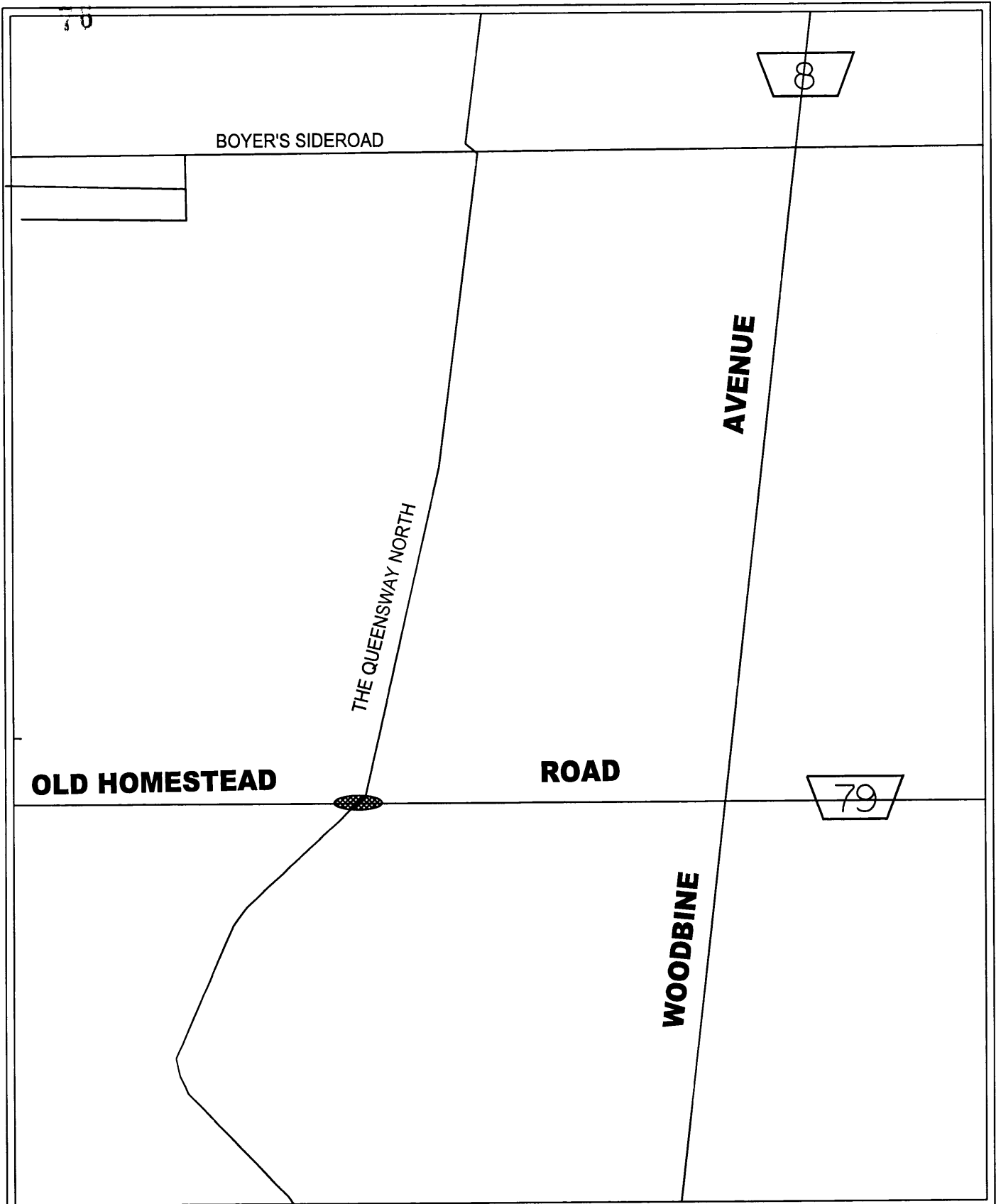
November 20, 2002

BH/MH

Attachment (1)

TW_Operations\P06\2002-4\Dec 4\Change Right-of-Way Old Homestead & The Queensway.doc

Version 3-2002-9-26



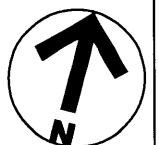
LOCATION PLAN

CHANGE RIGHT-OF-WAY
 OLD HOMESTEAD ROAD AT THE QUEENSWAY NORTH
 TOWN OF GEORGINA



PROPOSED RIGHT-OF-WAY CHANGE

York Region Transportation and Works



THE REGIONAL MUNICIPALITY OF YORK

Transportation and Works Committee

December 4, 2002

Report of the

Commissioner of Transportation and Works

STOP UP, CLOSE AND SELL A PORTION OF POLVA PROMENADE TOWN OF GEORGINA

1. RECOMMENDATIONS

It is recommended that:

1. The Regional Municipality of York support the proposal by the Town of Georgina to stop up, close and sell a portion of Polva Promenade in the Town of Georgina.
2. A copy of this report be forwarded by the Regional Clerk to the Clerk of the Town of Georgina.

2. PURPOSE

This report is prepared to seek Regional Council support on the proposal by the Town of Georgina to stop up, close and sell a portion of Polva Promenade.

3. BACKGROUND

The Town of Georgina sent a notice to the Region indicating its intent to stop up, close and sell a part of a road allowance in their jurisdiction. This notification has been sent to the Region because of statutory requirements. The *Regional Municipalities Act* (s.44) requires a local municipality to notify Regional Council of its intent to stop up a highway. Regional Council then has 60 days to object to the closing. If Regional Council objects, the highway cannot be closed, except by agreement between the Region and the local municipality. There is also a provision for referral to the Ontario Municipal Board, if an agreement cannot be reached

4. ANALYSIS AND OPTIONS

Staff reviewed the Town of Georgina's proposal to close a portion of Polva Promenade. This road has no impact on any Regional facility, therefore, there are no objections to its closure. It is, therefore, recommended that the Region support the closure and the Regional Clerk forward a copy of this report to the Clerk of the Town of Georgina notifying Regional Council's support of the closure. A location plan is provided as *Attachment 1*.

5. FINANCIAL IMPLICATIONS

There are no financial implications as a result of this report.

6. LOCAL MUNICIPAL IMPACT

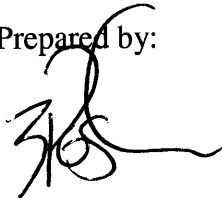
This report supports the Town of Georgina's proposal to stop up, close and sell a portion of Polva Promenade, in the Town of Georgina.

7. CONCLUSION

The Town of Georgina sent a notification to the Region indicating its intent to stop up, close and sell a portion of Polva Promenade, in the Town of Georgina. Regional staff has no operational issues to object the closure. It is, therefore, recommended that Regional Council support the closure of Polva Promenade.

The Senior Management Group has reviewed this report.

Prepared by:



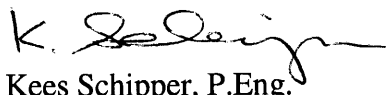
Zoran Postic
Supervisor, Traffic Safety

Reviewed by:



Brian Harrison, P.Eng
Director, Roads Transportation

Recommended by:



Kees Schipper, P.Eng.
Commissioner of Transportation and Works

Approved for Submission:



Michael R. Garrett
Chief Administrative Officer

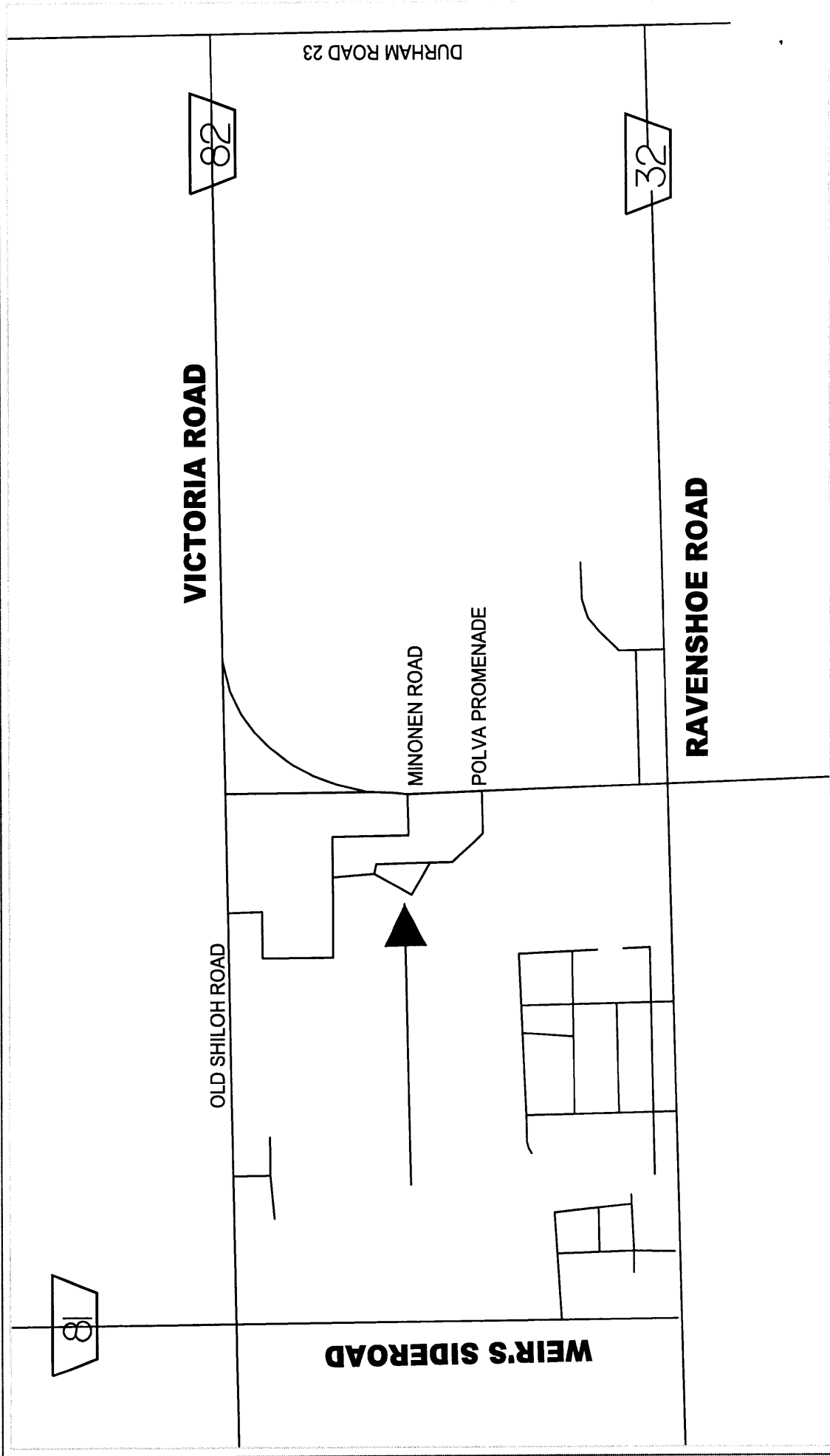
November 20, 2002

BH/ZP

Attachment (1)

TW_Operations\PO6\2002-4\Dec 4\Stop-up, Close and sale of Polva Promenade.doc

Version 3-2002-5-26



LOCATION PLAN

STOP UP, CLOSE AND SELL
PART OF POLVA PROMENADE
TOWN OF GEORGINA

York Region Transportation and Works

THE REGIONAL MUNICIPALITY OF YORK

Transportation and Works Committee

December 4, 2002

Report of the

Commissioner of Transportation and Works
and

Commissioner of Corporate and Legal Services

REVISIONS TO SPEED LIMIT BY-LAW

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council approve the revised format for the consolidation of the Region's Speed Limit By-law.
2. The Regional Solicitor be authorized to prepare the necessary By-Law for presentation to Council.
3. By-Law No. R-549-77-112 be repealed.

2. PURPOSE

The purpose of this report is to obtain Council approval for revisions to the Region's consolidated Speed Limit By-Law.

3. BACKGROUND

The Region's current Speed Limit By-Law incorporates speed limits for all Regional roads. These are set out in a schedule in a text format. As speed limits are approved by Regional Council, the text to the schedule is amended accordingly.

Staff of the Transportation and Works Department in consultation with Legal Services reviewed the by-law and determined that it would be a more workable document if two revisions were implemented. Firstly, it is recommended that a graphic representation replace the existing text format for the schedule. Secondly, it is recommended that an individual by-law be enacted for each Regional road for ease of reference and administration.

4. ANALYSIS AND OPTIONS

Staff of the Region's GIS Services Department have developed software which produces graphics to reflect all the data necessary for the by-law. A linear map of each Regional road has been produced. Superimposed on this map are graphics which detail the speed limits for each section of road and identify the relevant starting and ending points. The maps also show key intersections for purposes of orientation. Staff of the Transportation

and Works, Roads Transportation Branch have worked with the GIS staff to input all the necessary data for each of the Regional roads. Accordingly, the system is now in a position to produce a linear map showing speed limits for each Regional road. This data can be readily amended as new regulations are enacted. A sample map is attached as *Attachment 1* to this report. Similar maps will be appended as a schedule to each by-law.

It is recommended that a separate by-law be enacted for each Regional road to replace the existing Consolidated By-Law. This will result in a system of regulations that are more accessible, more easily understood and easier to administer and maintain.

Staff are currently working on similar revisions to other by-laws and will be bringing forward a report in due course to recommend revisions to the parking and other regulatory by-laws.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

There are no local municipal impacts associated with this report.

7. CONCLUSION

Staff recommend that the existing Consolidated Speed By-Law be repealed and replaced with the revised format, replacing text with graphic representation. In addition, it is recommended that a separate by-law be enacted for each Regional road.

The Senior Management Group has reviewed this report.

Prepared by:

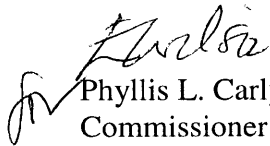


Elizabeth Wilson
Director of Commercial Law



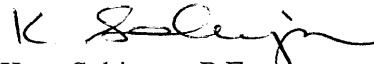
Brian Harrison, P. Eng.
Director, Roads Transportation

Recommended by:



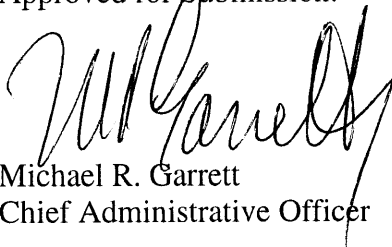
Phyllis L. Carlyle
Commissioner of Corporate and
Legal Services

Recommended by:



Kees Schipper, P.Eng.
Commissioner of Transportation and Works

Approved for Submission:



Michael R. Garrett
Chief Administrative Officer

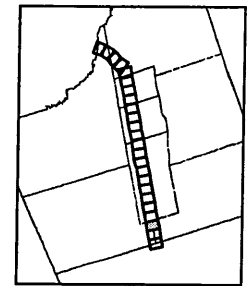
November 19, 2002

Attachment(1)

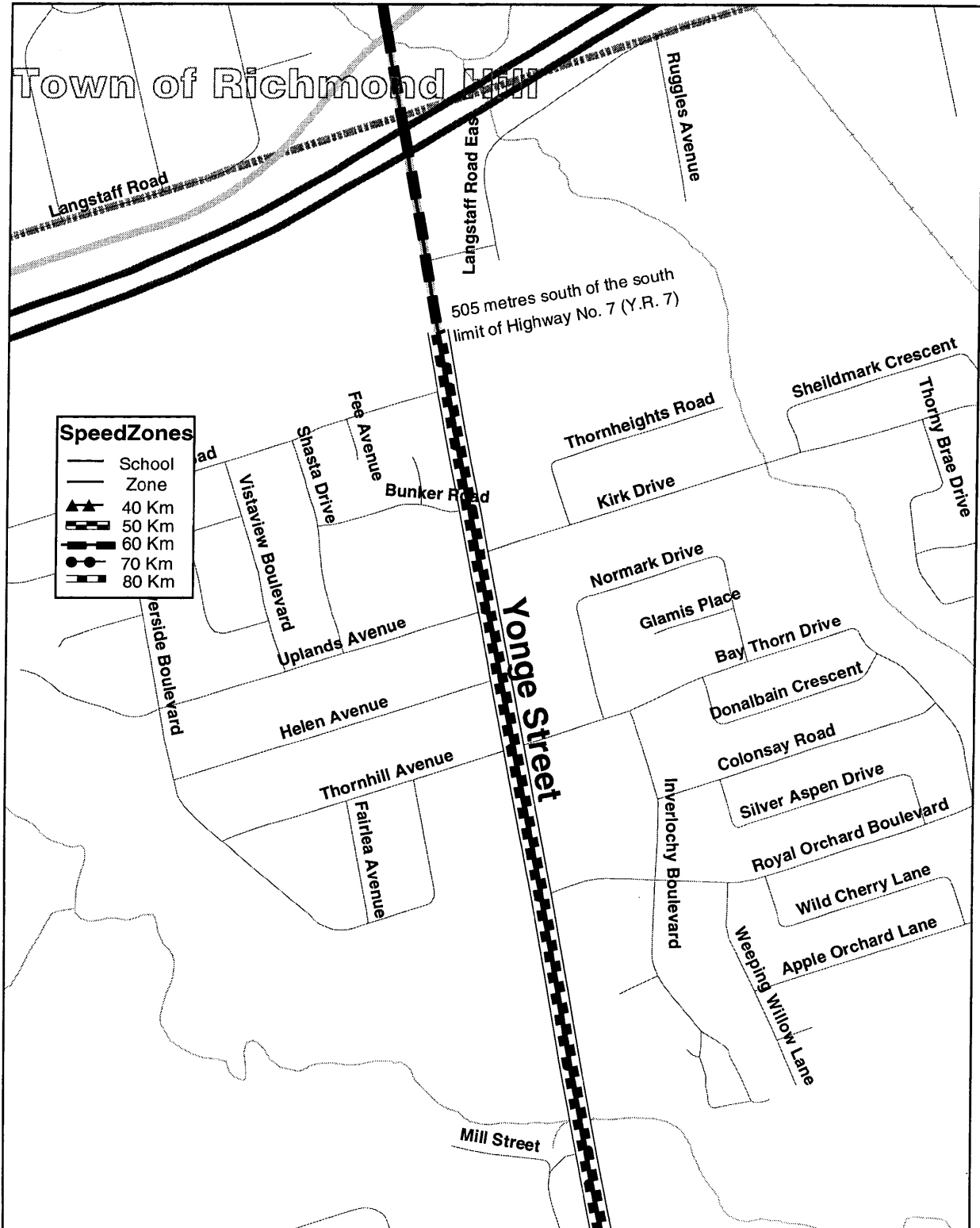
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P06\Transportation & Works\Speed Limit Revisions

Version 3.0 / 12-8-02



Regional Road #1



THE REGIONAL MUNICIPALITY OF YORK

85

Transportation and Works Committee
December 4, 2002
Report of the
Commissioner of Finance

EXCHANGE OF EASEMENT AREA HIGH STREET SEWAGE PUMPING STATION TOWN OF GEORGINA

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council authorize the conveyance of an easement to the Corporation of the Town of Georgina over Parts 3 and 6 as shown on the attached plan subject to the Town abandoning its easement over Part 1 on the said plan.
2. The Commissioner of Finance be authorized to do all acts necessary to give effect to the transfer.

2. PURPOSE

The purpose of this report is to receive Regional Council's approval to convey an easement to the Town of Georgina over Parts 3 and 6 on the attached plan providing the Town abandons its easement over Part 1 on the same plan (*see Attachment No.1*).

3. BACKGROUND

The Region has a sewage pumping station located on Part of Lot 1, Block 67, Registered Plan 69, Town of Georgina. The property is located on the northwest corner of High Street and River Street in Sutton (*see Attachment No. 2*). This is a property that the Region purchased from the Town several years ago. The Town retained an access easement over the area of Part 1 as shown on the attached plan. This was an access from River Street to the banks of the Black River. The Region now wishes to expand the existing pumping station into the area of Part 1. The Town has agreed to abandon its easement over Part 1 providing the Region gives the Town an access easement over another part of the property. It was agreed that the new access would be over Parts 3 and 6 as shown on the Plan.

4. ANALYSIS AND OPTIONS

In order for the Region to expand the sewage pumping station on High Street in Sutton the Town of Georgina must abandon its access easement from River Street to the banks of the Black River. The Town has requested another access route to replace the present one.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

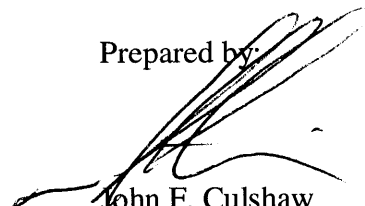
The Town of Georgina is in agreement with the revised access route shown on Attachment 1 as the easement to be conveyed to the Town of Georgina.

7. CONCLUSION

In order for the Region to expand the High Street Pumping Station it requires the Town of Georgina to abandon its existing access easement from River Street to the banks of the Black River. The Town of Georgina has agreed to abandon the easement providing the Region conveys an alternate access easement to the Town. It is recommended that Regional Council authorize the conveyance of an access easement to the Town of Georgina over Parts 3 and 6 on the attached Plan subject to the Town abandoning its existing easement over Part 1.

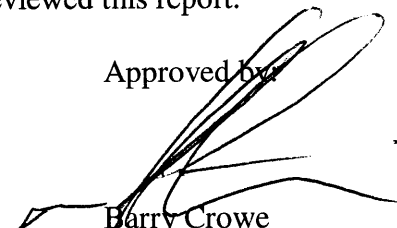
The Senior Management Group has reviewed this report.

Prepared by:



John F. Culshaw
Director of Realty Services

Approved by:



Barry Crowe
Director of Realty Services

Recommended by:



Sandra Cartwright
Commissioner of Finance

Approved for Submission:



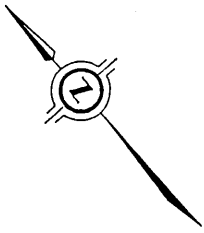
Michael R. Garrett
Chief Administrative Officer

Nov 12, 2002

Attachment(s) 2

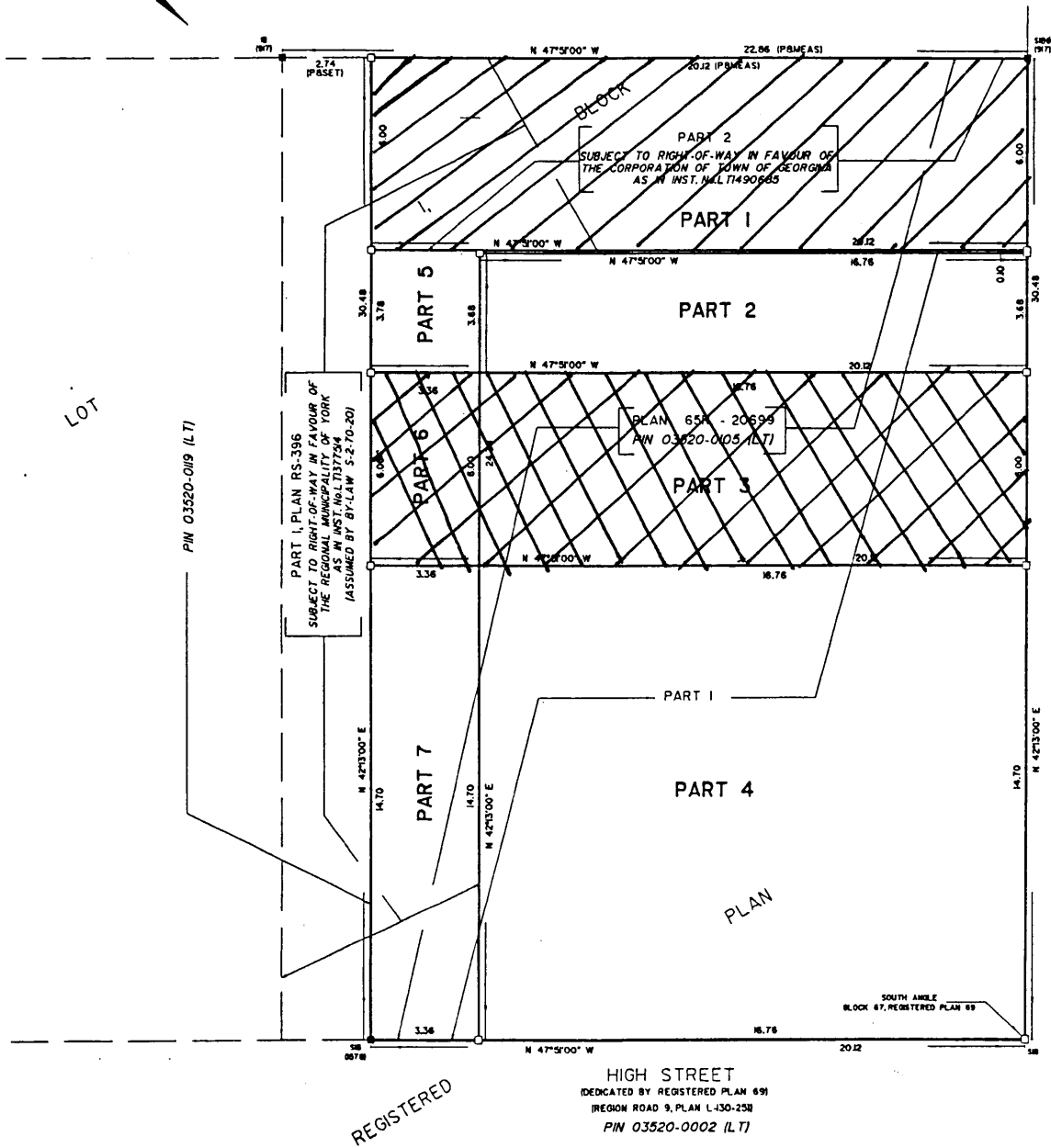
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Version 3 - 2002-9-26



PIN 03520-0091 (L/T)

67



RIVER STREET
DEDICATED BY REGISTERED PLAN 691
PIN 03520-0101 (L/T)

69



EASEMENT TO BE
ABANDONED BY THE
TOWN OF GEORGINA



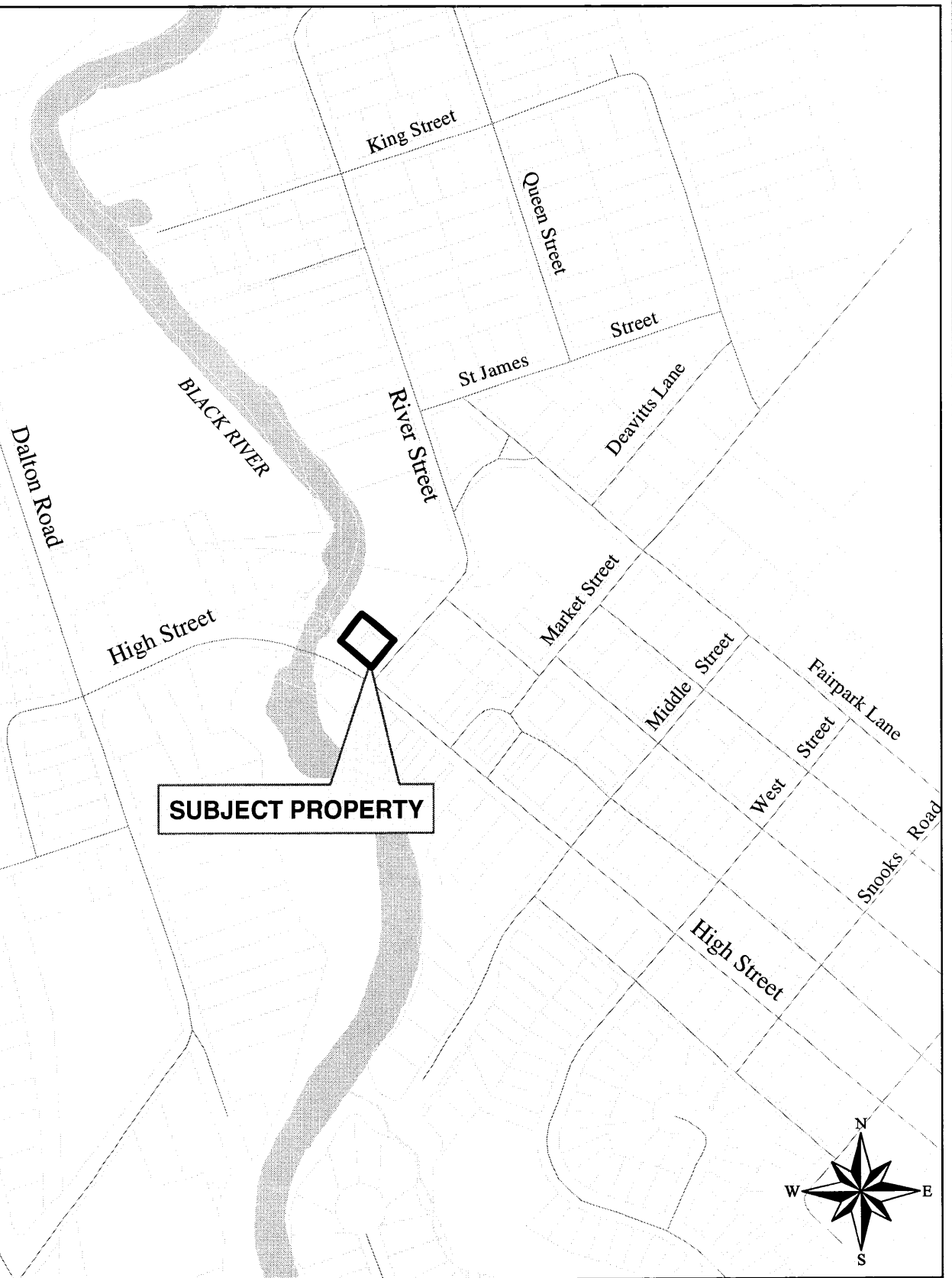
EASEMENT TO BE
CONVEYED TO THE
TOWN OF GEORGINA

LOCATION PLAN

Exchange of Easement Area
Town of Georgina



PROPERTY SERVICES



LOCATION PLAN

Exchange of Easement Area
Town of Georgina

0 0.035 0.07 0.14 Kilometers



PROPERTY SERVICES

THE REGIONAL MUNICIPALITY OF YORK

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Transportation and Works Committee
December 4, 2002
Report of the
Commissioner of Finance

COMPENSATION FOR EXPROPRIATION WARDEN AVENUE, PROJECT 9899 TOWN OF MARKHAM

1. RECOMMENDATIONS

It is recommended that:

1. The Commissioner of Finance be authorized to make the following offer on behalf of the Regional Corporation in accordance with the *Expropriations Act* for:
 - a) The land required for the widening and reconstruction of Warden Avenue (Y.R. 65) from Steeles Avenue to 16th Avenue (Y.R. 73), in the Town of Markham

2. PURPOSE

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

3. BACKGROUND

On June 27, 2002, Regional Council authorized the expropriation of the following properties for the widening and reconstruction of Warden Avenue. (*See Attachment No. 1*)

An independent appraiser has prepared appraisal reports of the properties. It is now in order to make an offer to the owners in compliance with Section 25 of the *Expropriations Act*. This provision requires that the offers be made based on 100% of the market value and that such offers be made prior to taking possession of the property.

3.1 Property No. 1

OWNER:	York Region Condominium Corporation No. 726
PROPERTY:	Fee simple interest Parts 1, 2, 3 and 4, Expropriation Plan D848 Town of Markham
TOTAL OWNERSHIP:	2.024 ha (5.00 acres)
AREA EXPROPRIATED:	0.046 ha (0.114 acres)

90 OFFER OF COMPENSATION: \$63,400.00

COMMENTS: The subject property is a Registered York Region Condominium (No. 726). The condominium units are within the three structures that occupy the property. The exterior ground, including the paved parking and landscaped areas, are part of the “common element”.

PROJECT NUMBER: 9899

3.2 Property No. 2

OWNER: 3780 14th Avenue Holdings Inc.

PROPERTY: Fee simple interest
Parts 1 and 2, Expropriation Plan D850
Town of Markham

TOTAL OWNERSHIP: 0.905 ha (2.235 acres)

AREA EXPROPRIATED: 0.041 ha (0.101 acres)

OFFER OF COMPENSATION: \$55,700.00

COMMENTS: The subject property is improved with a three-storey professional office building with a one-storey addition at the rear. The land surrounding the structure is asphalt pavement and landscaping.

PROJECT NUMBER: 9899

3.3 Property No. 3

OWNER: Markham Gate Investments Limited

PROPERTY: Fee simple interest
Parts 1, 2, 3, 4 5, 6, 7, 8 and 9, Expropriation Plan D849
Town of Markham

TOTAL OWNERSHIP: 2.199 ha (5.433 acres)

AREA EXPROPRIATED: 0.02 ha (0.049 acres)

OFFER OF COMPENSATION: \$28,000.00

COMMENTS: The subject property is improved with two professional office buildings and a multi-unit industrial building. There is an underground parking garage wall within the taking shown as Part 4 on Expropriation Plan D849. It will not be affected because the road widening is a surface use of the land.

PROJECT NUMBER: 9899

3.4 Property No. 4

OWNER: V. V. DeMarco Properties, Limited

PROPERTY: Fee simple interest
Parts 1, 2, 3 and 4, Expropriation Plan D851
Town of Markham

TOTAL OWNERSHIP: 2.870 ha (7.093 acres)

AREA EXPROPRIATED: 0.029 ha (0.072 acres)

OFFER OF COMPENSATION: \$39,800.00

COMMENTS: The subject property is improved with a five-storey professional building. The property has site plan approval for an additional professional building.

PROJECT NUMBER: 9899

3.5 Property No. 5

OWNER: V. V. DeMarco Properties, Limited

PROPERTY: Fee simple interest
Parts 1, 2, 3 and 4, Expropriation Plan D848
Town of Markham

TOTAL OWNERSHIP: 1.027 ha (2.538 acres)

AREA EXPROPRIATED: 0.017 ha (0.043 acres)

OFFER OF COMPENSATION: \$22,500.00

COMMENTS: The subject property is improved with an industrial building. The land and improvements are subject to a 50-year lease expiring December 31, 2030 with an option to renew for an additional 50 years. The

92

lessee also has the "first right of refusal" should the owner wish to sell the subject parcel.

PROJECT NUMBER: 9899

4. FINANCIAL IMPLICATIONS

The total amount of compensation for these expropriations is the sum of \$209,400.00. Funds have been included in the 2002 budget for these offers of compensation.

5. LOCAL MUNICIPAL IMPACT

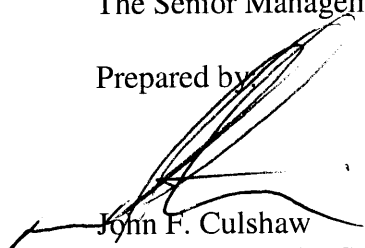
These properties are required for the widening and reconstruction of Warden Avenue, which will greatly improve traffic operations for the travelling public as the road network in the Warden Avenue Corridor, is currently at capacity.

7. CONCLUSION

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

The Senior Management Group has reviewed this report.

Prepared by:



John F. Culshaw
Director of Realty Services

Approved by:



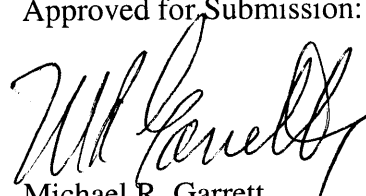
Barry Crowe
Director of Property Services

Recommended by:



Sandra Cartwright
Commissioner of Finance

Approved for Submission:

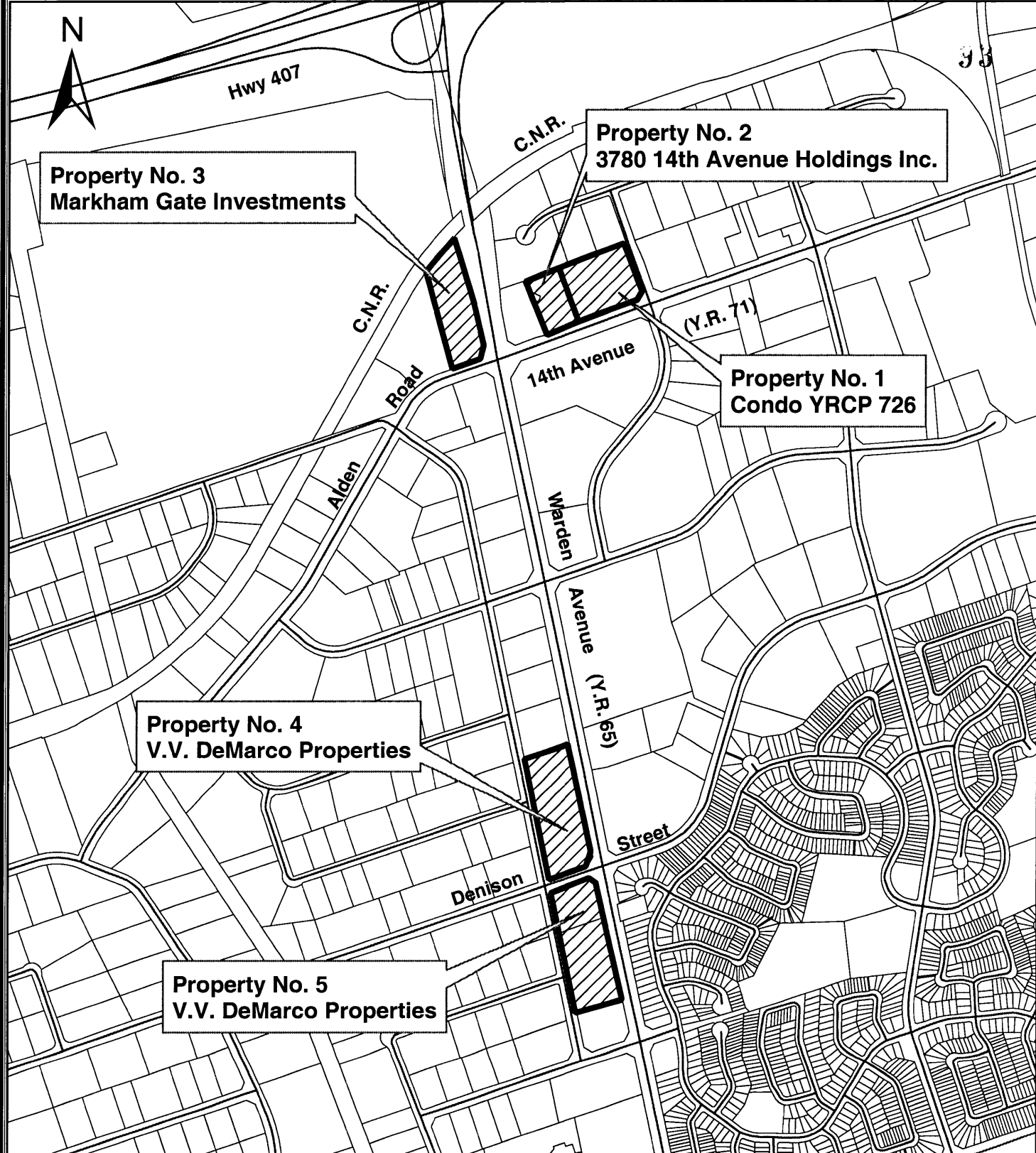


Michael R. Garrett
Chief Administrative Officer

Nov 11, 2002

Attachment(s) 1
sm

Version 3.0002 9-20



LOCATION PLAN

Compensation for Expropriation
Warden Avenue (Y.R. 65) Project 9899
Town of Markham

York Region

PROPERTY SERVICES

THE REGIONAL MUNICIPALITY OF YORK
 Transportation and Works Committee
 December 4, 2002
 Report of the
 Commissioner of Finance

**EXCHANGE OF EASEMENTS
 TOWN OF NEWMARKET**

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council declare surplus and give notice of its intention to abandon the easements in Lot 89, Concession 1, Town of Newmarket described as Parts 1 and 2 on Plan 65R2199 and Part 1 on Plan 65R2524, as described in Instrument Nos. R205740 and R220942.
2. Authorization be given for the execution of the abandonment of the easements described in Recommendation 1 above, subject to the receipt of a good and valid easement in the lands designated as Parts 1, 2, 3 and 4 on Plan 65R18892, free and clear of all costs and encumbrances,
3. The appropriate regional officials be authorized to do all acts necessary to give effect to the foregoing.

2. PURPOSE

The purpose of this report is to obtain Regional Council's authorization to:

1. Declare the easements described in Recommendation 1 above as surplus to the Region's requirements and give notice of its intention to abandon the easements.
2. Abandon the easements described in Recommendation 1 above in return for a good and valid easement in the lands designated as Parts 1, 2, 3 and 4 on Plan 65R18892, free and clear of all costs and encumbrances.

3. BACKGROUND

Easements were required in connection with the construction and operation of Newmarket Well Nos. 13 and 16 located on the east side of Yonge Street, just south of Savage Road (*See Attachment Nos. 1 and 2*).

By Transfer of Easements registered on May 13, 1977 and March 31, 1978 as Instrument Nos. R205740 and R220942, respectively, The Regional Municipality of York acquired easements over Parts 1 and 2 on Plan 65R2199 and Part 1 on Plan 65R2524 for:

- (a) a right-of-way for persons and vehicles

- (b) the construction, maintenance, alteration, inspection, repair and operation of a road way
- (c) the construction, maintenance, alteration, inspection, repair and operation of a watermain
- (d) the construction, maintenance, alteration, inspection, repair and operation of lines of electricity.

The subsequent development of the Yonge Savage Centre, adjacent to the Newmarket well site, has resulted in the relocation of the above described easements and the need for an additional easement in lands designated as Parts 1, 2, 3 and 4 on Plan 65R18892 (*See Attachment No. 2*).

The consultant for the affected property owner has indicated that the owner is willing to convey, at no cost to the Regional Corporation, a good and valid easement in Parts 1, 2, 3 and 4 on Plan 65R18892 in return for an abandonment of the easements created in Instrument Nos. R205740 and R220942. The new easement will be free and clear of encumbrances and a certificate of title, satisfactory to the Regional Solicitor, will be provided by the property owner's solicitor.

Staff in the Transportation and Works Department have confirmed that the Regional Corporation no longer requires the easements described in Instrument Nos. R205740 and R220942 and these easements can now be abandoned. They have also approved of the location of the new easement over Parts 1, 2, 3 and 4 on Plan 65R18892. The new easement will be for a right-of-way, watermain and lines of electricity for and in connection with the operation of Newmarket Well Nos. 13 and 16.

4. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

5. LOCAL MUNICIPAL IMPACT

There are no local municipal implications associated with this report.

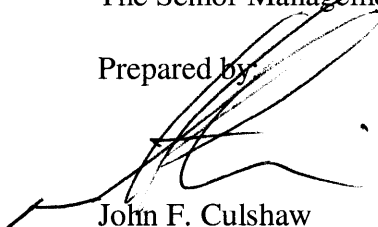
6. CONCLUSION

With the development of the Yonge Savage Centre, the Region no longer requires the easements described in Instrument Nos. R205740 and R220942. However, an additional easement is required and the consultant for the property owner has indicated that the property owner is willing to convey this easement, at no cost to the Region, free and clear of encumbrances.

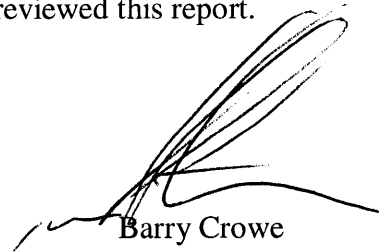
jd

The Senior Management Group has reviewed this report.

Prepared by:



John F. Culshaw
Director of Realty Services



Barry Crowe
Director of Property Services

Recommended by:



Sandra Cartwright
Commissioner of Finance

Approved for Submission:



Michael R. Garrett
Chief Administrative Officer

November 11, 2002

Attachment(s) 2

jd

Version 3-2002-9-26

38

Mullock Drive

Sanford Street

Yonge Street

Savage Road

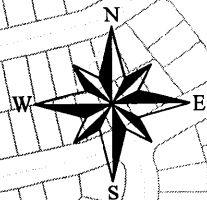
SUBJECT PROPERTY

Nelson Circle

Goldsmith Crescent

Keffer Circle

Shanahan Boulevard



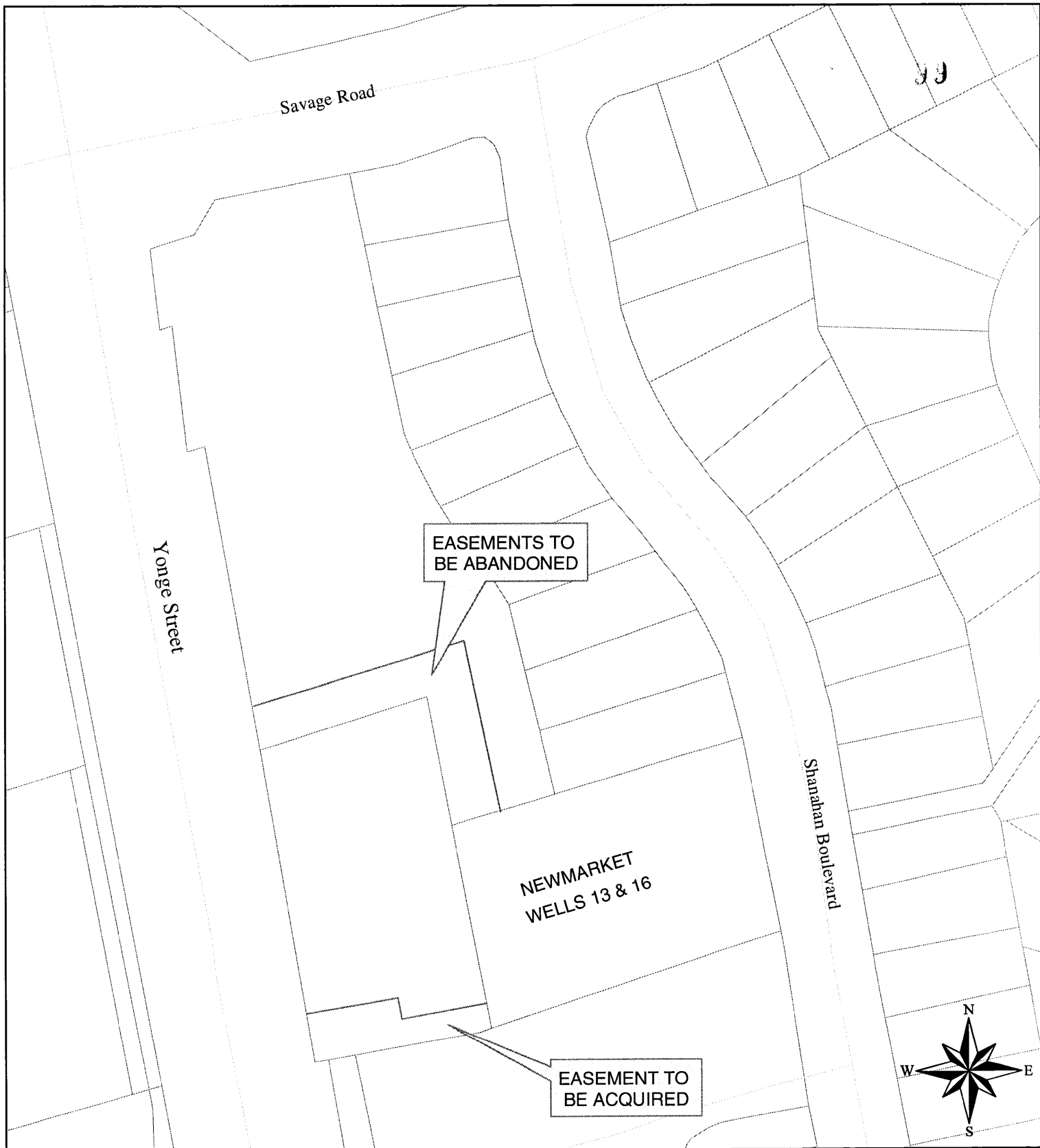
LOCATION PLAN

Abandonment of Easement
Town of Newmarket

York Region

PROPERTY SERVICES

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LOCATION PLAN

Abandonment of Easement
Town of Newmarket

0 0.0125 0.025 0.05 Kilometers



PROPERTY SERVICES

THE REGIONAL MUNICIPALITY OF YORK

101

Transportation and Works Committee
December 4, 2002
Report of the
Commissioner of Finance

EXPROPRIATION OF LAND RUTHERFORD ROAD (YR 73) CITY OF VAUGHAN

1. RECOMMENDATIONS

It is recommended that:

1. Authority be granted to apply for approval to expropriate:
 - (a) a fee simple interest in approximately 29363.0 m² (7.255 acres), being
Part 2 on Draft Reference Plan L-207-67
Parts 1, 2, 4, 5, 6, 7, 9, 10, 11, 13, 14 and 15 on Draft Reference Plan L-207-68
Parts 1, 2, 3, 4, 5 and 7 on Draft Reference Plan L-207-69
Parts 1, 2, 3, 5 and 7 on Draft Reference Plan L-207-70
 - (b) a temporary limited interest in approximately 285.3 m² (0.070 acres), being
Part 1 on Draft Reference Plan L-207-67
Parts 6 and 8 on Draft Reference Plan L-207-69
Parts 4 and 6 on Draft Reference Plan L-207-70
(required for the purpose of minor grading and expiring December 31, 2005)
2. The Commissioner of Finance be authorized to serve and publish Notice of Application as required by the *Expropriations Act*.
3. The Commissioner of Finance be authorized to forward to the Chief Inquiry Officer, pursuant to the provisions of the *Expropriations Act*, any requests for hearing that may be received.
4. The Regional Council, as approving authority, approve of the expropriation of the lands described in paragraph 1, provided there is no hearing of necessity.
5. The Director of Realty Services be authorized to execute and serve any notices required by the *Expropriations Act*.
6. The lands being expropriated and required for road purposes be dedicated as a common and public highway.
7. Authority be granted for the introduction of the necessary bills in Council to give effect to the foregoing.

2. PURPOSE

The purpose of this report is to obtain Regional Council's approval to expropriate land from thirteen owners in conjunction with the widening and reconstruction of Rutherford Road in the City of Vaughan. (*see attachment 1*).

3. BACKGROUND

Regional Council, on July 8, 1999, adopted By-law R-1190-1999-067 that authorized the following works and undertakings:

- (a) the widening and reconstruction of Rutherford Road (Y.R. 73), from Weston Road (Y.R. 56) to Highway 50 (Y.R. 24), in the City of Vaughan, to a basic width of 36.0 metres with additional widenings at cuts, fills, water course crossing and intersections, to provide a basic four lane road with a continuous centre left-turn lane from Weston Road (Y.R. 56) to Pine Valley Drive (Y.R. 57) and from approximately 400 metres east of Islington Avenue (Y.R. 17) to Vaughan Mills Road and left-turn and right-turn lanes at intersections;
- (b) adjustments to existing traffic control signals and associated illumination to accommodate the proposed revisions to the road layout at the intersections of Rutherford Road (Y.R. 73) with Weston Road (Y.R. 56), Islington Avenue (Y.R. 17), Clarence Street, Vaughan Mills Road, Highway 27 (Y.R. 27) and Highway 50 (Y.R. 24);
- (c) the provision of an underground conduit system and illumination at the intersections of Rutherford Road (Y.R. 73) with Velmar Drive, Babak Boulevard and the proposed Forest Fountain Drive;
- (d) the carrying out of all related works and undertakings in connection with the above; and
- (e) the acquisition of the necessary lands and interests in lands for the works described above.

5. FINANCIAL IMPLICATIONS

Offers of compensation must be made under Section 25 of the *Expropriations Act* to all of the owners of the listed parts on the reference plans. These offers must be made within 90 days of the registration of the expropriation plans. Funds are to be included in the 2003 budget for these offers. Staff will report back to Council prior to making these offers.

6. LOCAL MUNICIPAL IMPACT

The widening and reconstruction of this portion of Rutherford Road will improve the east/west traffic flows from Highway 400 to Highway 50.

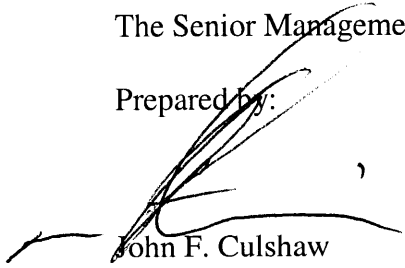
7. CONCLUSION

Construction of this project is scheduled to commence in 2004.

Reference plans showing the Region's requirements will be registered in late December. In order to ensure that the project is not delayed, it is appropriate to proceed with expropriation. The above noted draft reference plans will be available at Committee for your review.

The Senior Management Group has reviewed this report.

Prepared by:



John F. Culshaw
Director of Realty Services

Approved by:



Barry Crowe
Director of Property Services

Recommended by:



Sandra Cartwright
Commissioner of Finance

Approved for Submission:



Michael R. Garrett
Chief Administrative Officer

Nov. 6, 02

Attachment(s) 1

Version 1 - OCT-9-02

Major Mackenzie Drive West

Drive West

Huntington Road

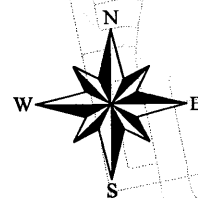
McGillivray Road

C.P.R.

Highway 50

Rutherford Road

Highway 27



LOCATION

York Region

PROPERTY SERVICES

Transportation and Works Committee

December 4, 2002

Report of the
Commissioner of Finance

LAND ACQUISITIONS VARIOUS

1. RECOMMENDATIONS

It is recommended that:

1. The following agreements be accepted and that the Commissioner of Finance be authorized to complete the transactions in accordance with the terms of the agreements.

2. PURPOSE

2.1 Property No. 1

OWNER:	Mount Pleasant Group of Cemeteries
PROJECT:	The widening and reconstruction of Elgin Mills Road East (Y.R. 49) from Bayview Avenue (Y.R. 34) to Markland Road in the Towns of Markham and Richmond Hill
SUBJECT PROPERTY:	Part of the West Half of Lot 25 & Part of Lot 26, Concession 3, in the Town of Richmond Hill and shown as Part 3 on Reference Plan 65R-24205, Part 1 on Reference Plan 65R-24206 and Parts 1 & 3 on Reference Plan 65R-24210
AUTHORITY:	By-law No. R-1219-2000-048
TOTAL OWNERSHIP:	70.72 ha (174.75 acres)
AREA TAKEN:	7494 m ² , (1.8518 acres) fee simple interest
COMMENTS:	The subject property is cemetery land located on the south side of Elgin Mills Road East (Y.R. 49) between Highway 404 and Leslie Street (Y.R. 12). The property is required for the widening and reconstruction of Elgin Mills Road East.
PROJECT NUMBER:	9610

2.2 Property No. 2

106

OWNER: Alex Marrero and Michelle Soengas

PROJECT: The widening and reconstruction of Rutherford Road (Y.R. 73) from Weston Road (Y.R. 56) to Highway 50 (Y.R. 24) in the City of Vaughan

SUBJECT PROPERTY: Part of Lot 16, Concession 8, in the City of Vaughan and shown as Part 4 on Reference Plan 65R-24802

AUTHORITY: By-law No. R-1190-1999-067

TOTAL OWNERSHIP: 4.836 ha (11.95 acres)

AREA TAKEN: 2211 m², (0.546 acres) fee simple interest

COMMENTS: The subject property consists of a single family dwelling located on the south side of Rutherford Road East of Highway 27.

PROJECT NUMBER: 9606

2.3 Property No. 3

OWNER: Ralph Chiodo

PROJECT: The widening and reconstruction of Islington Avenue (YR 17) from Steeles Avenue to Monsheen Drive in the City of Vaughan

SUBJECT PROPERTY: Part of Lot 57, Registrar's Compiled Plan No. 9831, in the City of Vaughan and shown as Parts 6 & 7 on Expropriation Plan D778

AUTHORITY: By-law No. R-1186-1999-053

TOTAL OWNERSHIP: 0.419 ha (1.035 acres)

AREA TAKEN: 364.7 m² (3926 sq. ft.), fee simple interest

COMMENTS: The subject property is improved with a commercial structure comprising retail outlets on the main floor and offices above. The entire lot is asphalt-paved.

PROJECT NUMBER: 8609

3. FINANCIAL IMPLICATIONS

The total amount of compensation involved in connection with the above transactions is the sum of \$635,540.00. Legal and consulting fees are payable in addition to the foregoing. Funds have been included in the 2002 budget for these offers.

4. LOCAL MUNICIPAL IMPACT

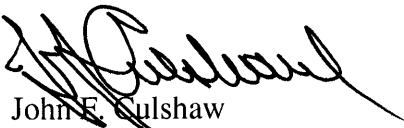
The lands associated with this report are required for the widening and reconstruction of Elgin Mills Road East and Rutherford Road, and for an expropriation settlement on Islington Avenue. These projects will improve traffic operations for the travelling public.

5. CONCLUSION

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

The Senior Management Group has reviewed this report.

Prepared by:



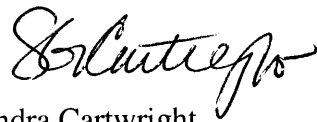
John E. Culshaw
Director of Realty Services

Approved by:



Barry Crowe
Director of Property Services

Recommended by:



Sandra Cartwright
Commissioner of Finance

Approved for Submission:



Michael R. Garrett
Chief Administrative Officer

Nov 6, 2002

Attachment(s) 3

Version 3-2002-5-20

108

Property No.1

ELGIN MILLS RD E

Bayview Avenue

Highway 104

N

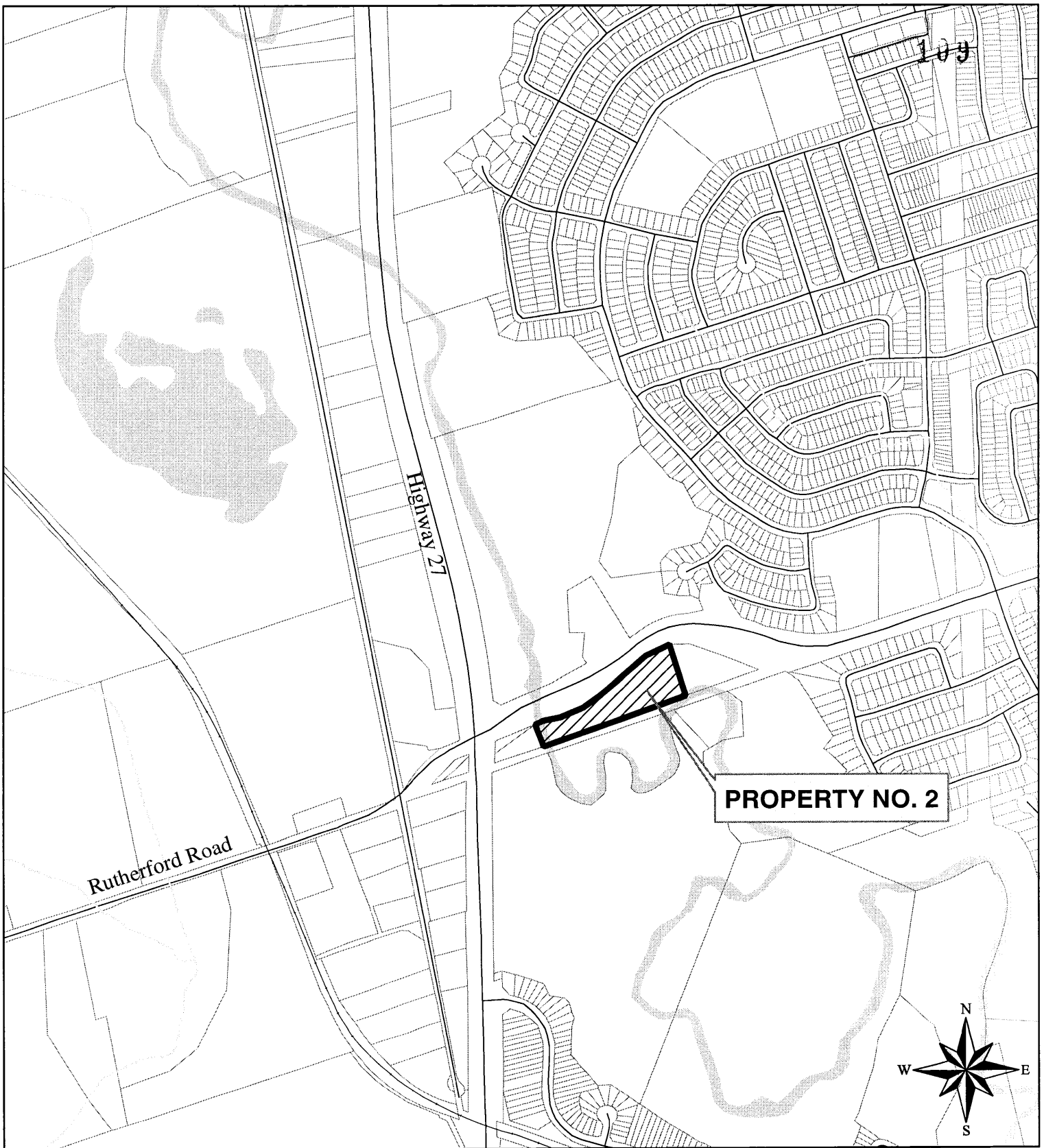
LOCATION PLAN

Acquisition of Land
Project 9610
Town of Richmond Hill

York Region

PROPERTY SERVICES

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LOCATION PLAN

Acquisition of Land
Project 9606
City of Vaughan



PROPERTY SERVICES

